

Rezoning Application: PD 25-1246
Zoning Hearing Master Date: November 17, 2025
BOCC Public Meeting Date: January 13, 2026

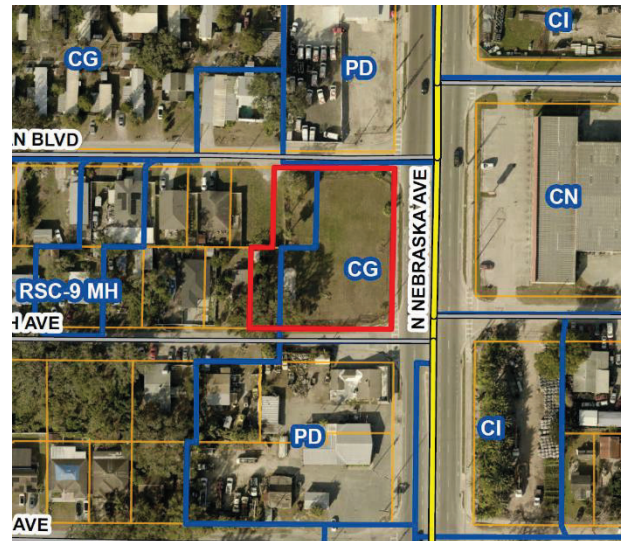


**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Mohamad Saad
FLU Category: OC-20 & R-12
Service Area: Urban
Site Acreage: 0.558
Community Plan Area: University
Overlay: None



Introduction Summary:

This is a request to rezone a site currently zoned CG, Commercial General & RSC-9, Residential Single-Family Conventional, to a Planned Development (PD) to allow CG uses.

Zoning:	Existing		Proposed
District(s)	CG	RSC-9	PD 25-1246
Typical General Use(s)	General Commercial, Office and Personal Services	Single-Family Residential (Conventional Only)	General Commercial, Office and Personal Services
Acreage	0.39 (16,988.4 sf)	0.168 (7,318.08 sf)	0.558 (24,306.48 sf)
Density/Intensity	0.27 FAR	1 DU per 5,000 sf	0.27 FAR
Mathematical Maximum*	4,586 square feet	1 dwelling unit	6,562 square feet

*number represents a pre-development approximation

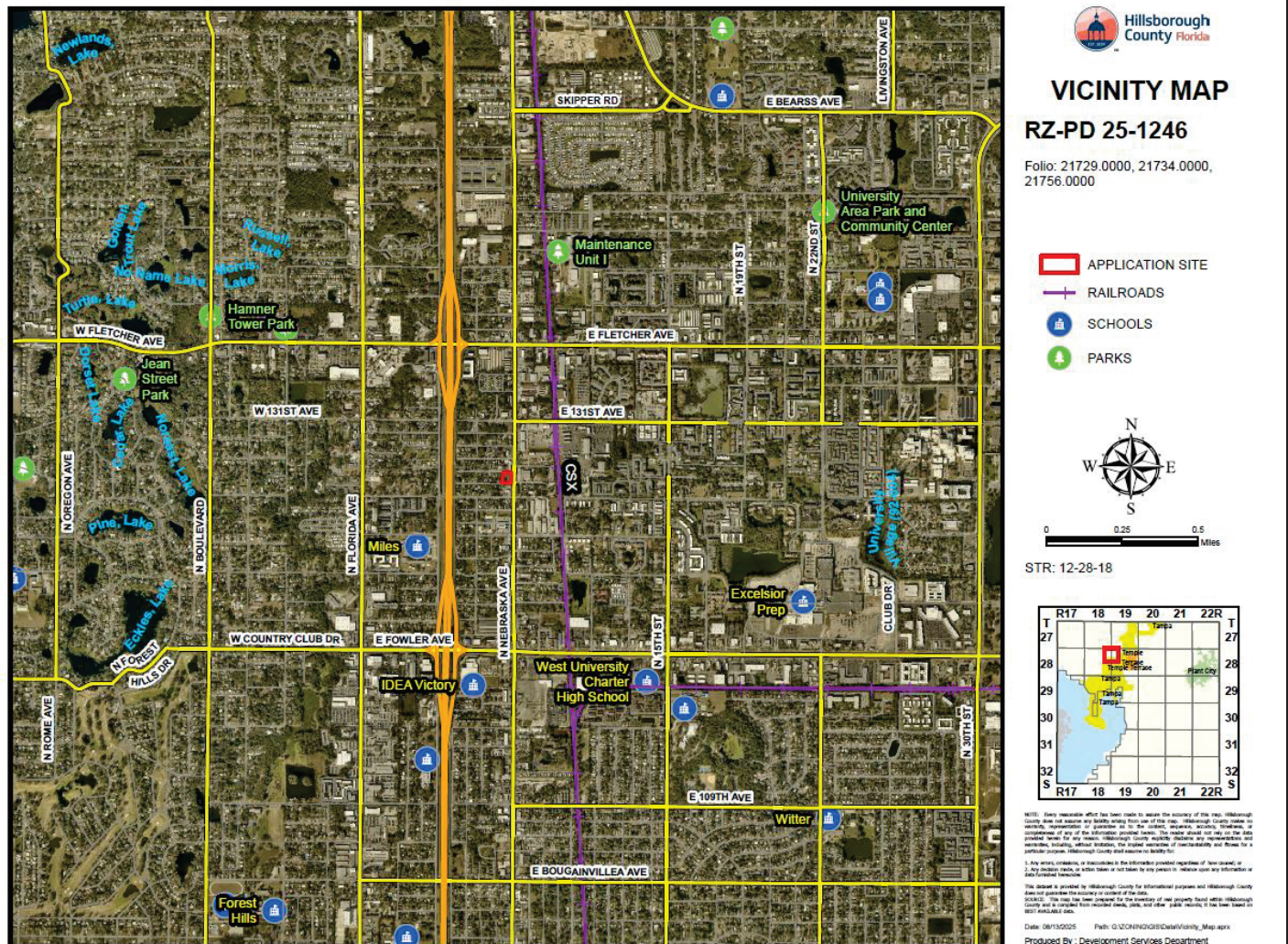
Development Standards:	Existing		Proposed
District(s)	CG	RSC-9	PD 25-1246
Lot Size / Lot Width	10,000 SF / 75'	5,000 SF / 50'	NA
Setbacks/Buffering and Screening	Front setback: 30' Side setback: 20'	Front setback: 20' Side setback: 5' Rear setback: 20'	Front setback: 30' West (North): 15' wide buffer with Type B plantings and 6' masonry wall West (South): 20' wide buffer with Type B screening
Height	50'	35'	20'

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 the proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



