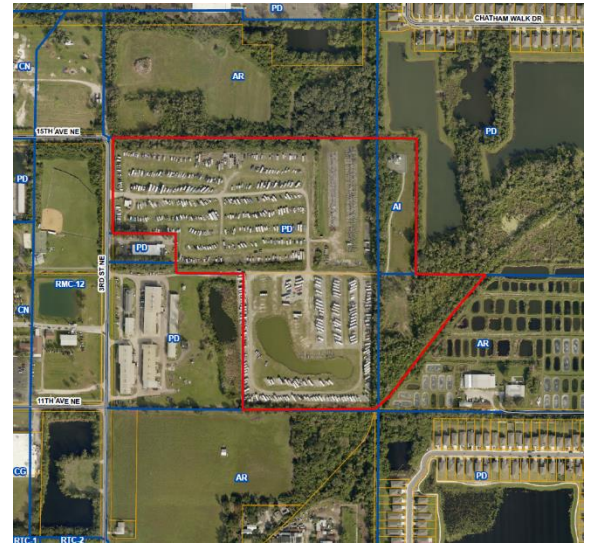


**Rezoning Application: PD 24-0239****Zoning Hearing Master Date:** June 17, 2024**BOCC CPA Public Hearing Date:** August 13, 2024**Hillsborough  
County Florida****Development Services Department****1.0 APPLICATION SUMMARY****Applicant:** Buc-A-Day Storage, LLC**FLU Category:** LI-P, RES-6**Service Area:** Urban**Site Acreage:** 35.66 acres**Community  
Plan Area:** Ruskin**Overlay:** None**Introduction Summary:**

This is a request to rezone a parcel to Planned Development (PD) to allow the continuation and expansion of open storage and 215,404 square feet of mini warehouse uses. The property also contains a cell tower and a portion of property designated as RES-6 in the Future Land Use map. The cell tower will continue to be permitted and no commercial uses, including open storage and mini-warehouses, will not be permitted within the RES-6 area.

Zoning:	Existing	Proposed
District(s)	PD 02-1307 / AI / AR	PD 24-0239
Typical General Use(s)	Open Storage, Mini warehouse / Agriculture, industrial / Agriculture, Single-Family Conventional	Open Storage, Mini warehouse
Acreage	PD – 28.79 ac / AI - 2.87 ac / AR - 4.0 ac	35.66 acres
Density/Intensity	.18 FAR, 18.67 acres of open storage	0.14 FAR, 21.46 acres of open storage
Mathematical Maximum*	PD 215,404 square feet / AI – 2 DUs / AR – 0 DUs	215,404 square feet

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	PD 02-1307 / AI / AR	PD 24-0239
Lot Size / Lot Width	NA / 1 acre, 150' / 5 acres, 150'	NA
Setbacks/Buffering and Screening	Front: 30' / 50' / 50' Side: Per LDC / 25' / 25' Rear: Per LDC / 50' / 50'	Front (West) – 30' Side (North) – 30' buffer w/ existing vegetation Side (South) - 30' buffer w/ existing vegetation Rear (East)- NA
Height	35' / 50' / 50'	50'

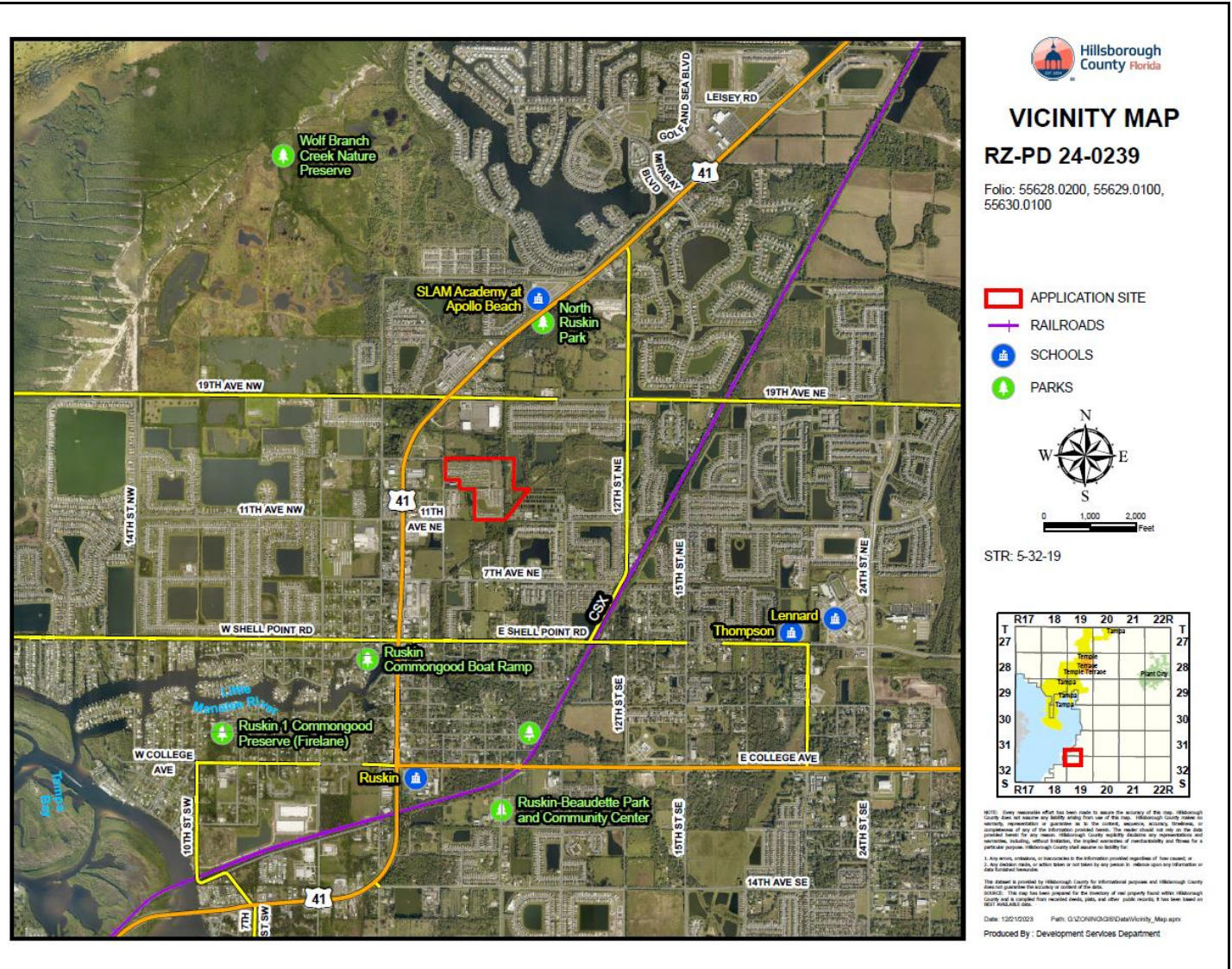
**Additional Information:**

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application

**Planning Commission Recommendation:**  
Consistent**Development Services Recommendation:**  
Approvable, subject to proposed conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



