

PD Modification Application: MM 26-0340 (Revised)

Zoning Hearing Master Date:

May 26, 2026

BOCC CPA Hearing Date:

~~TBD~~ July 16, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Jacob T. Cremer –
Barbas Cremer, PLLC

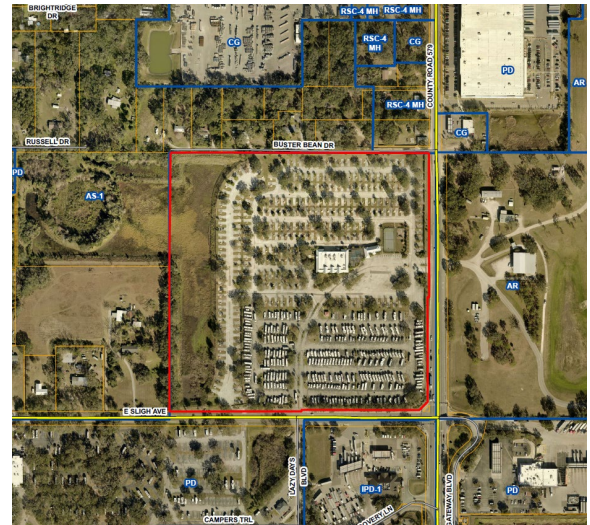
FLU Category: RES-4 (Current)
SMU-6 (Proposed)

Service Area: Rural (Current) and Urban
(Proposed)

Site Acreage: Approximately 37.86 acres

Community
Plan Area: Thonotosassa

Overlay: None



Introduction Summary:

PD 98-0667 rezoned the overall +/-116.22-acre subject property from Agricultural Rural (AR), RSC-4 (Residential Single Family Conventional- Mobile Home Overlay) and IPD-1 (Interstate Planned Development) to Planned Development for recreational vehicles sales and service facility with accessory campground. Additionally, general commercial uses are permitted on the designated commercial parcel (Parcel #2). The northern part of the PD designed as Parcel 3, and the subject of the request, located north of Sligh Avenue is currently limited to a campground and sales display area. Most recently modified per PRS 03-0931 and PRS 00-0674.

Major Modification 26-0340 proposes to allow a second development option on an approximately 37.86-acre area (located within folio no. 62472.0000) on the north of the northwest quadrant of the I-4 Interchange and County Road (CR) 579 (also known as Mango Road).

Proposed MM 26-0340 is associated with HC/CPA 26-35 to expand the Urban Service Boundary and 26-36 to go from RES-4 to SMU-6.

Existing Approval(s):	Proposed Modification(s):
1. Parcel 3 is limited to an RV campground and display area.	1. Add a 2nd Option for Parcel 3, to allow Manufacturing uses including warehousing, distribution, manufacturing, and accessory outdoor storage uses totaling a maximum of 750,000-square-feet (0.45 FAR).

Additional Information:	
PD Variation(s):	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code:	None Requested.

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Case Reviewer: Tim Lampkin, AICP

Planning Commission Recommendation:

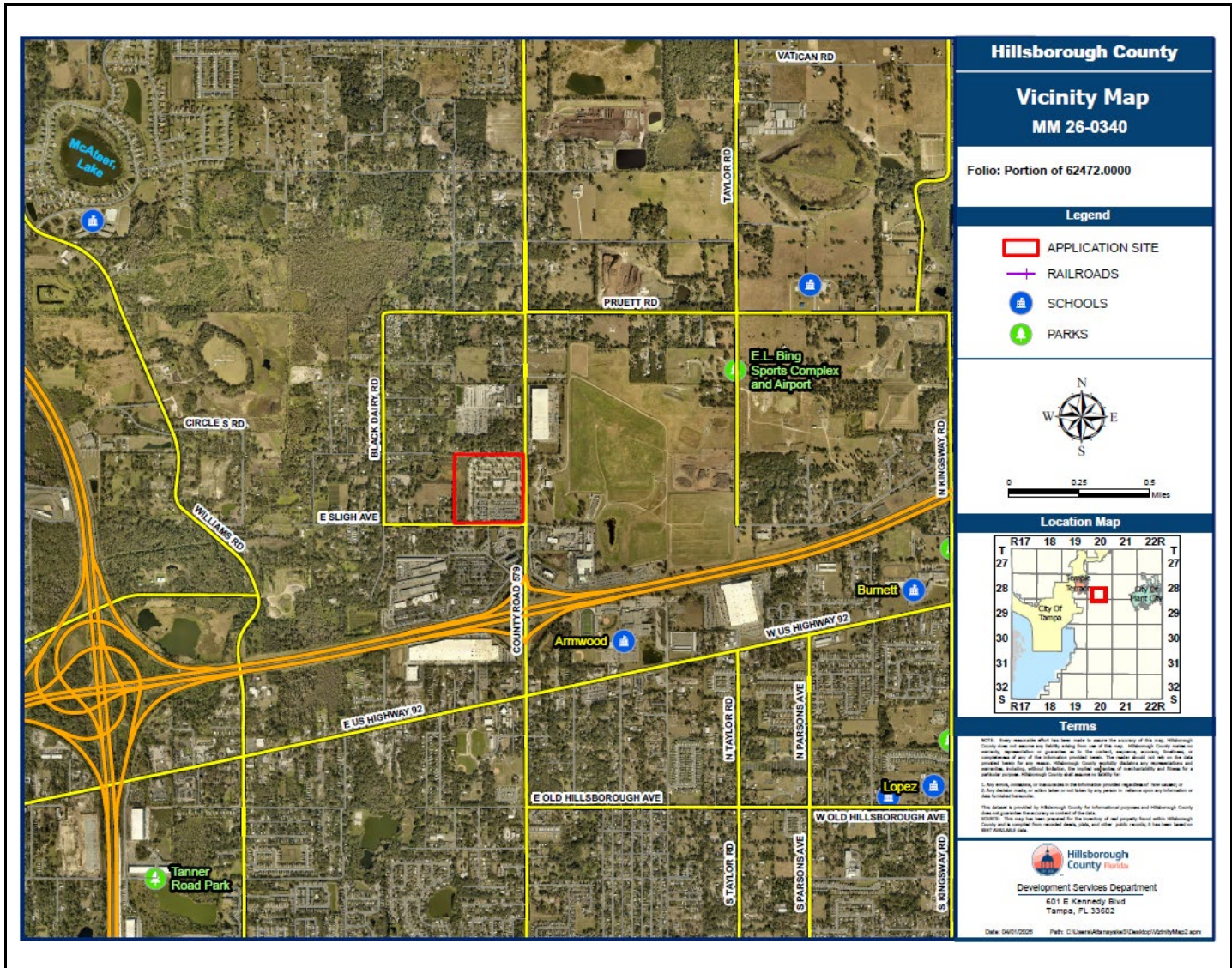
Inconsistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