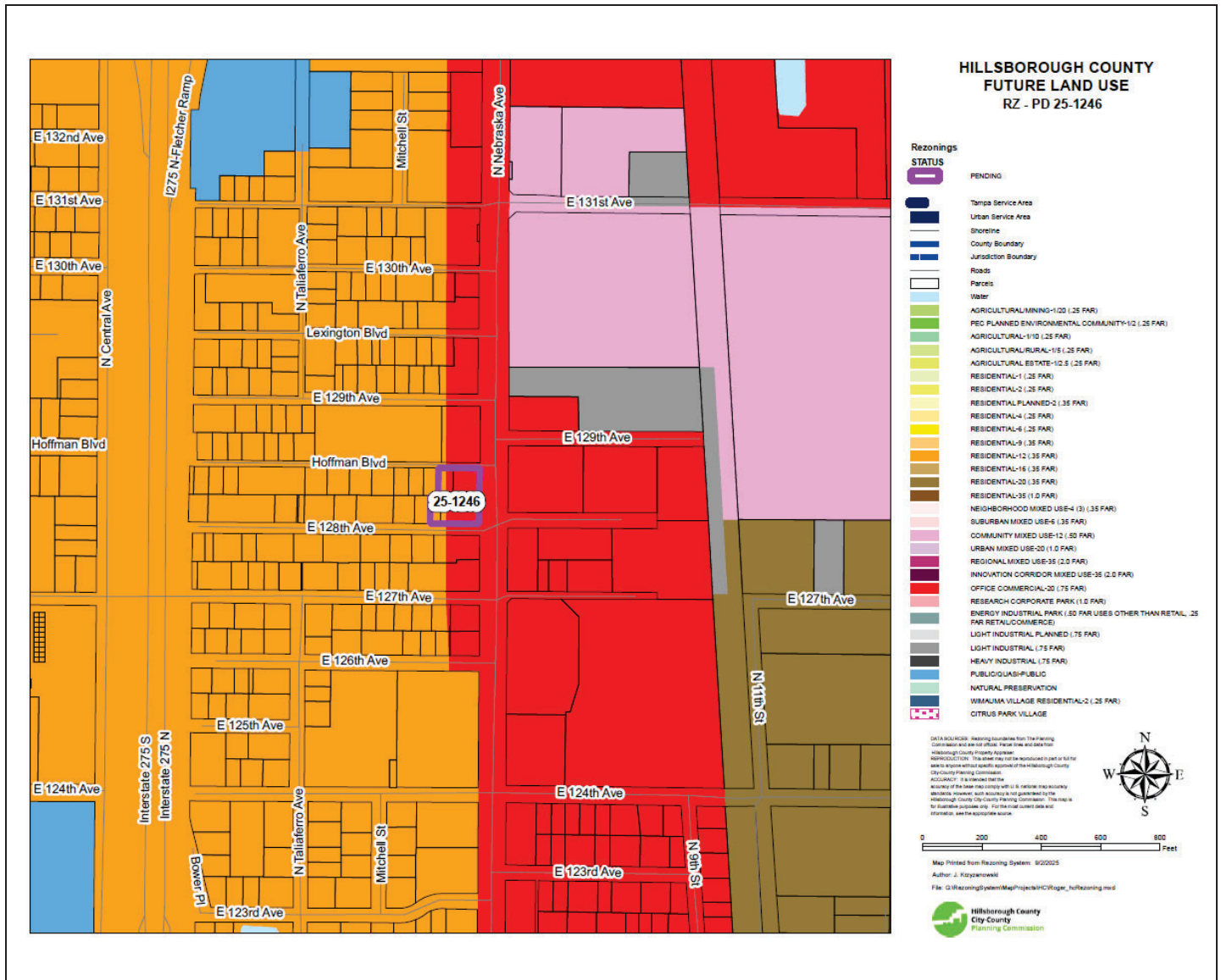
Context of Surrounding Area:

The subject site is generally located at 12810 North Nebraska Avenue, lying south of Fletcher Avenue and north of Fowler Road, just east of Highway 275. The surrounding area is comprised of a mix of single-family residential, multi-family residential, and low to high intensity commercial. Single-family residential and commercial uses are directly adjacent to the subject site.

The site is located within University Community Plan and is in the Urban Service Area.

2.0 LAND USE MAP SET AND SUMMARY DATA

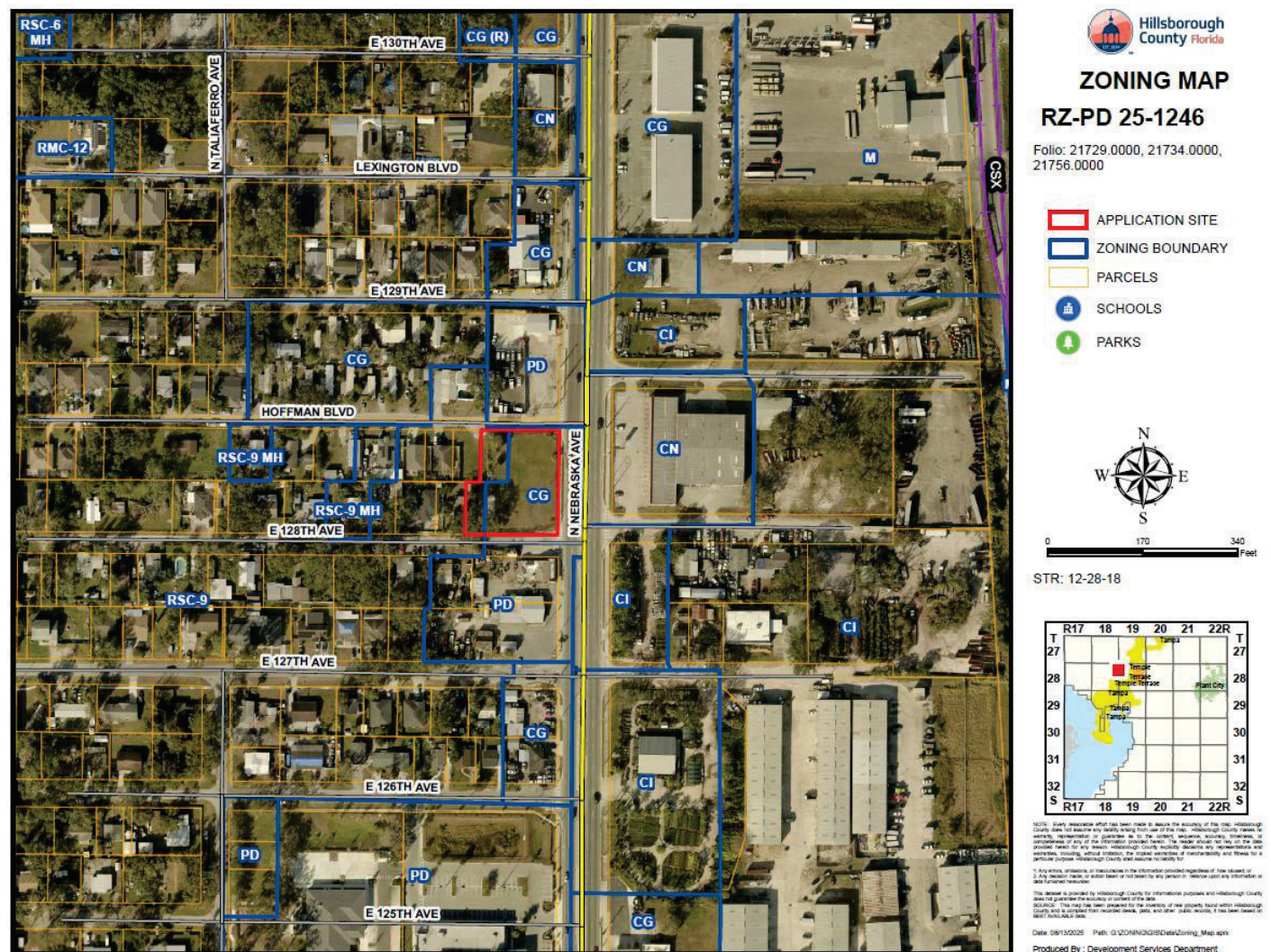
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Office Commercial- 20 (OC-20)	Residential- 20 (RES-20)
Maximum Density/F.A.R.:	0.75 FAR	0.35 – 0.75 FAR 20.0 dwelling units per gross acre
Typical Uses:	Agricultural, community commercial type uses, office uses, mixed use- developments and compatible residential uses.	Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