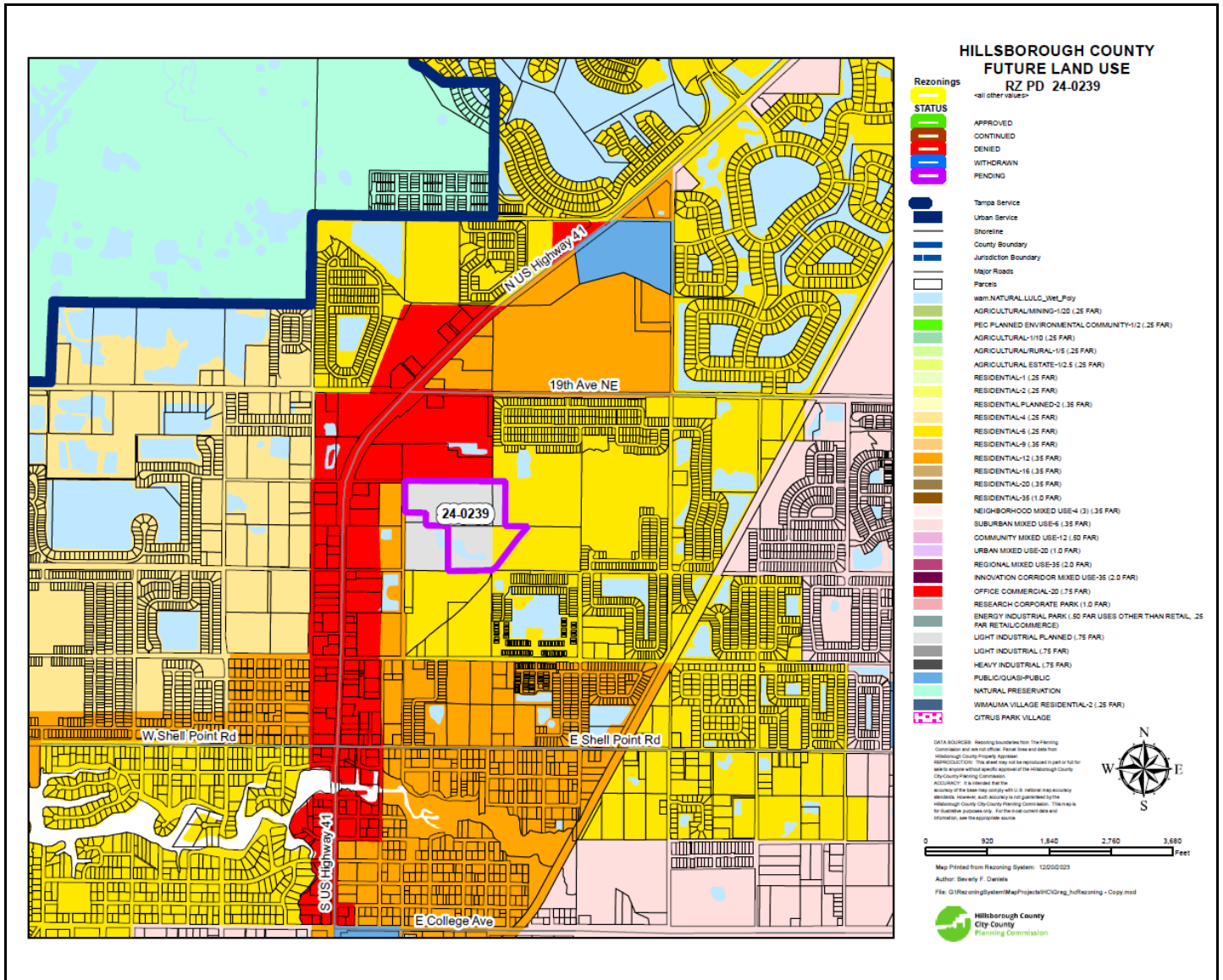
#### Context of Surrounding Area:

The subject site is generally located at 1415 3<sup>rd</sup> Street NE and consists of three folios: #55628.0200, #55629.0100, & #55630.0100. It is in the Urban Service Area and within the Ruskin Community Planned Area. 3<sup>rd</sup> Street NE is classified as a Local Road and is fronted by a variety of uses such as a church, industrial, retail, and some residential uses. A fish hatchery is located to the east of the property and properties adjacent to the north and south are undeveloped. The property can access Highway 41 to the west by 15 Avenue NE or 11<sup>th</sup> Avenue NE.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

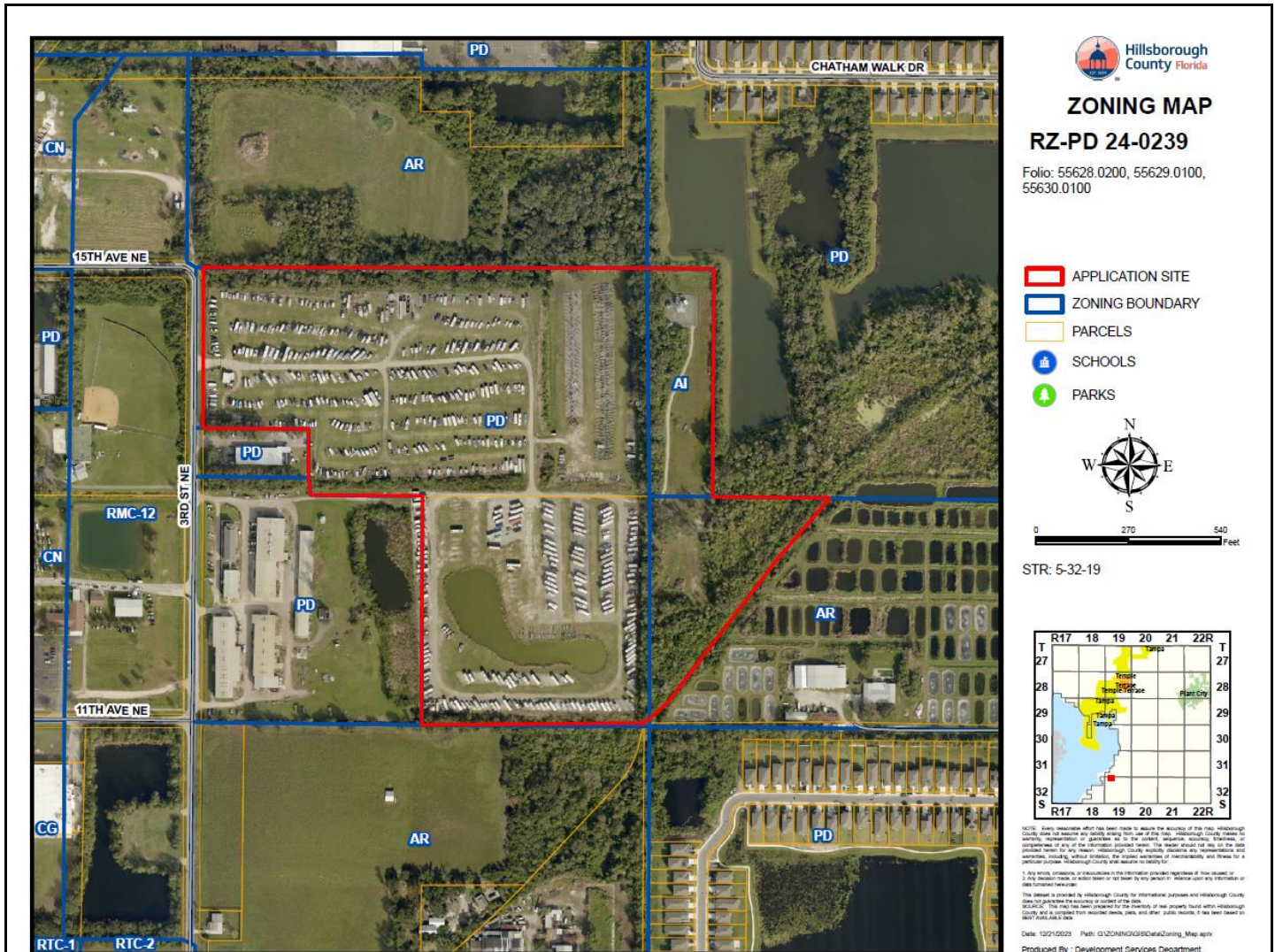
### 2.2 Future Land Use Map



Subject Site Future Land Use Category:	Light Industrial Planned (LI-P)	Residential-6 (RES-6)
Maximum Density/F.A.R.:	.75 FAR	6.0 dwelling units per gross acre
Typical Uses:	Light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and rural scale retail uses pursuant to locational criteria.	Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Non-residential uses shall meet established locational criteria for specific land use.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map