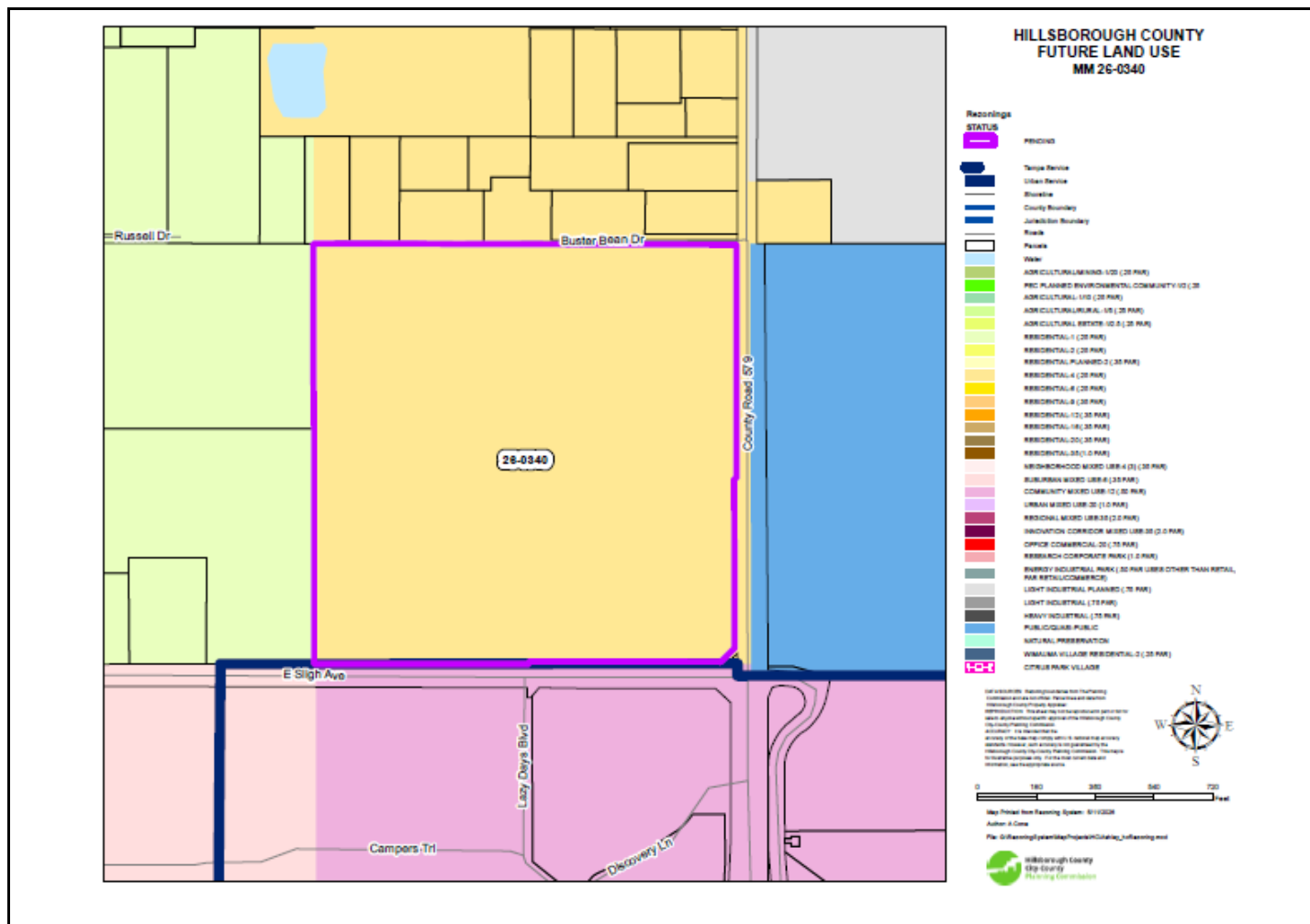


Context of Surrounding Area:

The overall Planned Development consists of multiple folios within the development. The 37.86-acre property subject to this request is located at the northwest quadrant of East Sligh Avenue and County Road 579 less than a ¼ mile north of the interchange to Interstate 4.

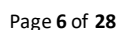
The surrounding area is a mix of uses. The immediate surroundings are characterized primarily by residential neighborhoods to the immediate west and north. Open land, and institutional/recreational uses are located to the east including E.L. Bing Sports Complex. Some industrial and warehouse uses are closer to I-4 and US-92 and to the east of the subject site.