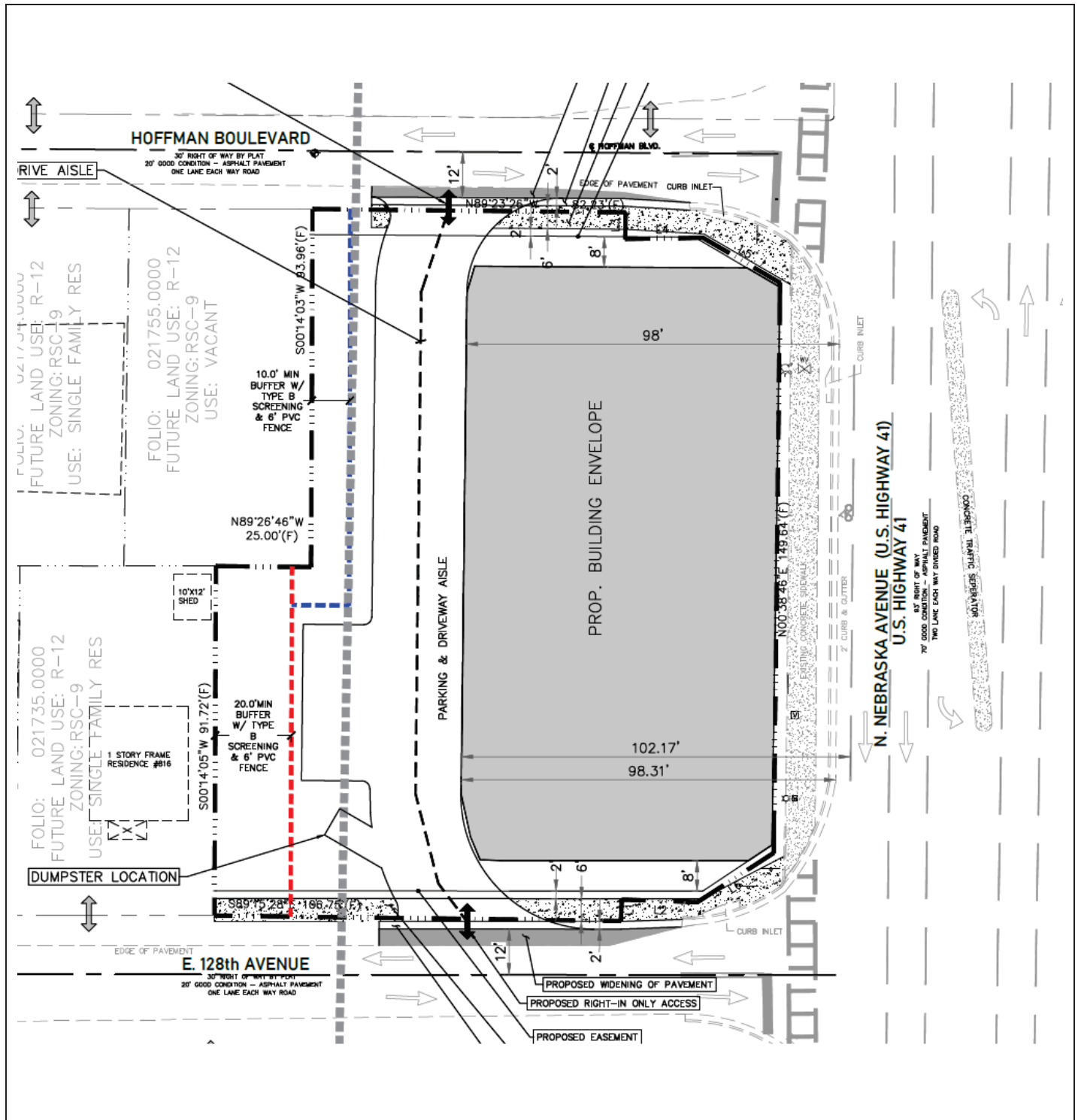
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 10-0424	0.061 FAR	Commercial General with accessory open storage	Commercial
	RSC-9 MH	1 dwelling per 5,000 square feet	Single-Family	Single-Family
South	PD 97-0132	0.50	Contractor's Office with open storage, business office, two single-family homes, major car repair with open storage, CG uses (except fast food, gas and service stations, and convenience stores)	Contractor's Office with open storage, single family residential

	RSC-9 MH	1 dwelling per 5,000 square feet	Single-Family	Single-Family
East	CN	0.20 FAR	Neighborhood Commercial, Office and Personal Services	Commercial retail, pharmacy
	CI	0.30 FAR	Neighborhood Commercial, Office and Personal Services	Open Storage
West	RSC-9	1 dwelling per 5,000 square feet	Single-Family	Single-Family

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 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Road Name	Road Name	Road Name
E 128 th Ave	County Local - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Hoffman Blvd	County Local - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,910	142	135
Proposed	178	14	25
Difference (+/-)	-1,732	-128	-110