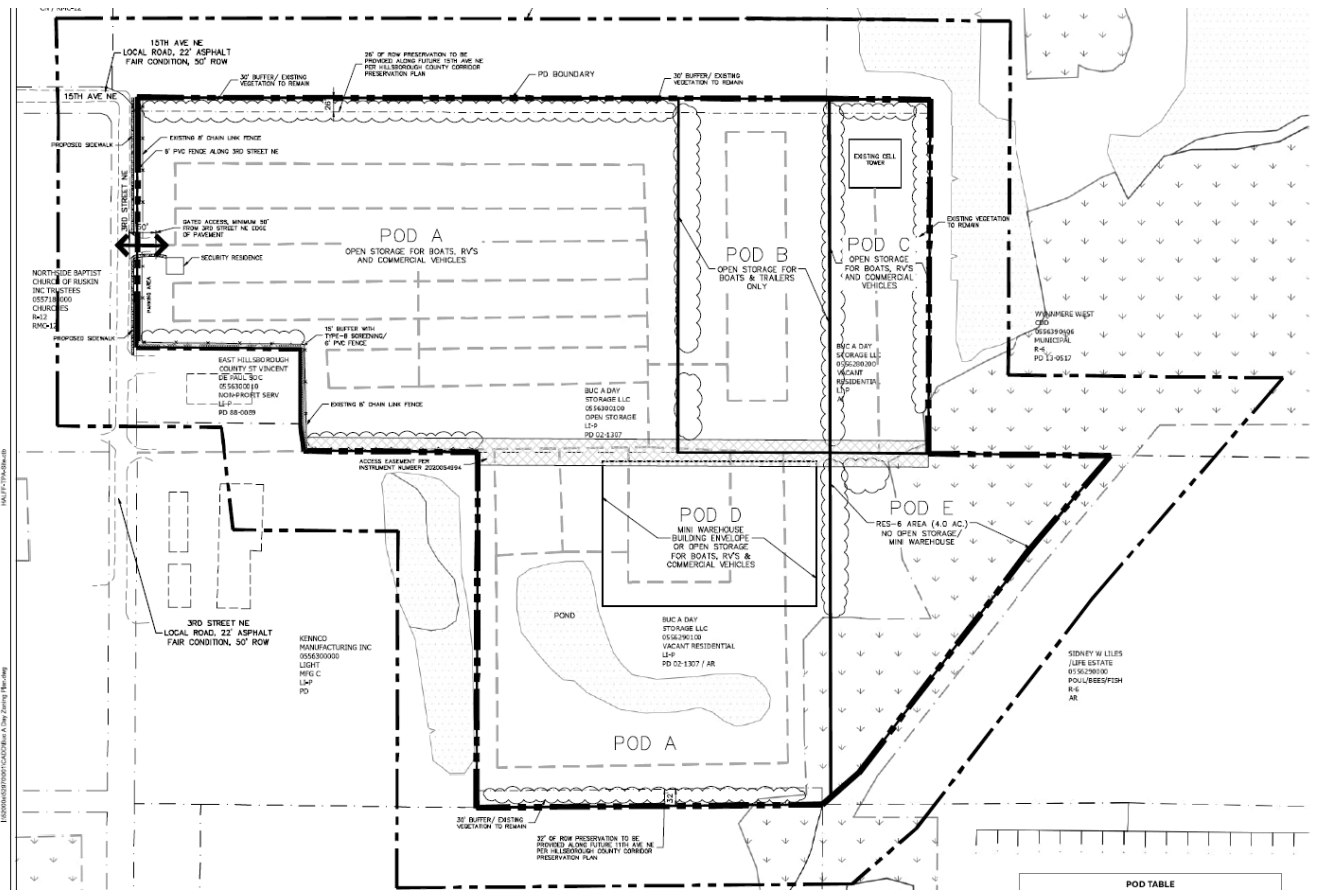


#### Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	1 unit per 217,800 sf	Agriculture / Single-Family Conventional	Undeveloped
South	AR	1 unit per 217,800 sf	Agriculture / Single-Family Conventional	Undeveloped
East	PD 13-0517	4.28 DU/Ac	Single-Family Conventional	Single-Family Conventional
	AR	1 unit per 7,000 sf	Agriculture / Single Family Conventional	Conventional / Fish Hatchery
West	RMC-12	1 unit per 3,630 sf	Multi-Family Residential	Sports Field
	PD 88-0089	0.0918 FAR	Thrift Store	Thrift Store
	PD 93-0077	0.4 FAR	Light Industrial	Light Manufacturing

## 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
3rd St NE	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	1,848	113	191
Proposed	1,329	82	137
Difference (+/-)	-517	-31	-54

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
3rd St. NE/Substandard Roadway	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

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

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input checked="" type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<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	See Report
<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 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 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>Impact/Mobility Fees</b> <div>           Warehouse (Per 1,000 s.f.)            Mobility: \$1,337            Fire: \$34         </div> <div>           Mini Storage (Per 1,000 s.f.)            Mobility: \$725            Fire: \$32         </div> <div>           Light Industrial (Per 1,000 s.f.)            Mobility: \$4,230            Fire: \$57         </div>				
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 checked="" 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	

**5.0 IMPLEMENTATION RECOMMENDATIONS**

## 5.1 Compatibility

This is a request to rezone a 35.66-acre tract to a Planned Development to allow open storage, mini-warehouses, and a cell tower. The property currently allows open storage and the existing cell tower; however, the applicant is seeking to expand the open storage use, allow mini-warehouses and remove conditions set forth in MM 06-1799, such as requiring an 8-foot masonry wall and a wrought iron fence around the open storage areas. The proposed Planned Development will resemble the current zoning before the approval of the Major Modification in 2006, which previously allowed mini warehouses.

The subject site is generally located at 1415 3<sup>rd</sup> Street NE. It is in the Urban Service Area and within the Ruskin Community Planned Area. 3<sup>rd</sup> Street NE is a local road fronted by a handful of uses that consist of light industrial, community uses and some residential. It is located adjacent to properties zoned PD, agricultural, and residential, but much of the land is undeveloped. To the southwest, a retail thrift store and an industrial use are adjacent to the subject property and zoned PD. Further to the west, lies US Highway 41 which is fronted by various commercially zoned properties. The subject property has quick access to this highway by 15<sup>th</sup> Ave NE to the north of the property. To the east, residential neighborhoods and various agriculture uses, such as a fish hatchery can be found. The property is also adjacent to AR zoned property to the north and south, which are currently undeveloped. The Hillsborough County Corridor Preservation Plan (HCCPA) shows future roadways extending along both boundaries and the preservation of future right-of-way has been provided by the applicant.

Much of the property is to be utilized by open storage of recreational vehicles, boats, and commercial/domestic vehicles. These areas include PODs A, B, C, & D (See site plan) and make up approximately 31.66 acres of the total 35.66-acre site. POD C also includes the existing cell tower and POD D includes the option to develop mini warehouses with a maximum allowance of 215,404 square feet (0.14 FAR). POD E is to be maintained as open space and will not permit any uses, including those allowed in the CI district. POD E is mostly made up of wetlands and is designated as RES-6 on the Future Land Use Plan.

The development standards of the project will follow the requirements of the CI, Commercial Intensive zoning district, including buffer and screening; however, the applicant has requested a variation to the screening requirements to waive the Type C screening required by the LDC along the north and south property lines. This boundary is adjacent to the future roadway mapped by the HCCPA and is currently heavily vegetated. In addition, the adjacent properties are undeveloped. As a result, the existing vegetation is to be preserved in lieu of installing the Type C screening. Since a roadway may be constructed here in the future and the adjacent properties are undeveloped, DSD staff has no issues with this variation request. All other buffer and screening requirements prescribed by the CI district are being provided by the applicant.

Development Services does not have any compatibility concerns with the proposed Planned Development and the request variation. The development is not expected to negatively impact adjacent properties or the surrounding area. The appropriate screening is being provided and dense vegetation is present where buffer and screening is to be waived. Due to these facts, we find the request to rezone to Planned Development to be compatible with the surrounding area, subject to the conditions.

## 5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.

## 6.0 PROPOSED CONDITIONS



**Requirements prior to Certification:**

1. Under PD Site Data, the Development Standards shall be changed from “Per Commercial General (CG) Development Standards” to “Per Commercial Intensive (CI) Development Standards”
2. In the POD Table, the Use Column for POD D shall be amended to include “Open storage for boat, RV, & Commercial Vehicle” as a permitted use.