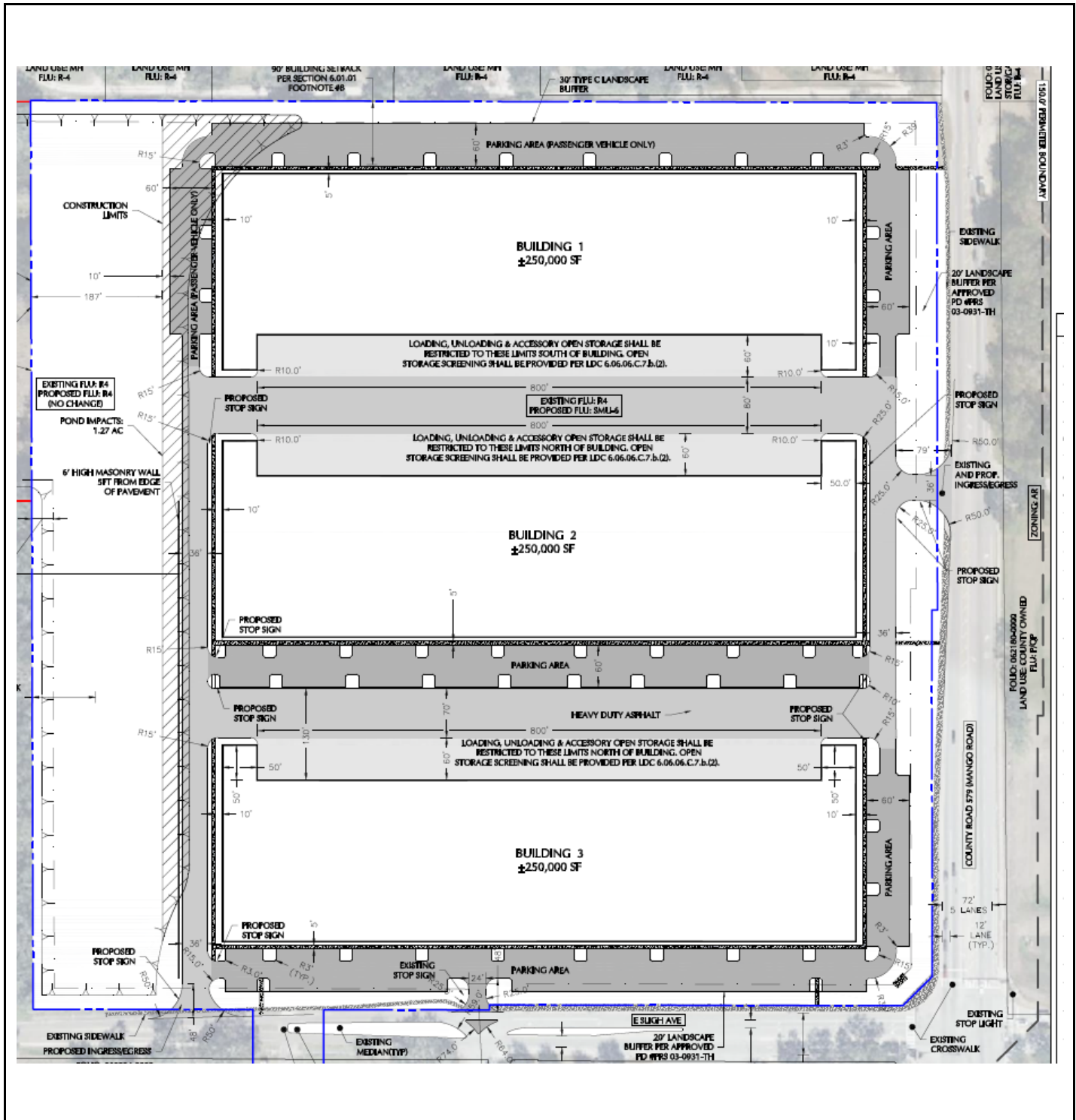
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4 (Current)/ SMU-6 (Proposed)
Maximum Density/F.A.R.:	RES-4: 4 du per acre (current) Neighborhood commercial, office or multi-purpose projects up to 175,000 sq. ft. or 0.25 FAR, whichever is less. SMU-6: 6 du per acre (proposed) Up to 0.25 - 0.50 FAR (Light Industrial)
Typical Uses:	Current: RES-4: Typical uses include agricultural, residential, neighborhood commercial, office uses, and multipurpose projects. Proposed SMU-6: Typical uses include agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria

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



2.0 LAND USE MAP SET AND SUMMARY DATA**2.5 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Sligh Ave.	County Collector – Urban and Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☒ Site Access Improvements ☐ Substandard Road Improvements ☒ Other - TBD
CR 579	County Arterial – Urban and Rural	2 to 4 Lanes ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
	Choose an item.	Choose an item. Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
	Choose an item.	Choose an item. Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation (Modification Area Only) ☐ Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	311	21	27
Proposed	1,072	88	103
Difference (+/-)	(+) 761	(+) 67	(+) 76

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

Connectivity and Cross Access (Modification Area Only) ☐ Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West		None	None	Meets LDC
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				
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 ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other: <u>Airport Height Restriction</u>							
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 transportation 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							
<table border="0"> <tr> <td>Warehouse/Distribution (Per 1,000 s.f.) Mobility: \$1,992 Fire: \$34</td> <td>Manufacturing (Per 1,000 s.f.) Mobility: \$4,704 Fire: \$34</td> <td>Light Industrial (Per 1,000 s.f.) Mobility: \$5,982 Fire: \$57</td> </tr> </table>					Warehouse/Distribution (Per 1,000 s.f.) Mobility: \$1,992 Fire: \$34	Manufacturing (Per 1,000 s.f.) Mobility: \$4,704 Fire: \$34	Light Industrial (Per 1,000 s.f.) Mobility: \$5,982 Fire: \$57
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Rural Mobility, Northeast Fire - Three (3) 250k sq ft light industrial/warehouse/distribution buildings							

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Case Planner: Tim Lampkin, AICP

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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 ☐ Density Bonus Requested ☐ Consistent ☒ Inconsistent	☒ Yes ☐ No	☒ Inconsistent ☐ Consistent	☐ Yes ☒ No	See "Hillsborough County Planning Commission Review".

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on the north side of E. Sligh Avenue between County Road 579 (Mago Rd.) and Black Dairy Road. The Site is within the Rural Service Area, however, HC/CPA 26-35 proposes to expand the Urban Service Boundary. Immediately south across E. Sligh Avenue is Interstate Planned Development-1, developed with a Truck Rest Station with convenience store known as the Flying J. To the south-southwest of the subject parcel, is Parcel #1 located within the subject Planned Development and designed for office/storage, RV service buildings (open and enclosed for repair and service of Recreational Vehicles).

The subject property is surrounded by a mix of uses including commercial to the south and east northwest, and residential to the west and north of the subject site. Adjacent to the north of the subject site is single-family residential located on Buster Bean Drive. Immediately west of the subject site is the location of single-family homes on large lots on the southwestern portion; whereas the northwestern portion is a stormwater retention area on the same folio, but is not part of the PD.