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

Design Exception/Administrative Variance ☐ Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Design Exception, Substandard Roads – E 128 th Ave	Design Exception Requested	Approvable
Design Exception, Substandard Roads – Hoffman Blvd	Design Exception Requested	Approvable
Administrative Variance, Access Spacing – E 128 th Ave	Administrative Variance Requested	Approvable
Administrative Variance, Access Spacing – Hoffman Blvd	Administrative Variance Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	No wetlands per aerial review
Natural Resources	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Check if Applicable: ☐ Wetlands/Other Surface Waters ☐ Potable Water Wellfield Protection Area ☐ Use of Environmentally Sensitive Land Credit ☐ Significant Wildlife Habitat ☐ Wellhead Protection Area ☐ Coastal High Hazard Area ☐ Surface Water Resource Protection Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☒ Design Exc./Adm. Variance Requested ☒ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	See Staff Report
Service Area/ Water & Wastewater ☐ Urban ☒ City of Tampa ☐ Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Hillsborough County School Board Adequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☒ N/A Inadequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☒ N/A	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No	
Impact/Mobility Fees (Various use types allowed. Estimates are a sample of potential development) Office – single tenant (Per 1,000 s.f.) Mobility: \$10,500.00 Fire: \$158.00 Office – multi-tenant (Per 1,000 s.f.) Mobility: \$8,336.00 Fire: \$158.00 Office-Medical (>10k sq ft)/Dentist/Lab (Per 1,000 s.f.) Mobility: \$31,459.00 Fire: \$158.00 Retail Center (Per 1,000 s.f.) Mobility: \$13,562.00 Fire: \$313.00 Restaurant, hi-turnover (Per 1,000 s.f.) Mobility: \$48,893.00 Fire: \$313.00 Vehicle Sales (Per 1,000 s.f.) Mobility: \$16,520.00 Fire: \$313.00 Urban Mobility, Northwest Fire – 6,562 sq ft vehicle sales; other potential CG uses not specified				

ZHM HEARING DATE: November 17, 2025

BOCC PUBLIC HEARING DATE: January 13, 2026

Case Reviewer: Jared Follin

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☒ Meets Locational Criteria ☐ N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☒ N/A	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located along a commercial corridor comprised of a multitude of low to intense commercial zoning districts, as well as some manufacturing zoned properties. Residentially zoned properties lie west of the subject property, adjacent to a neighborhood primarily zoned RSC-9.

The proposed rezoning includes one parcel, zoned CG, and two parcels zoned RSC-9 to create a larger commercial property. While the zoning encroaches further west into the neighborhood, the proposal introduces a number of elements to ensure the impact of commercial development is minimal. This includes locating the building envelope near Nebraska Highway, away from the boundary with the residential properties, setback about 40 feet to the nearest boundary. The buffer and screening along residential property to the southwest is proposed to be the standard 20-foot-wide buffer with Type B screening, but a reduced 15-foot-wide buffer along the northwest residential property. To compensate for the reduced buffer, the applicant is proposing screening to include a 6' high masonry wall. Additionally, the development will be allowed to be a maximum height of 20 feet, a reduction of 30 feet normally allowed in the Commercial General zoning district.

This site has been identified as an appropriate location for commercial activity due to the nature and location of the area. While the proposed rezoning looks to encroach further west into the residential neighborhood, the proposal has designed the site to mitigate impacts to the neighboring residential, including providing enhanced screening, orienting the development along the commercial corridor and reducing the maximum height. Development Services does not foresee any compatibility concerns with the proposed Planned Development.

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 for Certification:

1. Buffer label “10.0’ Min Buffer W/ Type B Screening & 6’ PVC Fence” shall be revised to state “15.0’ MIN buffer w/ Type B screening & a 6’ masonry wall”.
2. Include side yard setback labels from the adjacent residential properties to the building envelope.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted, October 28, 2025.

1. The project shall be limited to 6,562 square feet of Commercial General (CG) zoning district uses.
2. Development Standards of the project shall be as follows:
 - Maximum FAR – 0.27
 - Front Yard Setback (North, South and East) – 30 feet
 - Side Yard Setback (West) – 40 feet
 - Maximum Building Height – 20 feet
 - Maximum Building Coverage – 27 percent
 - Maximum Impervious Surface Area – 70 percent
3. Buffering and screening shall be provided as described below:
 - a. 20’ wide buffer with Type B screening shall be required along the property folio #21735.0000.
 - b. 15’ wide buffer with enhanced Type B Screening shall be required along the property folio #21755.0000. The Type B screening shall include enhanced screening shall be the following:
 - i. A row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 20 feet apart. The trees are to be planted within ten feet of the property line; and
 - ii. A 6’ high masonry wall, finished on all sides with brick, stone or painted/pigmented stucco.
4. The project shall be permitted one (1) right-in-only access to E 128th Ave and one (1) right-out-only access to Hoffman Blvd.
5. If PD 25-1246 is approved the County Engineer will approve a Design Exception (dated October 3, 2025) which was found approvable by the County Engineer with conditions (on November 7, 2025) for the E 128th Ave substandard road improvements. As E 128th Ave is a substandard local roadway the developer will be required to make certain improvements consistent with the Design Exception. Specifically, the developer shall:
 - a. Widen the westbound lane providing a 12-foot-wide travel lane; and,
 - b. Provide a Miami curb on the north side of the roadway; and,
 - c. Construct a 6-foot sidewalk at the back of the F curb.
6. If PD 25-1246 is approved the County Engineer will approve a Design Exception (dated October 3, 2025) which was found approvable by the County Engineer with conditions (on November 7, 2025) for the Hoffman Blvd substandard road improvements. As Hoffman Blvd is a substandard local roadway the developer will be required to make certain improvements consistent with the Design Exception. Specifically, the developer shall:
 - a. Widen the eastbound lane providing a 12-foot-wide travel lane; and,
 - b. Provide an F curb on the south side of the roadway; and,
 - c. Construct a 6-foot sidewalk at the back of the F curb.

7. If PD 25-1246 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 3, 2025) which was found approvable by the County Engineer (on November 7, 2025), from the Section 6.04.08 corner clearance requirements for the project's E 128th Ave connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum corner clearance for the access on E 128th Ave as follows:
 - a. A variance of +/- 17 feet from the proposed access to the intersection with N Nebraska Ave, resulting in an access spacing of +/- 98 feet.
8. If PD 25-1246 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 3, 2025) which was found approvable by the County Engineer (on November 7, 2025), from the Section 6.04.08 corner clearance at intersections requirements for the project's Hoffman Blvd connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum corner clearance for the access on Hoffman Blvd as follows:
 - a. A variance of +/- 17 feet from the proposed access to the intersection with N Nebraska Ave, resulting in an access spacing of +/- 98 feet.
9. 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.
10. All construction ingress and egress shall be limited to the project access. The developer shall include a note in each site/construction plan submittal which indicates same.
11. 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.
12. 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.