**Approval**- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 28<sup>th</sup>, 2024.

1. The project shall be limited to 31.66 acres of open storage, 215,404 max square feet of mini-warehouse, a security residence and the existing approved cell tower. Refer to site plan for specific location of permitted open storage items.
  - a. POD E shall not allow any uses, including uses allowed in the Commercial Intensive (CI) Zoning District, and shall be maintained as open space.
2. Development within the project shall conform to the Commercial Intensive (CI) Zoning District Standards, unless otherwise specified herein.
3. Buffering and screening shall be in accordance with the Land Development Code (LDC), unless otherwise stated herein.
  - a. Screening along the northern and southern boundary shall utilize the existing vegetation in lieu of providing Type C Screening, subject to the approval of Natural Resources.
4. The project shall be permitted one full access connection on 3rd St. NE as shown on the PD site plan.
5. If PD 24-0239 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (February 19, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on June 6, 2024. Approval of this Administrative Variance will waive the substandard roadway improvements on 3rd St. NE in association with the proposed development.
6. As 11th Ave. NE is identified on the Hillsborough County Corridor Preservation Plan as a future new 2-lane roadway along the project’s southern boundary, the developer shall designate +/-32 feet of right of way preservation along the project’s southern boundary as shown on the PD site plan. Building setbacks shall be calculated from the future right-of-way line.
7. As 15th Ave. NE is identified on the Hillsborough County Corridor Preservation Plan as a new future 2-lane roadway, the developer shall designate +/-26 feet of right of way preservation along the project’s northern boundary as shown on the PD site plan. Building setbacks shall be calculated from the future right-of-way line.
8. A sidewalk shall be constructed along the project’s 3rd St. NE frontage consistent with the LDC.
9. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

10. Notwithstanding anything shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
11. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
12. This site contains trees that may qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan/plat through the Site Development/Subdivision Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees.
13. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
14. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
15. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
16. 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.
17. 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.
18. 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.
19. 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).

20. 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.
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

**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

1. The existing cell tower was approved by Special Use 97-0357.



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



## AGENCY REVIEW COMMENT SHEET

**TO:** Zoning Technician, Development Services Department  
**REVIEWER:** Richard Perez, AICP  
**PLANNING AREA:** RU/South

**DATE:** 6/07/2024  
**AGENCY/DEPT:** Transportation  
**PETITION NO:** PD 24-0239

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

### CONDITIONS OF ZONING APPROVAL

- The project shall be permitted one full access connection on 3<sup>rd</sup> St. NE as shown on the PD site plan.
- If PD 24-0239 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (February 19, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on June 6, 2024. Approval of this Administrative Variance will waive the substandard roadway improvements on 3<sup>rd</sup> St. NE in association with the proposed development.
- As 11<sup>th</sup> Ave. NE is identified on the Hillsborough County Corridor Preservation Plan as a future new 2-lane roadway along the project's southern boundary, the developer shall designate +/-32 feet of right of way preservation along the project's southern boundary as shown on the PD site plan. Building setbacks shall be calculated from the future right-of-way line.
- As 15<sup>th</sup> Ave. NE is identified on the Hillsborough County Corridor Preservation Plan as a new future 2-lane roadway, the developer shall designate +/-26 feet of right of way preservation along the project's northern boundary as shown on the PD site plan. Building setbacks shall be calculated from the future right-of-way line.
- A sidewalk shall be constructed along the project's 3<sup>rd</sup> St. NE frontage consistent with the LDC.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
- Notwithstanding anything shown in the PD site plan, internal pedestrian sidewalks and ADA accessible routes shall be provided consistent with the LDC.
- Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

- Parking shall be provided consistent with LDC, Sec. 6.05.02.

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a rezoning from Planned Development (PD) #02-1307, as most recently amended by PRS#06-1799, Agricultural Industrial (AI), and Agricultural Rural (AR) to a new PD rezoning allowing for +/-21.46 acres of outdoor storage for RVs, boats and commercial vehicles, 215,404 square feet of mini-storage, a wireless communication facility, and open space.

The subject property consists of three parcels, totaling +/-35.65 acres, and is approved to allow outdoor storage for RVs, boats, and commercial motor vehicles under the current approved PD zoning; rural residential and agricultural uses within the AR zoning; and intensive agricultural and ag-relate industrial uses in AI zoning. The site is located on the east side of 3<sup>rd</sup> St NE and southeast of 15<sup>th</sup> Ave. NE. The Future Land Use designation is Light Industrial Planned (LI-P) and Residential 6 (R-6).

### ***Trip Generation Analysis***

The applicant's traffic engineer submitted an alternative transportation analysis, approved by staff, that is based on trip counts for the existing 35.66 acres of Boat/RV storage. Staff has prepared the following comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11<sup>th</sup> Edition.

For the purposes of evaluating worst case scenario for the parcel zoned AI, staff utilized Whole Sale Nursey to estimate trip generation of approved entitlements.

### **Approved Entitlements:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 35.66 acres, Boat/RV Storage (ITE 151)	<b>1,689</b>	<b>105</b>	<b>175</b>
AI: 2.92-acre, Nursey (Whole Sale) (ITE 818)	<b>150*</b>	<b>7</b>	<b>15</b>
AR: 1 Single Family Unit (ITE 210)	<b>9</b>	<b>1</b>	<b>1</b>
<b>TOTAL</b>	<b>1,848</b>	<b>113</b>	<b>191</b>

*\*Estimated by staff. ITE does not provide daily trip rates for this use.*

### **Proposed PD Modification:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 215,404 sf, Mini warehouse (ITE 151)	<b>312</b>	<b>19</b>	<b>32</b>
PD: 21.46 acres, Boat/RV Storage (ITE 151)	<b>1,017</b>	<b>63</b>	<b>105</b>
<b>TOTAL</b>	<b>1,329</b>	<b>82</b>	<b>137</b>

### **Trip Generation Difference:**

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference (+/-)</b>	<b>(-)517</b>	<b>(-)31</b>	<b>(-)54</b>

The proposed rezoning would generally result in a decrease of trips potentially generated by -518 average daily trips, -31 trips in the a.m. peak hour, and -54 trips in the p.m. peak hour.

### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on 3<sup>rd</sup> St. NE.

3<sup>rd</sup> St. NE is a substandard, rural local roadway. The roadway consists of a paved surface ranging between +/- 20 to 26-feet in average condition, lying within a +/- 62-foot wide right-of-way along the project's boundary. There is a sidewalk along the project frontage.

Pursuant to the County Transportation Technical Manual, a TS-7 rural local/collector roadway requires a minimum of 96 feet of right of way with 12-foot lanes, 5-foot paved shoulder, open drainage, and 5-foot sidewalks on both sides. The applicant has submitted an administrative variance to waive required improvements discussed herein under the section titled "Requested Administrative Variance".

### **SITE ACCESS**

The PD site plan proposes to maintain the existing access on 3<sup>rd</sup> St. NE.

As 3<sup>rd</sup> St NE is a local roadway, the project does not meet warrants for site access improvements (i.e. turn lanes) at the project's access connection.

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

Notwithstanding anything shown on the PD site plan to the contrary, the developer shall provide internal sidewalks and ADA accessible routes consistent with the LDC, Sec. 6.03.02.B.

Parking shall be provided consistent with LDC, Sec. 6.05.02.

### **CORRIDOR PRESERVATION**

11<sup>th</sup> Ave. NE is shown on the Hillsborough County Corridor Preservation Plan as a future new 2-lane roadway along the project's southern boundary. Pursuant to the Hillsborough County Transportation Technical Manual, TS-4 collector roadway typical section, the new roadway section is required to be a minimum of 64 feet of right of way. As such the applicant is showing 32 feet of right of way preservation (half of the required right of way) along the project's southern boundary.