Compatibility Setbacks for Height & Building over 100 feet in Non-residential adjacent to residential:

Proposed building #1 has an approximate length of 900 feet. Pursuant to Endnote #11, an additional compatibility setback is required, which states: *"For non-residential districts abutting residential districts, buffers shall be increased over the required buffer area by one foot for every ten feet of building length over 100 feet that is adjacent to those buffers."*

Based on the proposed 900-foot building length, the additional setback requirement is calculated as follows:

- Building length exceeding 100 feet: 800 feet
- Additional buffer requirement: $800 \text{ feet} \div 10 = 80 \text{ feet}$. Accordingly, the project would require an additional 80-foot setback.

In lieu of providing the increased setback, developments with building lengths exceeding 100 feet and abutting residential or agricultural districts may provide a 30-foot buffer with screening designed to achieve a minimum opacity of 75 percent at a height of at least eight feet within two years of planting. Screening within the buffer may consist of an 8-foot high masonry wall and 10-foot high evergreen shade trees on 20-foot centers, or a 6-foot high masonry wall and 10-foot high evergreen shade trees on 20-foot centers and 8-foot high ornamental trees on 20-foot centers. The required buffer shall include the following elements, italicized below. To further mitigate potential impacts, the applicant proposes a condition requiring an enhanced 30-foot buffer with Type "C" screening along the northern property boundary including the following.

1. *An eight-foot-high masonry wall finished on all sides with brick, stone, or painted/pigmented stucco;*
2. *Lawn, low-growing evergreen plants, evergreen ground cover, or rock mulch covering the remaining buffer area;*
3. *A row of evergreen shade trees, each a minimum of ~~ten~~ fifteen feet in height at the time of planting and with a minimum two-inch caliper, spaced no more than 20 feet apart. Trees shall be planted within ten feet of the property line.*

The applicant proposes a maximum building height of 50 feet which requires an additional compatibility setback of 60 feet, in addition to the 30-foot landscaped buffer for a total building setback of 90 feet. The applicant proposes building #1 be set back 95 feet, placing a sidewalk along the northern perimeter of building #1 and is not requesting relief for the height compatibility setback.

Variations

LDC Section 6.06.06 Buffering and Screening

The applicant requests a variation from the general site development requirements found in Parts 6.06.06, Buffering and Screening Requirements. More specifically, the applicant's intent for requesting the variations is to modify the buffer along the western boundary:

- (1) Western Boundary–Northern portion (folio # 62472.0000) to reduce the 30-foot wide with Type “C” buffer required along the northwestern property boundary to 0’ buffer & no screening. The applicant’s justification in part included that the variation is a *nuance due to the bifurcation of the parcel owned by the same owner as the requested modification area but not having been included in the original PD rezoning. This variation is needed to ensure protection of the wetland that is part of the ownership parcel but is not part of the PD. This variation is needed to ensure the wetland can remain protected.* The vegetative wetlands provide approximately 744 feet of separation between the site’s activity areas and residential to the west. A six-foot high fence surrounds the wetlands.
- (2) Western Boundary–Southern portion (folio # 62464.0000) to modify the 30-foot wide with Type “C” buffer to allow the 6-foot high masonry wall to be located further away from the adjacent property boundary and the 30’ vegetated buffer to be adjacent to folio #62464.0000).

Staff has reviewed the justification statement submitted by the applicant for the variation and has no objections. It should be noted that the applicant broke out the required explanation regarding the Variation for the Northern Segment and Southern Segment of the western property boundary for Criteria #1. Alternatively, the applicant provided the same justification for Criteria 2 through 4 Variation regarding the Northern Segment and Southern Segment of the western property boundary. The Zoning Hearing Master’s recommendation for this application is required to include a finding on whether the requested variations meet the criteria for approval. Additional information regarding the rationale may be found in the applicant’s narrative.

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

5.2 Recommendation

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

6.0 CONDITIONS

Prior to Site Plan Certification the following shall be amended:

1. Revise the Site Data Table to update the Proposed FAR from “0.45” to “0.46”.
2. Revise the North Setback from “30 feet” to “90 feet”
3. Revise the West Setback from “30 feet” to “190 feet”
4. Revise the East Setback from “30 feet” to “80 feet”
5. Revised proposed use from “light industrial” to M zoning district uses.
6. Prior to PD site plan certification, the applicant shall: o Revise Sheet EX-2 of the PD site plan to label the proposed separator with a label reading “Proposed Separator – See Conditions of Approval”.
7. Remove Sheets EX-3 through EX-5 which are intended to be exhibits of a technical nature and are not intended to be regulating/binding site plans.

Staff finds the request approvable, subject to the following conditions listed below, and based on the general site plan submitted May 6, 2026.

1. Development shall be limited to a recreational vehicle sales and service facility with accessory campground (option 1) or manufacturing (option 2). Additionally, general commercial uses shall be permitted on the designated “Commercial Parcel” (Parcel 2). M zoning district uses including warehousing, distribution, light manufacturing and outdoor storage which is accessory and limited to 20% of enclosed portion of the principal uses is permitted as “Option #2” for Parcel #3 located on folio #62472.0000.
2. The recreational vehicle sales and service facility shall be located in Parcel 1, the southern tract of the project (south of Sligh Avenue), except that vehicles may also be displayed for sale on the northern tract in the area shown on the site plan.
 - 2.1. The facility on Parcel #1 shall be limited to a maximum of 372,750 square feet of floor space including partially enclosed service bays, except as provided for in Condition 8.1 which permits a transfer of 37,304 square feet of floor space from Parcel 2 to Parcel 1. Total maximum floor space in Parcel 1 with the transfer permitted per condition 8.1 shall be 410,054 square feet. Development in excess of 355,000 square feet shall be limited to floor space for meeting rooms, offices and records storage associated with the approved recreational services and sales. Minimum building setback shall be 60 feet from all project boundaries. Maximum building height shall be 35 feet. At least 20 percent of the project area shall be open space.
 - 2.2. Garbage dumpsters shall be located only in the areas identified on the general site plan.
 - 2.3. Outdoor vehicle washing and detailing areas shall be located a minimum of 550 feet from the west project boundary.
 - 2.4. Loudspeakers shall be mounted on the interior of buildings only and shall be oriented and operated in a manner to minimize off-site noise impacts.
 - 2.5. Recreational vehicle camping and/or owner-performed maintenance shall be prohibited, except in the existing campground area where overnight camping may continue until the new campground in the Parcel 3 is opened, at which time the activity shall cease.
3. A 30-foot-wide buffer area shall be provided along the west boundary of Parcel 1, excluding the area adjacent to the DOT retention pond. Within the buffer area the developer shall install a six-foot-high chain link fence with solid slats, both dark green in color. Additionally, the developer shall install landscaping in accordance with the tables for Type A, Type B and Type C screening as shown on the general site plan.