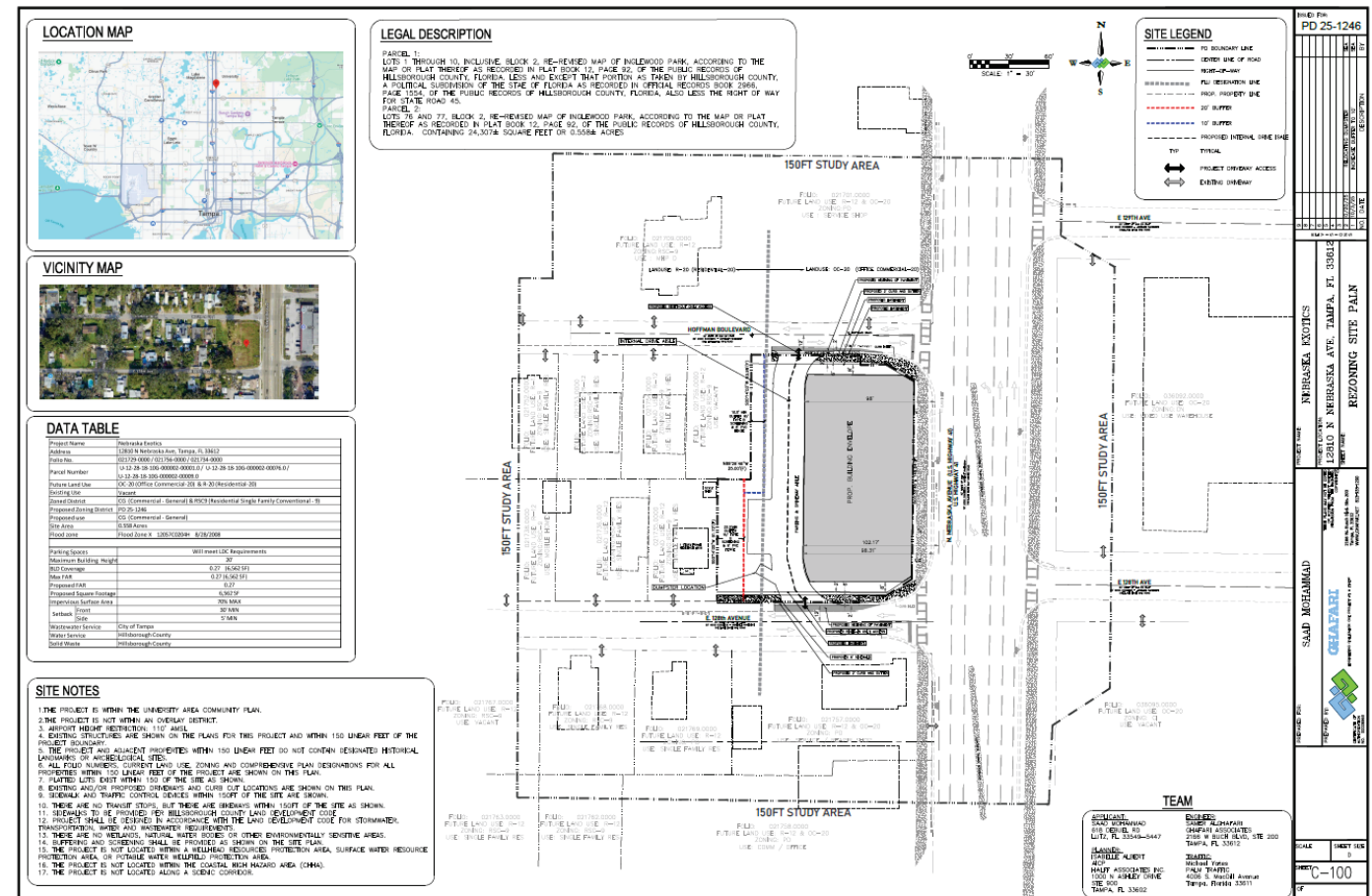
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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 (See following pages)

Variance Request:

The site is adjacent to residential zoning to the west, requiring a 20-foot-wide buffer with Type B screening. The applicant is requesting to reduce the buffer width to 10 feet with Type B screening, to include a masonry wall. This reduction is necessary to accommodate the northern access point's location, which needs to be located further from the intersection.

8.0 PROPOSED SITE PLAN



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/10/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: University Area

PETITION NO: PD 25-1246

-
- | | |
|-------------------------------------|---|
| ☐ | 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

- The project shall be permitted one (1) right-in-only access to E 128th Ave and one (1) right-out-only access to Hoffman Blvd.
- If PD 25-1246 is approved the County Engineer will approve a Design Exception (dated October 3, 2025) which was found approvable by the County Engineer with conditions (on November 7, 2025) for the E 128th Ave substandard road improvements. As E 128th Ave is a substandard local roadway the developer will be required to make certain improvements consistent with the Design Exception. Specifically, the developer shall:
 - Widen the westbound lane providing a 12-foot-wide travel lane; and,
 - Provide a Miami curb on the north side of the roadway; and,
 - Construct a 6-foot sidewalk at the back of the F curb.
- If PD 25-1246 is approved the County Engineer will approve a Design Exception (dated October 3, 2025) which was found approvable by the County Engineer with conditions (on November 7, 2025) for the Hoffman Blvd substandard road improvements. As Hoffman Blvd is a substandard local roadway the developer will be required to make certain improvements consistent with the Design Exception. Specifically, the developer shall:
 - Widen the eastbound lane providing a 12-foot-wide travel lane; and,
 - Provide an F curb on the south side of the roadway; and,
 - Construct a 6-foot sidewalk at the back of the F curb.
- If PD 25-1246 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 3, 2025) which was found approvable by the County Engineer (on November 7, 2025), from the Section 6.04.08 corner clearance requirements for the project's E 128th Ave connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum corner clearance for the access on E 128th Ave as follows:
 - A variance of +/- 17 feet from the proposed access to the intersection with N Nebraska Ave, resulting in an access spacing of +/- 98 feet.
- If PD 25-1246 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated October 3, 2025) which was found approvable by the

County Engineer (on November 7, 2025), from the Section 6.04.08 corner clearance at intersections requirements for the project's Hoffman Blvd connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum corner clearance for the access on Hoffman Blvd as follows:

- A variance of +/- 17 feet from the proposed access to the intersection with N Nebraska Ave, resulting in an access spacing of +/- 98 feet.
- 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.
- All construction ingress and egress shall be limited to the project access. The developer shall include a note in each site/construction plan submittal which indicates same.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/-0.55-acre site from Commercial, General (CG) and Residential, Single-Family Conventional (RSC-9) to Planned Development (PD) to develop the site for domestic vehicle sales. The site is located on the west side of N Nebraska Ave, on the south side of Hoffman Blvd and on the north side of E 128th Ave.