15<sup>th</sup> Ave. NE is shown on the Hillsborough County Corridor Preservation Plan as a future new 2-lane roadway along the project's northern boundary. Staff, in consultation with the County Engineer, has deemed that pursuant to the Hillsborough County Transportation Technical Manual, TS-3 local roadway typical section, the new roadway section is required to be a minimum of 54 feet of right of way. As such the applicant is showing 26 feet of right of way preservation (half of the required right of way) along the project's northern boundary.

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 should be shown on all site plans. Building setbacks shall be calculated from the future right-of-way line.



### **REQUESTED ADMINISTRATIVE VARIANCE – 3<sup>rd</sup> ST NE SUBSTANDARD ROADWAY**

The applicant's EOR submitted (on February 20, 2024) a Section 6.04.02.B. Administrative Variance request (dated February 19, 2024) for 3<sup>rd</sup> Street NE requesting relief from the Section 6.04.03.L requirement to improve the roadway between the project access and 11<sup>th</sup> Ave NE, to current County standards for a Type TS-7, Local/Collector Typical Section as found within the Hillsborough County Transportation Technical Manual (TTM). On June 6, 2024 the County Engineer found the variance approvable. As such, no improvements to that portion of 3<sup>rd</sup> St NE would be required.

If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

### **LEVEL OF SERVICE (LOS)**

3<sup>rd</sup> St. NE is not a regulated roadway in the County Roadway Level of Service Report.

**From:** Williams, Michael [WilliamsM@hcfl.gov]  
**Sent:** Thursday, June 6, 2024 5:49 PM  
**To:** Micahel Yates (myates@palmtraffic.com) [myates@palmtraffic.com]; Vicki Castro [vcastro@palmtraffic.com]  
**CC:** Albert, Isabelle [ialbert@Half.com]; Follin, Jared [FollinJ@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]  
**Subject:** FW: RZ PD 24-0239 - Administrative Variance Review  
**Attachments:** 24-0239 AVReq 02-20-24.pdf

**Importance:** High

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 24-0239 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon ([DeLeonE@hcfl.gov](mailto:DeLeonE@hcfl.gov) or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hcfl.gov](mailto:PW-CEIntake@hcfl.gov)

Mike

**Michael J. Williams, P.E.**  
**Director, Development Review**  
**County Engineer**  
Development Services Department

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P: (813) 307-1851  
M: (813) 614-2190  
E: [Williamsm@HCFL.gov](mailto:Williamsm@HCFL.gov)  
W: HCFLGov.net

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**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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Please note: All correspondence to or from this office is subject to Florida's Public Records law.

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**From:** Tirado, Sheida <TiradoS@hcfl.gov>

**Sent:** Thursday, June 6, 2024 2:16 PM

**To:** Williams, Michael <WilliamsM@hcfl.gov>

**Cc:** Perez, Richard <PerezRL@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

**Subject:** RZ PD 24-0239 - Administrative Variance Review

**Importance:** High

Hello Mike,

The attached AV is approvable to me, please include the following people in your email response:

[myates@palmtraff.com](mailto:myates@palmtraff.com)

[vcastro@palmtraff.com](mailto:vcastro@palmtraff.com)

[ialbert@halff.com](mailto:ialbert@halff.com)

[follinj@hcfl.gov](mailto:follinj@hcfl.gov)

[perezrl@hcfl.gov](mailto:perezrl@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**

**Transportation Review Manager**

Development Services Department

---

P: (813) 276-8364

E: [tirados@hcfl.gov](mailto:tirados@hcfl.gov)

W: [HCFLGov.net](http://HCFLGov.net)

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**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

## Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at [padroni@hcpaf.fl.gov](mailto:padroni@hcpaf.fl.gov) or via telephone at (813) 307-1709 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
<b>Submittal Type</b> (check one)	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. AV-Substandard Rd 3rd St NE <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
<b>Project Name/ Phase</b>	Buc-A-Day Storage
<b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
<b>Folio Number(s)</b>	055630-0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
<b>Name of Person Submitting Request</b>	Vicki Castro, P.E.
<b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
<b>Current Property Zoning Designation</b>	
<b>Important:</b> For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a> . For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.	
<b>Pending Zoning Application Number</b>	24-0239
<b>Important:</b> If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>	N/A
<b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



February 19, 2024

Mr. Michael Williams, P.E.  
Hillsborough County Development Services Department  
Development Review Director  
County Engineer  
601 E. Kennedy Boulevard, 20<sup>th</sup> Floor  
Tampa, FL 33602

RE: Buc-A-Day Storage – 1415 3<sup>rd</sup> Street NE (24-0239)  
Folio: 055630-0100  
Administrative Variance Request – 3<sup>rd</sup> Street NE  
Palm Traffic Project No. T23103

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development located east of US 41 and north of 11<sup>th</sup> Avenue NE, as shown in Figure 1. This request is made based on our virtual meeting on February 8, 2024, with Hillsborough County staff.

The zoning request is to modify the development plan to allow open RV/Boat Storage and/or up to 215,404 square feet of mini warehouse on the existing property. The property is currently being used for open RV/Boat Storage.

The project proposes to have the following access:

- One (1) existing full access to 3<sup>rd</sup> Street NE.

This request is for an administrative variance to the TS-7 typical section of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B for the section of 3<sup>rd</sup> Street NE from 11<sup>th</sup> Avenue NE to the remaining existing project driveway, for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and; if applicable, (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

**a) There is unreasonable burden on the applicant**

The existing ROW along 3<sup>rd</sup> Street NE is approximately 65 feet. The typical TS-7 section for local and collector rural roadway requires a minimum of 96 feet of ROW with 12-foot travel lanes, a 5-foot paved shoulder, open drainage and a 5-foot sidewalk. The adjacent segment of 3<sup>rd</sup> Street NE has approximately 11-foot travel lanes and open drainage on both the east and west sides and no sidewalks along the adjacent segment of 3<sup>rd</sup> Street NE. Due to the constrained right of way on the west side of 3<sup>rd</sup> Street NE, the additional travel lane width, modified ditch section and sidewalk cannot be provided. However, a 5-foot sidewalk will be provided along the project frontage along with the necessary right of way to accommodate the sidewalk. Therefore, the requirement to improve 3<sup>rd</sup> Street NE is unreasonable.

**b) The variance would not be detrimental to the public health, safety and welfare.**

3<sup>rd</sup> Street NE currently has 11-foot travel lanes and no sidewalks on the adjacent segment of the roadway. While not paved, the existing shoulders are relatively flat immediately adjacent to the travel lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot lanes may be used. The posted speed limit on 3<sup>rd</sup> Street NE is 30 mph. The existing 11-foot travel lanes help keep the speed down and help provide a safe section that serves the neighborhood. Given the information outlined in this section, the existing roadway section would not be detrimental to the public health, safety and welfare of the motoring public.

**c) Without the variance, reasonable access cannot be provided.**

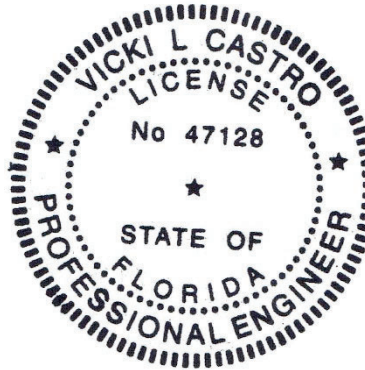
The proposed project will maintain only the one (1) existing full access to 3<sup>rd</sup> Street NE. Again, without the variance, reasonable access cannot be provided.

Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

**Vicki L  
Castro**

Digitally signed  
by Vicki L Castro  
Date: 2024.02.19  
10:52:45 -05'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.  
Principal

Based on the information provided by the applicant, this request is:

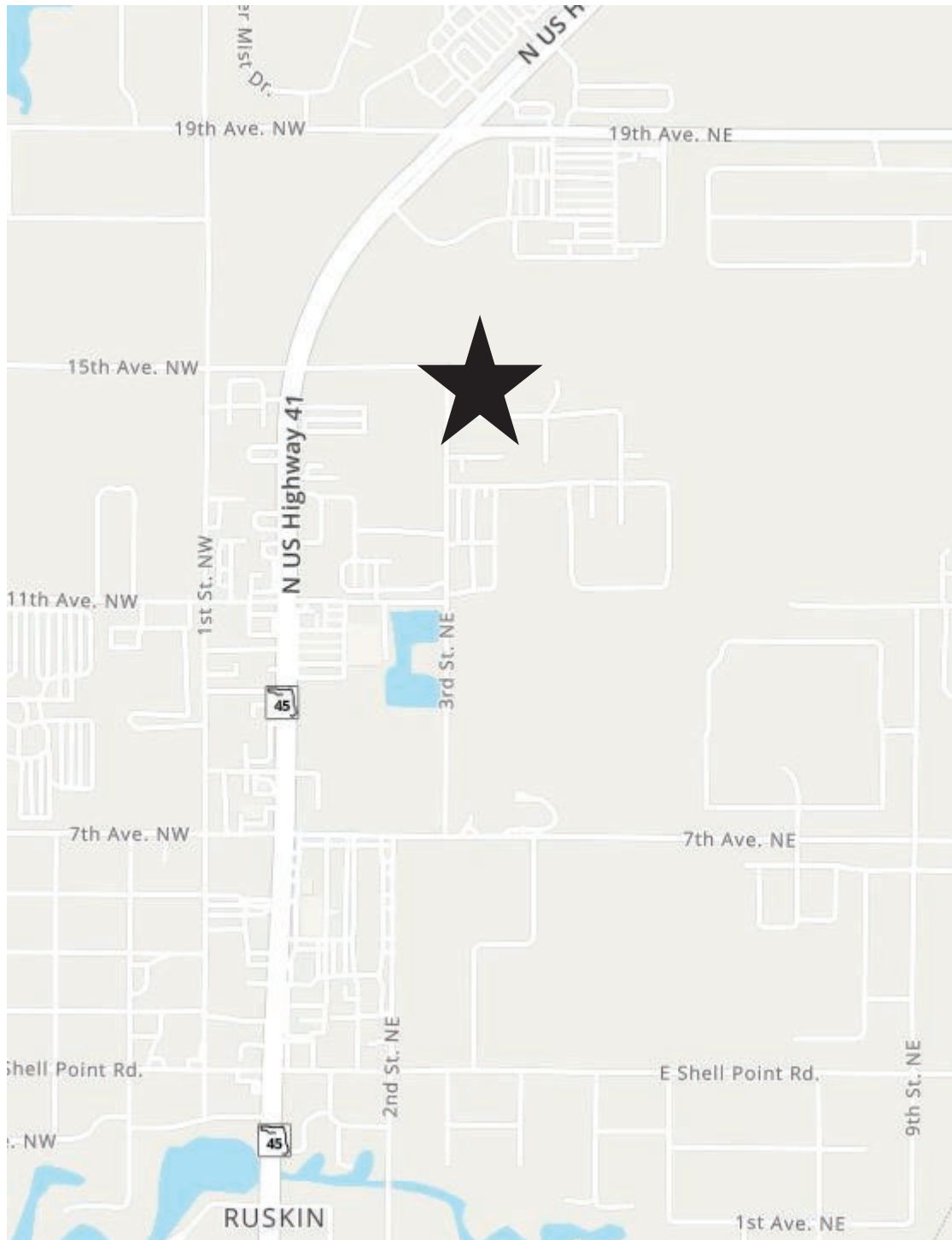
\_\_\_\_\_Disapproved \_\_\_\_\_Approved with Conditions \_\_\_\_\_Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

Michael J. Williams  
Hillsborough County Engineer

**Figure 1. Location Map**



7  
24-0239





1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

# 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
3 <sup>rd</sup> St NE	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	1,848	113	191
Proposed	1,329	82	137
Difference (+/-)	-517	-31	-54

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
3rd St. NE/Substandard Roadway	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

## 4.0 Additional Site Information & Agency Comments Summary

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

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**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> June 17, 2024 <b>Report Prepared:</b> June 5, 2024	<b>Case Number:</b> PD 24-0239 <b>Folio(s):</b> 55629.0100, 55630.0100 & 55628.0200 <b>General Location:</b> East of 3rd Street Northeast and 15th Avenue Northeast and south of 19th Avenue Northeast
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Light Industrial Planned (No residential; 0.75 FAR) & Residential-6 (6 du/ga; 0.25 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Ruskin & Southshore Areawide Systems
<b>Rezoning Request</b>	Planned Development for open storage of boat, trailers, RV and commercial vehicle, up to 215,404 sq. ft. of mini-warehouse and a cell tower
<b>Parcel Size</b>	+/- 35.66 acres
<b>Street Functional Classification</b>	North US Highway 41 – <b>State Principal Arterial</b> 15 <sup>th</sup> Avenue Northeast – <b>Local</b> 3 <sup>rd</sup> Street Northeast – <b>Local</b> 19 <sup>th</sup> Avenue Northeast – <b>Arterial</b>
<b>Commercial Locational Criteria</b>	Waiver Submitted
<b>Evacuation Area</b>	A

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Light Industrial Planned & Residential-6	PD, AI & AR	Heavy Industrial, Light Industrial, Vacant & Agricultural
North	Office Commercial-20	CG, PD & AR	Heavy Commercial, Agricultural, Light Commercial & Vacant Land
South	Residential-6	AR, PD, ASC-1 & RMC-12	Agricultural land, Vacant, Public Institutional Uses & Single-Family Residential
East	Residential-6	PD & AR	Agricultural land, Public Institutional Uses, Single-Family Residential & HOA/Common Property
West	Office Commercial-20, Light Industrial Planned & Residential-12	PD, RMC-12, CI, CG & CN; Southwest: RCT-2	Public Institutional Uses, Multi-Family Residential, Light Commercial, Light Industrial & Vacant

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

The 35.66 ± acre subject site is located on the east of 3<sup>rd</sup> Street Northeast and 15<sup>th</sup> Avenue Northeast and south of 19<sup>th</sup> Avenue Northeast. The site is in the Urban Service Area and located within the limits of the Ruskin Community Plan and the Southshore Areawide Systems Plan. The applicant requests a Planned Development for open storage of boat, trailers, RV and commercial vehicle, up to 215,404 sq. ft. of mini-warehouse and a cell tower. The proposed mini-warehouse and open storage is currently approved for the Light Industrial-Planned (LI-P) portion of the site. The cell tower is also already approved for the site (SU 97-0357) on folio 55628.0200 and there are no changes proposed. The applicant is requesting to keep the existing entitlements and remove the eight-foot masonry wall and chain link fence approved with the 06-1799 major modification. The site is in the Coastal High Hazard Area. As shown on the latest site plan, there are 5 labeled pods to show the different proposed uses.

- Pod A - Open storage of boat, RV and commercial vehicles
- Pod B - Open storage of boat and trailers
- Pod C - Open storage boat, RV and commercial vehicles and a cell tower
- Pod D – Mini-warehouse
- Pod E – Open space



The subject site is in the Urban Service Area, where at least 80% of all population growth shall occur during the horizon of the Comprehensive Plan per Objective 1. The proposal is consistent with this guideline. Similarly, the site is located adjacent to a variety of uses including commercial, industrial, public institutional, residential, agricultural, and vacant. The proposed use compatible and complementary to the surrounding development pattern and is consistent with Future Land Use Element (FLUE) Policy 1.4.