4. A 20-foot-wide buffer area shall be provided along the north boundary of Parcel 1. Within the buffer area the developer shall install landscaping in accordance with requirements for vehicular use areas as found in the Land Development Code.
5. Parcel 3, the northern tract of the project (north of Sligh Avenue) shall be limited to a recreational vehicle campground and sales area Option 1). Option 2, M zoning district uses are permitted.

5.1 The campground shall be limited to a maximum of 307 recreational vehicle spaces and a total of 18,000 square feet of floor space for a community center, registration building and other accessory uses.

5.1.1. Camping spaces shall be a minimum of 25 feet in width. Recreational vehicles shall be parked a minimum of five feet from internal roadways, and there shall be a minimum separation of 10 feet between vehicles in all directions.

5.1.2. All camping spaces and park structures shall be a minimum of 30 feet from the west project boundary, 30 feet from the north project boundary and 20 feet from the east project boundary. Maximum building height shall be 35 feet.

5.1.3. Internal roadways shall be a minimum of 25 feet in width with a permanently paved surface at least 20 feet in width. Cul-de-sacs shall have a minimum radius of 35 feet.

5.1.4. At least 25 percent of the project area shall be open space.

5.2. Option 1: The sales display area shall be located on the southernmost 500 feet of Parcel 3. The area shall be limited to sales activities only. A maximum of 2,000 square feet of floor space shall be permitted. Maximum building height shall be 35 feet. Minimum setback shall be 30 feet from the east, south and west boundaries of the project. At least 20 percent of the project area shall be open space.

Option 2 shall be permitted for up to 750,000 s.f. of light industrial uses including warehousing, distribution, light-manufacturing, and outdoor storage which is accessory and limited to 20% of enclosed portion the principal use. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 1,072 gross average daily trips, 88 gross a.m. peak hour trips, or 102 gross p.m. peak hour trips. Additionally:

5.2.1 Concurrently with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

5.3. Option 2: A maximum of 750,000 square feet of M zoning district uses may be developed in general conformance with the Option 2, Light Industrial Parcel as depicted on the General Development Plan and shall be subject to the following standards. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 1,072 gross average daily trips, 88 a.m. peak

hour trips, or 102 gross p.m. peak hour trips. Additionally,

Concurrently with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

North Setback:	90 feet (inclusive of 30' buffer)
East Setback:	80 feet (inclusive of 20' buffer)
West Setback:	190 feet (inclusive of 30' buffer)
South Setback:	30 feet (inclusive of the 20' buffer)
Maximum FAR:	0.46
Maximum Impervious:	77 percent
Maximum Building Height:	50 feet*

*Shall be set back an additional 2 feet for every one foot over 20 feet.

5.3.1 Option 2: Buffering and screening shall be provided in accordance with the requirements of the Land Development Code (LDC) Section 6.06.06, as shown on the Site Plan, except for the following:

a) North property boundary shall provide a 30-foot-wide buffer with Type "C" screening consisting of the following:

1. A masonry wall eight feet in height and finished on all sides with brick, stone or painted/pigmented stucco; and
2. Lawn. Low growing evergreen plants, evergreen ground cover, or rock mulch covering the balance of the buffer; and
3. A row of evergreen shade trees which are not less than ~~fifteen~~ ~~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.

b) Western boundary –Northern portion (folio # 62472.0000) shall have 0' buffer & no screening adjacent to the stormwater retention area within folio # 62472.0000. Should a 6-foot high fence not be provided to the north, west and south of the stormwater retention area within folio #62472.0000, a 6-foot high solid wood or PVC fence shall be provided to the east of the stormwater pond (exclusive of any cross access) on the PD zoned portion of the subject site.

c) Western Boundary –Southern portion (folio # 62464.0000) shall allow a bifurcated landscaped area and 6-foot-high masonry wall.

- 30-foot wide type "C" landscaped area adjacent to the western property boundary
- 6-foot-high masonry wall to be located adjacent to the western drive aisle, a minimum of 190 feet from the western property boundary (folio #62464.0000).

6. Parcel 3, Option 1: A buffer area with a minimum width of 30 feet shall be provided along the north and west boundaries of Parcel 3. Within the buffer area the developer shall install a chain link fence, dark green in color, with a minimum height of four feet. Additionally, the developer shall install landscaping in accordance with the table for Type A screening as shown on the general site plan.