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's *Trip Generation Manual, 12th Edition*.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-9, (0.19 acres) 1 single-family detached unit (ITE LUC 210)	10	1	1
CG, (0.36 acres) 4,234 square foot fast-foot restaurant with drive through	1,900	141	134
Total	1,910	142	135

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 6,562 square foot vehicle sales (ITE LUC 210)	178	14	25

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-1,732	-128	-110

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The project is served by E 128th Ave and Hoffman Blvd.

E 128th Ave is a 2-lane, undivided, substandard, rural local roadway. The roadway is characterized by +/-16 feet of pavement in average condition, no sidewalks within the vicinity of the project and lying within +/-30 feet of right of way. E 128th Ave is identified as a substandard road because the roadway does not comply with the 2023 Hillsborough County Transportation Technical Manual's (TTM) typical section for a two-lane urban local road (TS-3).

Hoffman Blvd is a 2-lane, undivided, substandard, rural local roadway. The roadway is characterized by +/-16 feet of pavement in average condition, no sidewalks within the vicinity of the project and lying within +/- 30 feet of right of way. Hoffman Blvd is identified as a substandard road because the roadway does not comply with the 2023 Hillsborough County Transportation Technical Manual's (TTM) typical section for a two-lane urban local road (TS-3).

SITE ACCESS & CONNECTIVITY

The PD is permitted one right-in only access connection to E 128th Ave and one right-out only access connection to Hoffman Blvd.

REQUESTED DESIGN EXCEPTION #1, SUBSTANDARD ROAD: E 128th Ave.

Given that E. 128th Ave. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 3, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception Request, the County Engineer found the Design Exception approvable (on November 7, 2025) authorizing deviations from the 2023 Transportation Technical Manual (TTM) Type TS-3 Typical Section (for 2-lane, Undivided Local Urban Roads) non-residential subtype, including:

- The developer shall be permitted to widen the roadway from 16 feet of pavement to 20 feet of pavement rather than the 24 feet of pavement required per TS-3;
- The developer shall be permitted to install type "F" curb along the north side of roadway from the driveway to the existing curb radius at the intersection with Nebraska Ave. and leave the south side in its existing condition (no curb or paved shoulder), in lieu of the miami curb required per TS-3;
- The developer shall be permitted to install a 6-foot-wide sidewalk at the back of curb along the north side of the roadway along the project's frontage (and leave the south side of the roadway in its existing condition), in lieu of the 5-foot-wide sidewalk separated from the back of curb by an 8-foot-wide green strip required per TS-3; and,

The roadway shall be permitted to remain within a +/- 30-foot-wide right-of-way rather than the 54-foot-wide right-of-way required per TS-3, although staff notes that the applicant will be required to dedicate and convey an easement to Hillsborough County (for public access and maintenance purposes) of sufficient width to accommodate the 6-foot-wide sidewalk and a 2-foot-grass strip behind the sidewalk.

If 25-1246 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above-referenced Design Exception.

REQUESTED DESIGN EXCEPTION #2, SUBSTANDARD ROAD: Hoffman Blvd.

Given that Hoffman Blvd. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 3, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception Request, the County Engineer found the Design Exception approvable (on November 7, 2025) authorizing deviations from the 2023 Transportation Technical Manual (TTM) Type TS-3 Typical Section (for 2-lane, Undivided Local Urban Roads) non-residential subtype, including:

- The developer shall be permitted to widen the roadway from 16 feet of pavement to 20 feet of pavement rather than the 24 feet of pavement required per TS-3;
- The developer shall be permitted to install type "F" curb along the south side of roadway from the driveway to the existing curb radius at the intersection with Nebraska Ave. and leave the north side in its existing condition (no curb or paved shoulder), in lieu of the miami curb required per TS-3;
- The developer shall be permitted to install a 6-foot-wide sidewalk at the back of curb along the south side of the roadway along the project's frontage (and leave the north side of the roadway in its existing condition), in lieu of the 5-foot-wide sidewalk separated from the back of curb by an 8-foot-wide green strip required per TS-3; and,

The roadway shall be permitted to remain within a +/- 30-foot-wide right-of-way rather than the 54-foot-wide right-of-way required per TS-3, although staff notes that the applicant will be required to dedicate and convey an easement to Hillsborough County (for public access and maintenance purposes) of sufficient width to accommodate the 6-foot-wide sidewalk and a 2-foot-grass strip behind the sidewalk.

If 25-1246 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above-referenced Design Exception.

REQUESTED ADMINISTRATIVE VARIANCE #1, ACCESS SPACING: Hoffman Blvd.

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated October 3, 2025) from Section 6.04.07. LDC requirement, governing access spacing. Per the LDC, Hoffman Blvd. is a Class 7 roadway, which requires minimum connection spacing of 50 feet, and which is increased to 125 feet to the east (given it is a local roadway intersecting a collector roadway). The applicant is seeking the following variances relative to its Hoffman Blvd. access:

- A variance of +/- 27 feet from Nebraska Ave. to the east, resulting in an access spacing of +/- 98 feet.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable subject to conditions (on November 7, 2025).

If 25-1246 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above referenced Administrative Variance request.

REQUESTED ADMINISTRATIVE VARIANCE #2, ACCESS SPACING: E. 128th Ave.

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated October 3, 2025) from Section 6.04.07. LDC requirement, governing access spacing. Per the LDC, E. 128th Ave. is a Class 7 roadway, which requires minimum connection spacing of 50 feet, and which is increased to 125 feet to the east (given it is a local roadway intersecting a collector roadway). The applicant is seeking the following variances relative to its E. 128th Ave. access:

- A variance of +/- 27 feet from Nebraska Ave. to the east, resulting in an access spacing of +/- 98 feet.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable subject to conditions (on November 7, 2025).

If 25-1246 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above referenced Administrative Variance request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

The 2024 Hillsborough County Level of Service (LOS) Report does not include N 128th St or Hoffman Blvd, therefore no LOS information for these roadways can be provided.

The roadway level of service provided for N Nebraska Ave is for informational purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Nebraska Ave.	Fowler Ave.	Fletcher Ave.	D	C

Source: [2024 Hillsborough County Level of Service \(LOS\) 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
E 128 th Ave	County Local - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Hoffman Blvd	County Local - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,910	142	135
Proposed	178	14	25
Difference (+/-)	-1,732	-128	-110

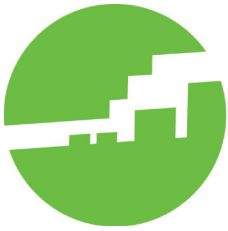
*Trips reported are based on gross external trips unless otherwise noted.