The subject site is in the Light Industrial-Planned (LI-P) and Residential-6 (RES-6) Future Land Use categories. Approximately 31.66 acres of the site are located within LI-P and 4.0 acres are located within RES-6. There are 3.36 acres of wetlands on the site, approximately 10.6% of the total subject site. Per the Ruskin Community Plan, density calculations will be based on upland areas and no density credits will be assigned to wetland areas for new development. Since no density is proposed on site and the site is under 25% wetlands, the full acreage can be used to calculate intensity. Up to 0.75 FAR or 1,034,332 sq. ft. is allowed in the LI-P portion of the site. The applicant is proposing 215,404 sq. ft. of mini warehouse on Pod D, well below the maximum allowed. The cell tower is proposed on the northeastern portion of the site, folio 55628.0200, but the site plan indicates no associated square footage. The applicant is also proposing open storage only on the LI-P portion of the site. The Residential-6 FLU category only allows neighborhood serving commercial uses which does not include Commercial Intensive (CI) zoning district uses. Open storage is a Commercial Intensive use. Per a condition of approval, Commercial Intensive uses will not be permitted on POD E, the RES-6 portion of the site. This condition of approval is key to Planning Commission staff's consistency finding. The proposal is consistent with the allowable uses under the LI-P and RES-6 Future Land Use categories and is therefore consistent with Objective 8 and Policies 8.1 and 8.2 of the Future Land Use Element (FLUE).

According to FLUE Objective 9 and Policy 9.2, all development proposals must meet or exceed all local, state, and federal land development regulations. The applicant has amended their application and is not requesting any variations. There are internal drive aisles on the site plan however, the site plan does note that these may change during permitting. Per the technical experts, County Transportation staff, the applicant will be required to meet the Land Development Code requirements to pave drive aisles and parking at the time of site construction plan approvals. At the time of uploading this report, official comments from Transportation Section staff and Zoning staff were not yet available in Optix. Natural Resources provided specific conditions of approval for avoiding adverse impacts to Grand Oak trees.

The site does not meet Commercial Locational Criteria. Per Policy 22.2, the nearest qualifying intersection is North U.S. Highway 41 and 19<sup>th</sup> Avenue Northeast. The subject site is over 3,500 feet southeast of this intersection and a waiver is required. The applicant submitted a waiver request stating that the request is not for new development but an extension of permitted existing uses approved in 2002 and 2006 and does not create compatibility concerns.

The proposed rezoning meets the intent of Objective 16 and associated policies relating to neighborhood protection. The subject site is surrounded by commercial, industrial, public institutional, residential, agricultural and vacant. The proposed mini-warehouse and open storage is already approved for the LI-P portion of the site and the applicant is requesting to place the warehouse at the southeastern portion of the site near the RES-6 category. The RES-6 portion of the site is composed mostly of wetlands which will act as a buffer to the single family residential to the southeast. Gated access will be on 3<sup>rd</sup> Street Northeast. The existing chain link fence will be replaced with a six-foot PVC fence on 3<sup>rd</sup> Street Northeast with a security residence. 32-feet of ROW will be preserved on the south for a future 11<sup>th</sup> Avenue Northeast connection. 26-feet of ROW will be preserved on the north for a future 15<sup>th</sup> Avenue Northeast connection. The applicant is proposing a 30 foot buffer with existing vegetation to remain on the southern end of the

site. The application is consistent with Policies 16.1, 16.2 and 16.3 of the FLUE. Per Policy 16.5, development of higher intensity non-residential use are restricted to collectors and arterials and locations external to established and developing neighborhoods. Per Policy 17.7, redevelopment or new development must mitigate any adverse impacts on adjacent land uses. While 33<sup>rd</sup> Street is a local road, the subject site is an existing LI-P Future Land Use category which allows light industrial uses. In addition, there are agricultural land and public institutional uses on the east and northeast and agricultural land on the south that act as a buffer to established neighborhoods. Residential uses about the property but are located external to the proposed site, which meets the intent of Policy 16.5. Planning Commission staff recommend approval of the Commercial Locational Criteria waiver and forward this recommendation on to the Board of County Commissioners.

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. CDC Objective 13-1 and Policy 13-1.3 and Mobility Section Goal 4, Objective 4.1 and Policy 4.1.2 discuss designing communities around a grid network and interconnections. The proposed right of way preservation on 11<sup>th</sup> Avenue Northeast and 15<sup>th</sup> Avenue Northeast permits a future potential grid connection. CDC Policy 17-2-4 discusses connecting areas internal to development using continuous sidewalk. Planning Commission staff had concerns about the internal connectivity of the site and accessing the proposed mini-warehouse in Pod D. However, County Transportation staff have informed Planning Commission staff that conditions of approval will be included to require internal sidewalk connections that are ADA compliant.

The site is within the Coastal High Hazard Area and the proposal meets the intent of Objective 13 and associated policies in the FLUE and Objective 3.5 in the Environmental and Sustainability Section (ESS) as it relates to environmental considerations. There are approximately 3.36 acres of wetlands on the site. The Environmental Protection Commission Wetlands Division has reviewed the proposed site and has determined that a resubmittal is not necessary. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with the associated policy direction.

The subject site meets the intent of the Ruskin Community Plan and the Southshore Areawide Systems Plan. While the Ruskin Plan discourages features such as gates, the development is preserving right-of-way on the north and south end of the site for future roadway connections which will provide future interconnectivity within the Ruskin community. The site meets the intent of the Ruskin plan Goals 5 and 8 that developments should continue and/or replicate the traditional grid street pattern. In addition, the applicant will be providing sidewalks on 3<sup>rd</sup> Street Northeast. The proposed also meets the SouthShore Areawide Systems Plan objectives on Economic Development and Transportation.

Overall, staff finds that the proposed request would allow for development that is consistent with the Urban Service Area and the LI-P and RES-6 Future Land Use categories. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies 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 Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

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

**FUTURE LAND USE ELEMENT**

***Urban Service Area (USA)***

***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 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.*

### **Objective 17: Neighborhood and Community Serving Uses**

*Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.*

**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.*

### **COMMERCIAL-LOCATIONAL CRITERIA**

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

**Policy 22.2:** *The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site. In the review of development applications consideration shall also be given to the present and short-range configuration of the roadways involved. The five year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long Range Transportation Needs Plan shall be used as a guide to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.*

*Roadways listed in the table as 2 or 4 lane roadways must be shown on the Highway Cost Affordable Long Range Transportation Plan; major local roadways are defined in the definitions section of this element.*

*At least 75% of the subject property must fall within the specified distance from the intersection. All measurements should begin at the edge of the road right-of-way.*

*\* A Planned Development established by the PEC ½ category shall be exempt from the locational criteria listed in the above chart.*

**Policy 22.8:** *The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.*

## **Community Design Component (CDC)**

### **5.0 NEIGHBORHOOD LEVEL DESIGN**

#### **5.1 COMPATIBILITY**

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

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



## **5.2 URBAN/SUBURBAN**

**Goal 13:** *Make it possible to develop in a traditional urban pattern in designated urbanizing areas of the County. (Continued)*

**Objective 13-1:** *Those areas within the County which may be considered as urban in character, or which are moving in that direction, shall be targeted for community planning to determine appropriate modifications to land development and other regulations. (Continued)*

**Policy 13-1.4:** *Where conditions permit, design communities around a grid network of streets, or a modified grid, which will improve interconnections between neighborhoods and surrounding neighborhood-serving uses.*

## **7.2 SETBACKS**

**Goal 17:** *Develop commercial areas in a manner which enhances the County's character and ambiance. (Continued)*

**Objective 17-2:** *Promote the use of setbacks that encourage multi-modal travel.*

**Policy 17-2-4:** *Connect areas internal to development as well as with adjacent land uses using continuous sidewalks. Ensure that sidewalks interconnect with existing or future sidewalks on adjacent properties and on the public right-of-way.*

## **MOBILITY SECTION**

### **Promote Connectivity**

**Goal 4:** *Provide safe and convenient connections within the transportation network that support multimodal access to key destinations, such as community focal points, employment centers and services throughout the County.*

**Objective 4.1:** *In urban and suburban contexts, design communities around a grid network of streets, or a modified grid, which will improve interconnections between neighborhoods and surrounding neighborhood-serving uses.*

**Policy 4.1.2:** *Require pedestrian and bicycle interconnections between adjacent, compatible development, and where appropriate, require vehicular interconnections.*

## **LIVABLE COMMUNITIES ELEMENT: Ruskin Community Plan**

**Goal 2. Economic Development –** *Provide opportunities for business growth and jobs in the Ruskin community.*

### **Strategies:**

- *Ensure that there are appropriate land areas zoned for office and light industrial development.*

**Goal 3. Environment** – Protect and enhance Ruskin’s natural environment and ensure that it remains an integral part of the community.

*Strategies:*

- Density calculations will be based on upland areas and no density credits will be assigned to wetland areas for new development within the Ruskin Community Plan area.

**Goal 5: Community and Neighborhood Character** – Provide for a diversity of home styles and types while protecting Ruskin’s small town character.

*Strategies:*

- Encourage development that is connected with, and integrated into, the Ruskin community. Design features (e.g. walls, gates) that isolate or segregate development from the community is inconsistent with the community’s character and should be discouraged.
- Developments should continue and/or replicate the traditional “grid” street pattern found in Ruskin to the greatest extent practicable.

**Goal 8: Transportation** – Ensure a balanced transportation system that reflects the community’s character and provides for options including walking, bicycling and transit.

*Strategies:*

- Ensure that roadways are designed to preserve the community character of Ruskin.
- Preserve and enhance the traditional “grid” pattern of roadways.
- Expand and enhance opportunities for biking and walking.

## **LIVABLE COMMUNITIES ELEMENT: Southshore Areawide Systems Plan**

### **Transportation Objective**

*The community desires to:*

- Preserve current and future rights-of-way to meet existing and future transportation system needs while accommodating pedestrian traffic (i.e. sidewalks, trails and bike paths). These preserved corridors should be acquired, as development is planned or occurs, supplementing the established system of acquiring right-of-way during project implementation.
2. Coordination - Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and

*to avoid encroachment into such rights-of-way by buildings, parking areas and other types of developments, acquiring the needed rights-of-way in advance of development is necessary.*

*a. Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.*

*b. Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.*

*c. Support that additional buffering and wildlife undercrossing(s) are considered for the following roadways:*

- Rhodine Road Extension*
- Big Bend Road Extension*

*3. Livable Roadways - In the future, improved roadway corridors should reflect surrounding character, neighborhood and/or historical and environmental features whenever possible and/or feasible through strategies such as;*

*e. As development occurs, provide for interconnection of internal neighborhood streets, and interconnection to the surrounding transportation network by establishing a basic grid network of access and open space, as identified in "Principles for Good Neighborhoods" endorsed by the BOCC in April 1992.*

*5. Pedestrian Pathways - Link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment by:*

*a. Implementing "Hillsborough County MPO Pedestrian System Needs Assessment", adopted November, 1998.*

*b. Participating in and monitoring updates to the Hillsborough County Master Sidewalk Plan.*

*c. Implementing of the Hillsborough County Greenways Master Plan.*

*d. Implementation of the adopted Scenic Corridor Map and associated regulations.*

### **Economic Development Objective**

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

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

*1. Land Use/ Transportation*

*a. Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*

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

HILLSBOROUGH COUNTY  
FUTURE LAND USE

RZ PD 24-0239

<all other values>

Rezoning

STATUS

APPROVED  
CONTINUED  
DENIED  
WITHDRAWN  
PENDING

Tampa Service  
Urban Service  
Shoreline  
County Boundary  
Jurisdiction Boundary  
Major Roads  
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)  
INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)  
OFFICE COMMERCIAL-20 (.75 FAR)  
RESEARCH CORPORATE PARK (1.0 FAR)  
ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)  
LIGHT INDUSTRIAL PLANNED (.75 FAR)  
LIGHT INDUSTRIAL (.75 FAR)  
HEAVY INDUSTRIAL (.75 FAR)  
PUBLIC/QUASI-PUBLIC  
NATURAL PRESERVATION  
WILLOW VILLAGE RESIDENTIAL-2 (.25 FAR)  
CITRUS PARK VILLAGE

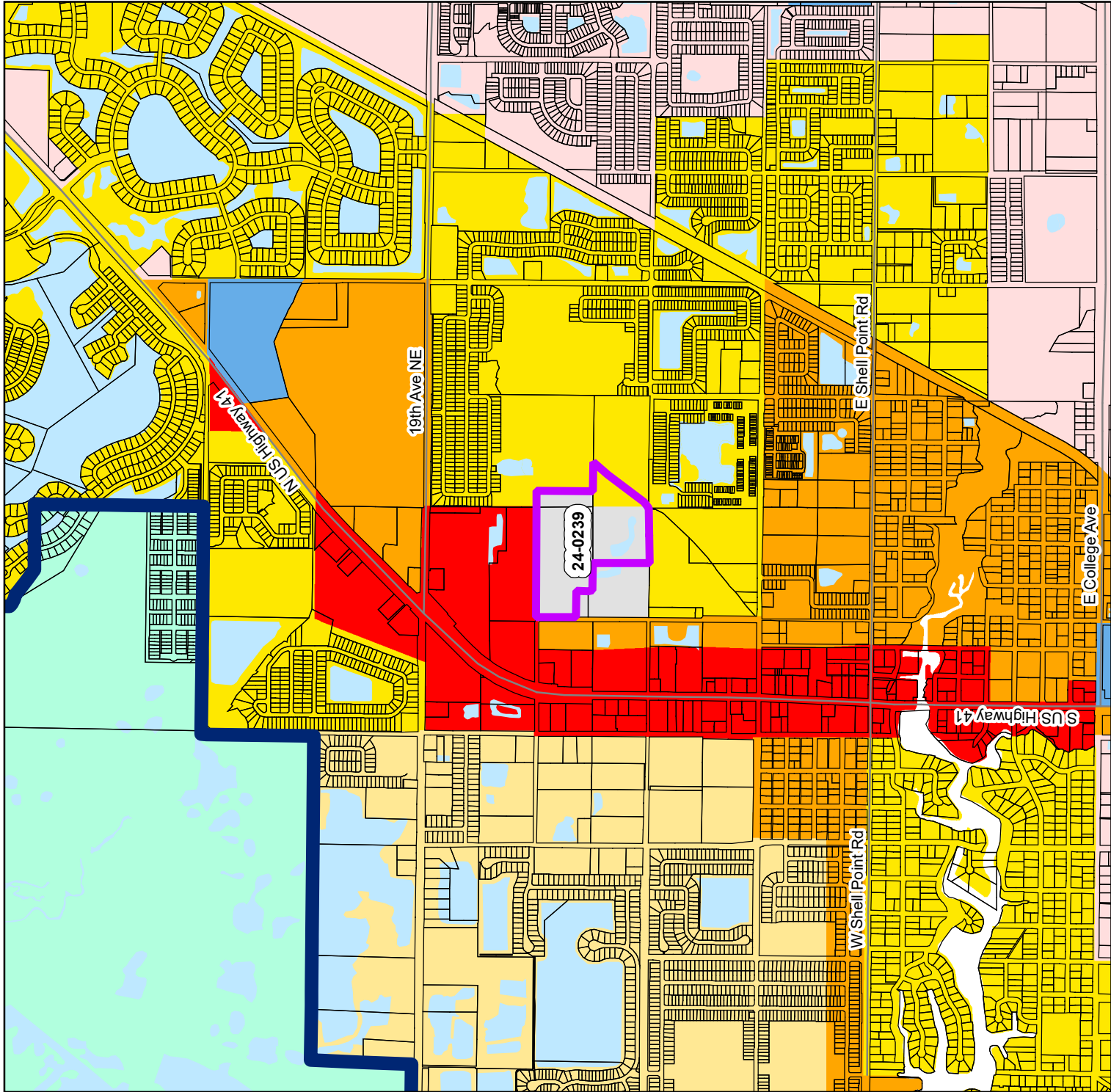
DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended to be used as a guide for planning purposes only and is not intended to be used as a legal document. It is intended that the map be used in conjunction with the official zoning map and the official zoning ordinance. The map is for illustrative purposes only. For the most current data and information, visit the appropriate source.

0 920 1,840 2,760 3,680 Feet

Map Printed from Rezoning System: 12/20/2023

Author: Beverly F. Daniels

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