Connectivity and Cross Access ☐ Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Pedestrian & Vehicular	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Design Exception, Substandard Roads – E 128 th Ave	Design Exception Requested	Approvable
Design Exception, Substandard Roads – Hoffman Blvd	Design Exception Requested	Approvable
Administrative Variance, Access Spacing – E 128 th Ave	Administrative Variance Requested	Approvable
Administrative Variance, Access Spacing – Hoffman Blvd	Administrative Variance Requested	Approvable
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
☒ Design Exception/Adm. Variance Requested ☒ Off-Site Improvements Provided	☐ Yes ☐ N/A ☒ No	☒ Yes ☐ No	



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
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601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: November 17, 2025 Report Prepared: November 6, 2025	Case Number: PD 25-1246 Folio(s): 21729.0000, 21756.0000, 21734.0000 General Location: West of North Nebraska Avenue, north of 128 th Avenue East and south of Hoffman Boulavard
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-12 (12 du/ga; 0.35, 0.50 FAR) Office Commercial-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	University Area
Rezoning Request	Commercial, General (CG) and Residential Single Family Conventional (RSC-9) to Planned Development (PD) for the development of a domestic vehicle sales with both indoor and outdoor showrooms
Parcel Size	+/- .55 acres
Street Functional Classification	North Nebraska Avenue – State Principal Arterial 128 th Avenue East – Local Hoffman Boulavard – Local
Commercial Locational Criteria	Meets

Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-12 + Office Commercial-20	CG + RSC-9	Vacant
North	Residential-12 + Office Commercial-20	PD	Light Commercial
South	Residential-12 + Office Commercial-20	RSC-9 + CG + PD	Light Commercial
East	Office Comercial-20	CG + CN	Light Commercial
West	Residential-12	RSC-9	Single Family Residential

Staff Analysis of Goals, Objectives and Policies:

The ± .55-acre subject site is located west of North Nebraska Avenue, north of 128th Avenue East and south of Hoffman Boulavard. The site is in the Urban Service Area and is within the limits of the University Community Plan. The subject site has a Future Land Use (FLU) designation of Residential-12 (RES-12), which allows for the consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development and Office Commercial-20 (OC-20), which allows for the consideration of agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses. The applicant is requesting to rezone the site toe Planned Development for the development of a domestic vehicle sales venue with both indoor and outdoor showrooms.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 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 site currently does not have any developments and is vacant land. There are light commercial uses to the north, south and east of the site. To the west are single family homes situated. The proposal for a car sales venue with indoor and outdoor showrooms meets the intent of FLUS Objective 1.1.

In accordance with Objective 2.2, the Future Land Use (FLU) categories establish the maximum level of intensity or density, as well as the range of permitted land uses allowed within each category. Of the total site area, approximately 0.48 acres are designated Office Commercial-20 (OC-20), where the proposed commercial activities are to occur. There is no activity proposed in the RES-12 portion of the site, which remains undeveloped. Based on the OC-20 maximum Floor Area Ratio (FAR) of 0.75, the site could accommodate up to 15,681 square feet of non-residential floor area (0.48 acres $\times$ 43,560 square feet per acre = 20,908 square feet; $20,908 \times 0.75 = 15,681$ square feet). The applicant's proposed building envelope of 6,562 square feet is well below the maximum permitted intensity, demonstrating compliance with the intent and limits of the Future Land Use designation. As outlined in Table 2.2, the RES-12 and OC-20 Future Land Use categories describe the intended character and function of development within these designations. The RES-12 category supports medium-density residential uses, while the OC-20 category is intended to accommodate existing commercial and office centers, as well as provide opportunities for new commercial development. Consistent with policy direction, new commercial uses within OC-20 are encouraged to occur as part of mixed-use developments or to be clustered along major roadway intersections and corridors. The subject site's location along North Nebraska Avenue, an established commercial corridor, aligns with these criteria. The proposed car sales use, including both indoor and outdoor showrooms, is consistent with the allowable uses under the OC-20 designation. Therefore, the proposed development is consistent with Objective 2.2 and its associated policies, as it maintains appropriate intensity, supports the intended land use pattern, and contributes to the continued development of the commercial corridor.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). Transportation did not object to the proposed request; therefore, the subject site meets the intent of FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2.

The proposal aligns with the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require that new development be compatible with the surrounding neighborhood. In this case, the surrounding land use is predominantly light commercial and single-family residential. To ensure compatibility with these existing uses, the applicant has made significant revisions to the buffering along the western boundary, adjacent to the single-family homes. Specifically, the applicant has committed to enhancing the buffer from a 5-foot setback to a 15-foot-wide Type B landscape buffer, in addition to the construction of a masonry wall. These improvements will be reflected in the site plan at certification, as verified by the Development Services Department. Furthermore, the applicant has ensured that the activities associated with the proposed development will be confined to the Office Commercial-20 Future Land Use Category along North Nebraska Avenue. This is a considerable distance from the single-family residential areas to the west. The proposed car sale business, featuring both indoor and outdoor showrooms, will be located within a well-established commercial corridor along North Nebraska Avenue, an area already occupied by industrial and commercial uses, including a welding supply company to the north and a drilling company to the south. Given the nature of the proposed use, which is consistent with the surrounding commercial and industrial activities, the development is expected to complement the area's character. Additionally, the proposed enhancements to the buffering and the careful placement of the activity areas will minimize any potential negative impacts on the residential neighborhoods to the west.

The subject site is located within the boundaries of the University Area Community Plan, which includes specific goals and objectives aimed at enhancing the character and functionality of the community. One of the central objectives of the plan, outlined in Goal 3, is to foster a strong sense of community identity.

To achieve this goal, the plan emphasizes the use of landscape buffers and thoughtful urban design features as essential tools to reduce conflicts between different land uses, promote high-quality development, and ultimately create a distinct and recognizable community character. The proposed development directly supports these objectives by incorporating a 15-foot-wide Type B landscape buffer along the western boundary of the site, adjacent to the single-family residential homes. In addition to this landscaped buffer, the proposal includes the construction of a masonry wall, which will further enhance the separation between the commercial development and the residential area. These buffer enhancements are specifically designed to mitigate potential compatibility concerns, ensuring that the transition from commercial to residential uses is both visually and functionally appropriate. By incorporating these design elements, the proposal aligns well with the principles of the University Area Community Plan. The landscape buffer and masonry wall will not only reduce conflicts between the land uses but also contribute to the creation of a well-defined and visually cohesive community. This approach helps to ensure that the new development complements the surrounding neighborhood while contributing to the broader goal of creating a distinctive community identity within the University Area.

Overall, staff finds that the proposed use is an allowable use in the RES-12 and OC-20 FLU, is compatible with the existing development pattern found within the surrounding area and does support the vision of the University Area community plan. The proposed Planned Development (PD) 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 SECTION

Urban Service Area

Objective 1.1: Direct at least 80% of new population growth into the USA and adopted Urban expansion areas through 2045. Building permit activity and other similar measures will be used to evaluate this objective.

Relationship to the Future Land Use Map

Goal 2: Ensure that the character, compatibility and location of land uses optimize the combined potential for economic benefit, fiscal sustainability, protection of natural resources and maintaining viable agriculture. Ensure density and intensities are maintained through the Future Land Use Map.

Objective 2.1: The Future Land Use Map is a regulatory tool governing the pattern of development in unincorporated Hillsborough County through the year 2045.

Policy 2.1.1: *The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further des*

Future Land Use Categories

Objective 2.2: *The Future Land Use Map (FLUM) Shall identify Land Use Categories, summarized in table 2.2 of the Future Land Use Element.*

Policy 2.2.1: *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.*

Compatibility

Policy 3.1.1: *Restrict incompatible land uses to protect established and planned neighborhoods and communities by utilizing planning principles that limit commercial development in residential Future Land Use categories. Commercial and mixed-use in residential Future Land Use categories shall be limited to neighborhood serving guided by the commercial locational criteria in Objective 4.7.*

Policy 3.1.2: *Gradual transitions of intensities and densities 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. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. 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*

Development

Policy 4.1.1: *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 4.1.2: *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.*

4.1.6: 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 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.

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

Policy 4.4.1: Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:

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

Environmental Considerations

Objective 6.2: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan.

LIVABLE COMMUNITIES ELEMENT: UNIVERSITY AREA

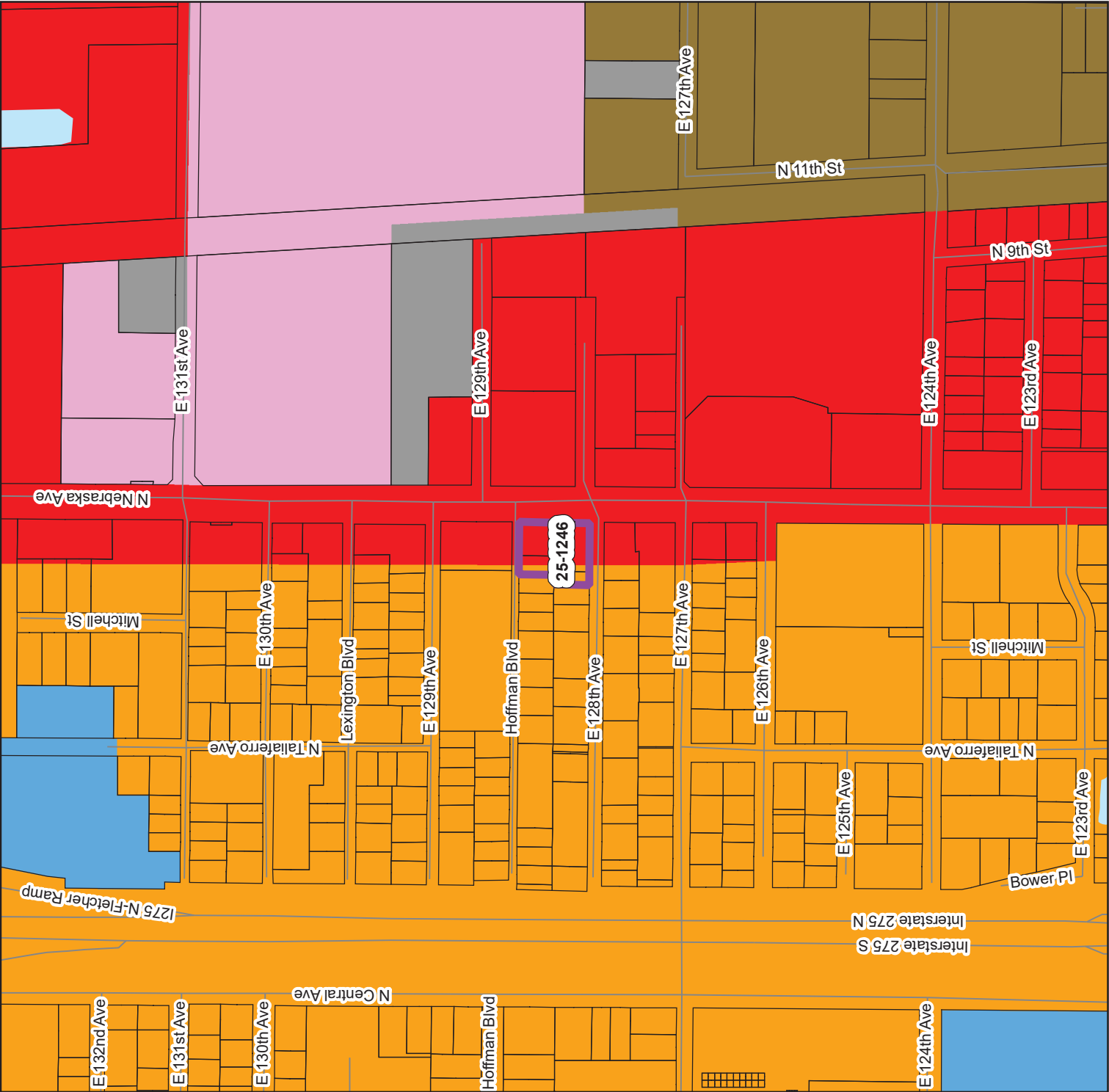
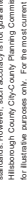
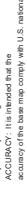
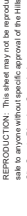
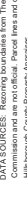
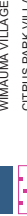
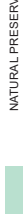
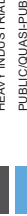
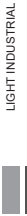
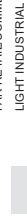
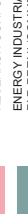
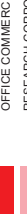
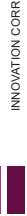
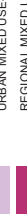
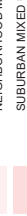
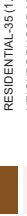
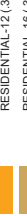
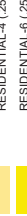
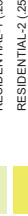
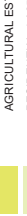
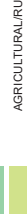
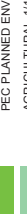
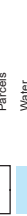
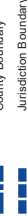
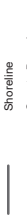
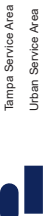
Goal 3: Create Community Identity

The community supports:

- developing physical improvements such as landscaping, gateways, sidewalks, signage, and street trees to define community identity;
- using landscape buffers and urban design features/techniques to reduce conflicts between land uses, to promote high quality development, and to create an identifiable community character;
- using Hillsborough County code enforcement to assist in regulating land-use and improving community identity and safety.

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ - PD 25-1246

Rezoning
STATUS



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the City-County Planning Commission. ACCURACY: It is intended that the City-County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 9/22/2025
Author: J. Krzyzanowski
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