7. Parcel 3, Option 1 and Option 2: A 20-foot-wide buffer area shall be provided along the east and south boundaries of Parcel 3. Screening shall be provided within the buffer area as follows:
 - 7.1. Adjacent to the campground (option 1) or building 1 (option 2), the developer shall install a continuous evergreen hedge with a minimum height of four feet and minimum opacity of 75 percent at time of planting; and, a chain link fence, dark green in color, with a minimum height of four feet; and, a row of evergreen trees with a minimum height of 10 feet and minimum caliper of 2 inches at time of planting, placed not more than 20 feet apart on centers; and, landscape clusters of varied plant materials with a combined linear coverage of 20 percent of total buffer length. The landscape clusters shall be planted between the hedge and the project boundary. Existing orange trees on the site may be transplanted to satisfy tree requirements.
 - 7.2. Adjacent to the sales display area (option 1) or building 3 (option 2), the developer shall install a continuous evergreen hedge with a minimum height of four feet and minimum opacity of 75 percent at time of planting; and, a row of evergreen trees with a minimum height of 10 feet and minimum caliper of 2 inches at time of planting, placed not more than 40 feet apart on centers; and, landscape clusters of varied plant materials with a combined linear coverage of 20 percent of total buffer length. The landscape clusters shall be planted between the hedge and the project boundary. Palms may be utilized for up to 25 percent of the tree requirement, with a group of three palms equaling one tree.
 - 7.3. Driveways shall be permitted in the buffer areas to the minimum extent necessary to access the site as shown on the general site plan.
8. Parcel 2, the "Commercial Parcel" shall be limited to a maximum of 37,640 square feet of floor space for general commercial uses and shall be developed in accordance with the standards of the CG zoning district. Additionally, the open display and storage of recreational vehicles shall be permitted.
 - 8.1. Of the 37,640 square feet approved in Parcel 2, a maximum of 37,304 square feet within Parcel 2 can be transferred to Parcel 1. Any square footage transferred from Parcel 2 to Parcel 1 can be used only for meeting rooms, offices and records storage associated with the approved recreational services and sales use. The developer shall submit a revised general site plan for certification, prior to site development approval for the affected parcels, indicating in a land use table the amount of square footage transferred, and subsequent reductions, between Parcel 1 and Parcel 2.
9. For development under option 1. The number and general location of access points shall be as shown on the general site plan, subject to compliance with Hillsborough County Access Management regulations as found in the Land Development Code. Design and construction of curb cuts shall be subject to approval of the Hillsborough County Public Works Department and/or Florida Department of Transport, if applicable. Final design may include, but is not limited to, left turn lanes, acceleration lanes and deceleration lanes.
10. For development under Option 1, ~~P~~prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of vehicle storage needed at each project access point where a left turn is permitted, and at the intersection of Sligh Avenue and County Road 579, to serve development traffic. If warranted by the results of the analysis, as determined by Hillsborough County, the developer shall provide, at its expense, additional storage lane capacity sufficient to accommodate anticipated traffic. The design and construction of the turn lane shall be subject to approval of Hillsborough County and/or Florida Department of Transportation, if applicable, and shall be completed with proper transitions from the widened section to the existing roadway pavement.
 - 10.1. Prior to final Construction Site Plan approval for development is excess of 392,304

square feet in Parcel 1 or RV spaces in excess of 299 in Parcel 3, the developer shall provide a detailed traffic analysis showing, at a minimum, the impact the development, in its entirety, will have at the project access points along CR 579, the intersection of CR 579 at Sligh Avenue and the Interstate-4 interchange with CR 579. Any improvements required as a result of this analysis shall take into consideration the length of the RV's and the storage needed to safely accommodate them. The applicant shall be responsible for the costs of the improvements needed to off-set development impacts.

10.2 For development under Option 2, the developer shall provide a trip generation and site access requires with each increment of development if requested by Hillsborough County. Such analysis will be utilized to determine if new Sec. 6.04.04.D. turn lanes are warranted, or if the extension of existing turn lanes may be needed to accommodate Transportation Technical Manual (TTM) queue criteria.

11. For development under Option 1, the western pair of facing access points on Sligh Avenue shall be designed to accommodate the safe crossing of golf carts between the northern and southern tracts of the project. At a minimum, both sides of the crossing shall be equipped with self-closing gates to regulate movement of the golf carts and advisory signs shall be posted in the road right of-way to alert passing motorists. Design of the crossing shall be subject to approval of Hillsborough County.
12. Cross access shall be provided between all portions of the project and the remnant parcels of PD 94-153 (Cracker Barrel restaurant and FDOT drainage pond).
13. Public water and wastewater service shall be utilized. The developer shall pay all costs for service delivery. Approval of this zoning petition does not ensure that water will be available at the time when the applicant seeks permits to develop the site.
14. The developer shall provide fire hydrant locations and minimum fire flow as required by the Hillsborough County Fire Department.
15. Development of the project shall comply with all applicable regulations of the Hillsborough County Environmental Protection Commission. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested rights to environmental impact approval. Any jurisdictional wetlands existing on the property, as delineated by the Hillsborough County Environmental Protection Commission, as well the required 30-foot setback line from all conservation areas, must be shown on any construction site plans.
16. In the event there is a conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
17. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
- ~~18. Within ninety days of approval of PRS 03-0931 by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General~~

~~Development Plan for certification reflecting all the conditions outlined above.~~

- ~~19~~18. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
- ~~20~~19. Prior to preliminary site development plan approval, the developer shall submit a clearance letter from the State Planning Agency certifying the project is not required to undergo a Development of Regional Impact review. In the absence of such a letter, the project shall be limited to a maximum of 304,000 square feet of floor space (of which a maximum of 37,640 square feet may be for general commercial uses) and 200 recreational vehicle spaces, developed in accordance with the conditions noted above.

MM 26-0340 (folio no. 62472.0000) shall be subject to the following conditions:

20. For development within PD Option 2:

20.1 Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

20.2 Construction access shall be restricted to those access connections shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.

20.3 Parcel 3 shall be accessed via three (3) vehicular access connections. One (1) full access connection to CR 579 aligning with the existing full median opening, and two (2) connections to Sligh Ave. The easternmost access to Sligh Ave. shall be restricted to right-in/right-out turning movements, and the westernmost access shall be a full access connection. of Sligh Ave.

20.4 Prior to or concurrent with the initial increment of development, the developer shall:

20.4.1 Close/remove the existing golf cart access/crossing of Sligh Ave. and the sidewalk and sod restored along the south side of Sligh Ave.; and,

20.4.2 Construct a raised concrete median, as generally shown on the PD site plan at the intersection of Lazy Days Blvd. and Sligh Ave., which restricts Parcel 3's easternmost Sligh Ave. access to right-in/right-out movements without impacting left-in/left-out movements to the remaining portions of the PD.

20.5 As Sligh Ave. is a substandard collector roadway, the developer shall improve Sligh Ave. (between the westernmost project access and CR 579) to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM)/ Transportation Design Manual (TDM) criteria may be considered through the Design Exception (DE) or Design Deviation Memoranda (DDM) processes, as applicable.

21. If MM 26-0340 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated March 12, 2026 and last revised May 14, 2026) which has been found approvable by the County Engineer (on May 14, 2026). Approval of this Administrative Variance will waive the Sec. 6.04.03.I. of the LDC requirement whereby the 26-0340 modification area (i.e. Parcel 3 on the PD site plan) is restricted to a single access connection for certain uses, and instead permit three (3) roadway connections to serve modification area regardless of use. This variance shall apply to development under Option 2.

22. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
23. 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.
24. 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.
25. 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).
26. 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.
27. 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

Agency	Number	Violation	Status
Code Enforcement*			
☒ None current or pending			
☐ Violation(s)			
Building Code Compliance*			
☒ None current or pending			
☐ Violation(s)			
Natural Resources*			
☒ None current or pending			
☐ Violation(s)			
EPC*			
☒ None current or pending			
☐ Violation(s)			

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)

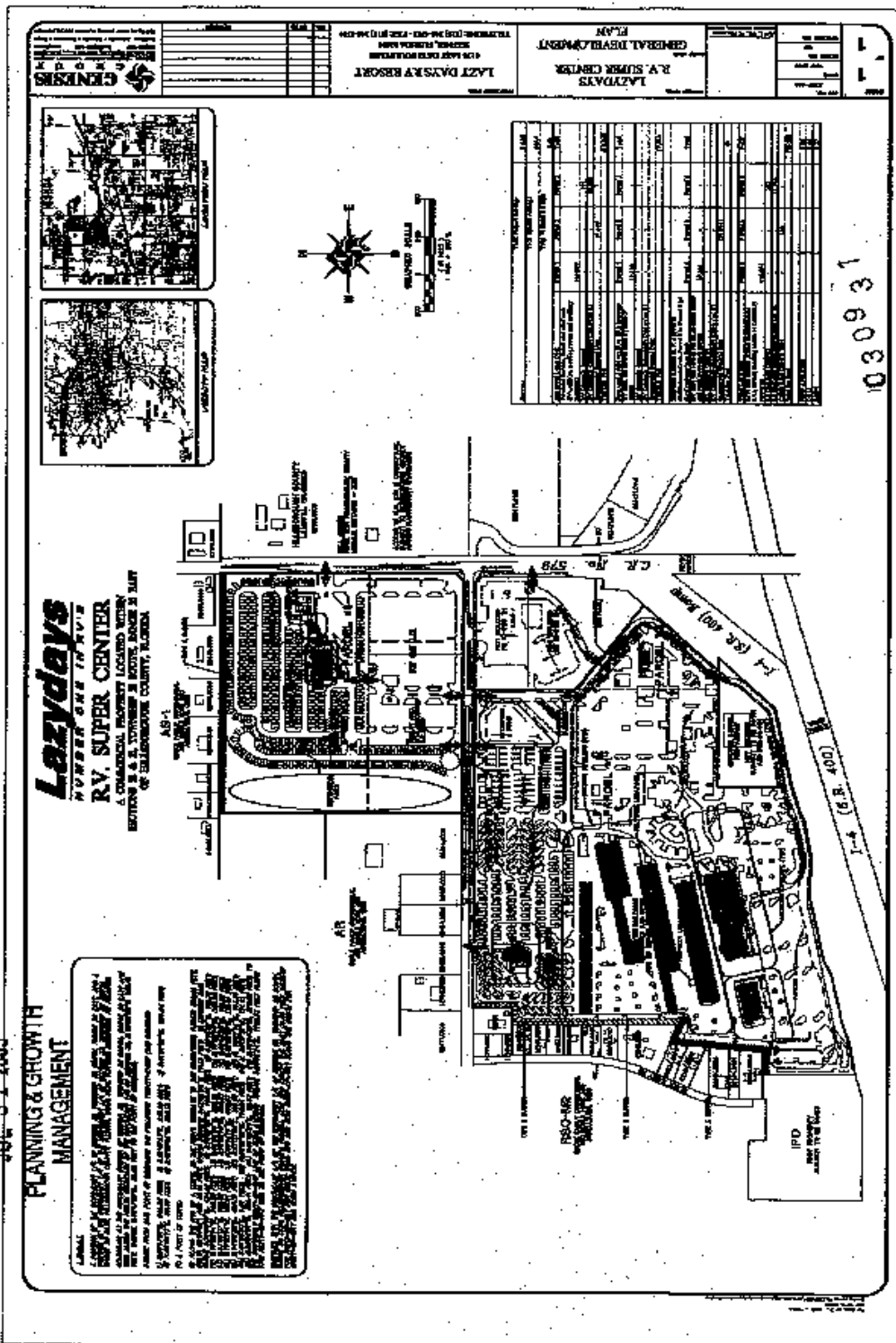
RECEIVED

JUL 31 2003

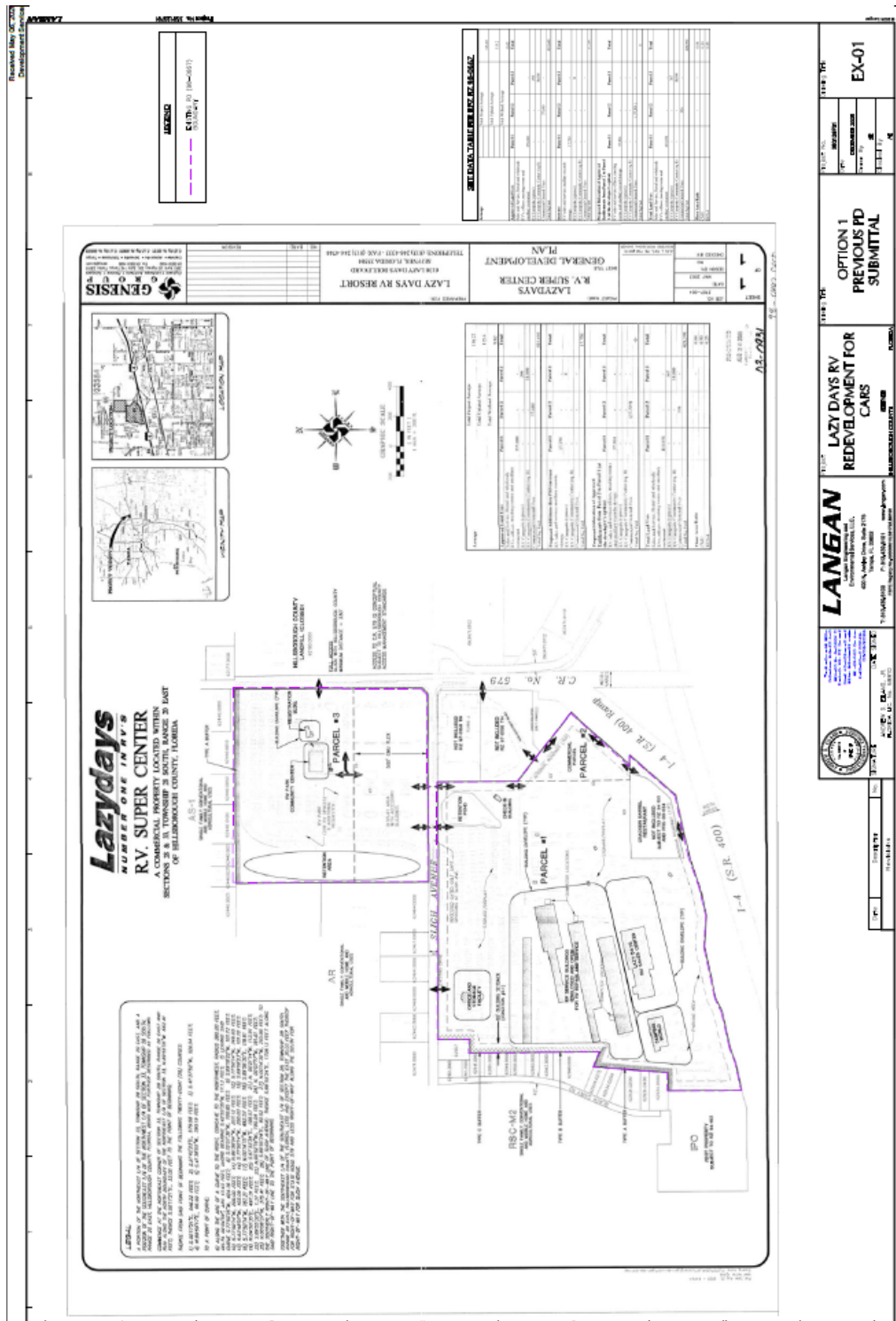
PLANNING & GROWTH
MANAGEMENT

Lazydays
NUMBER ONE TRAIL
RV SUPER CENTER
A COMMERCIAL PROPERTY LOCATED WITHIN
SECTIONS 8 & 9, TOWNSHIP 3 NORTH, RANGE 10 EAST
OF SHERIDAN COUNTY, ALABAMA

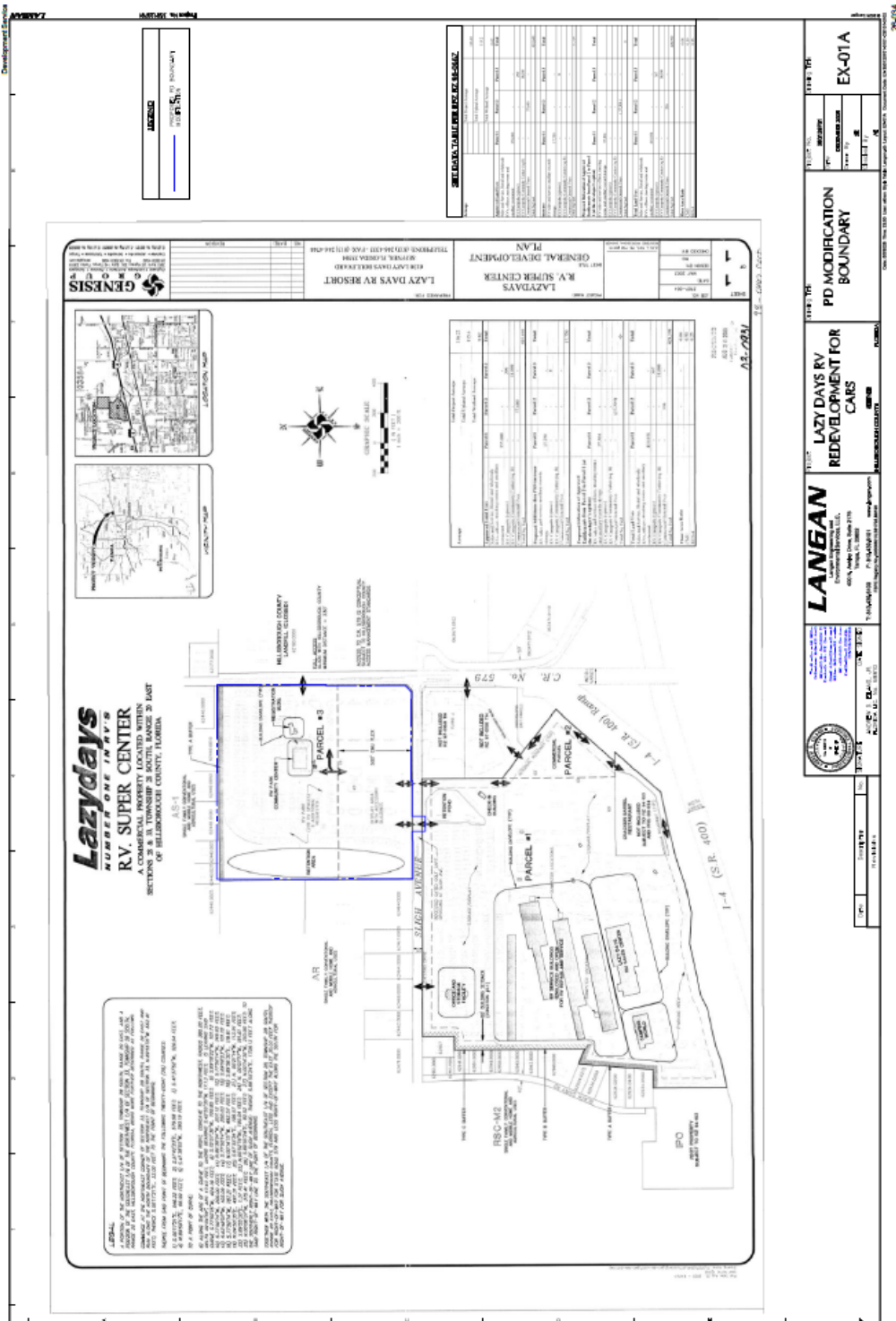
THE FOLLOWING INFORMATION IS FOR YOUR INFORMATION ONLY. IT IS NOT A GUARANTEE OF ANY KIND. THE INFORMATION IS BASED ON THE BEST AVAILABLE INFORMATION AT THE TIME OF THE PREPARATION OF THIS REPORT. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSE. THE INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSE.



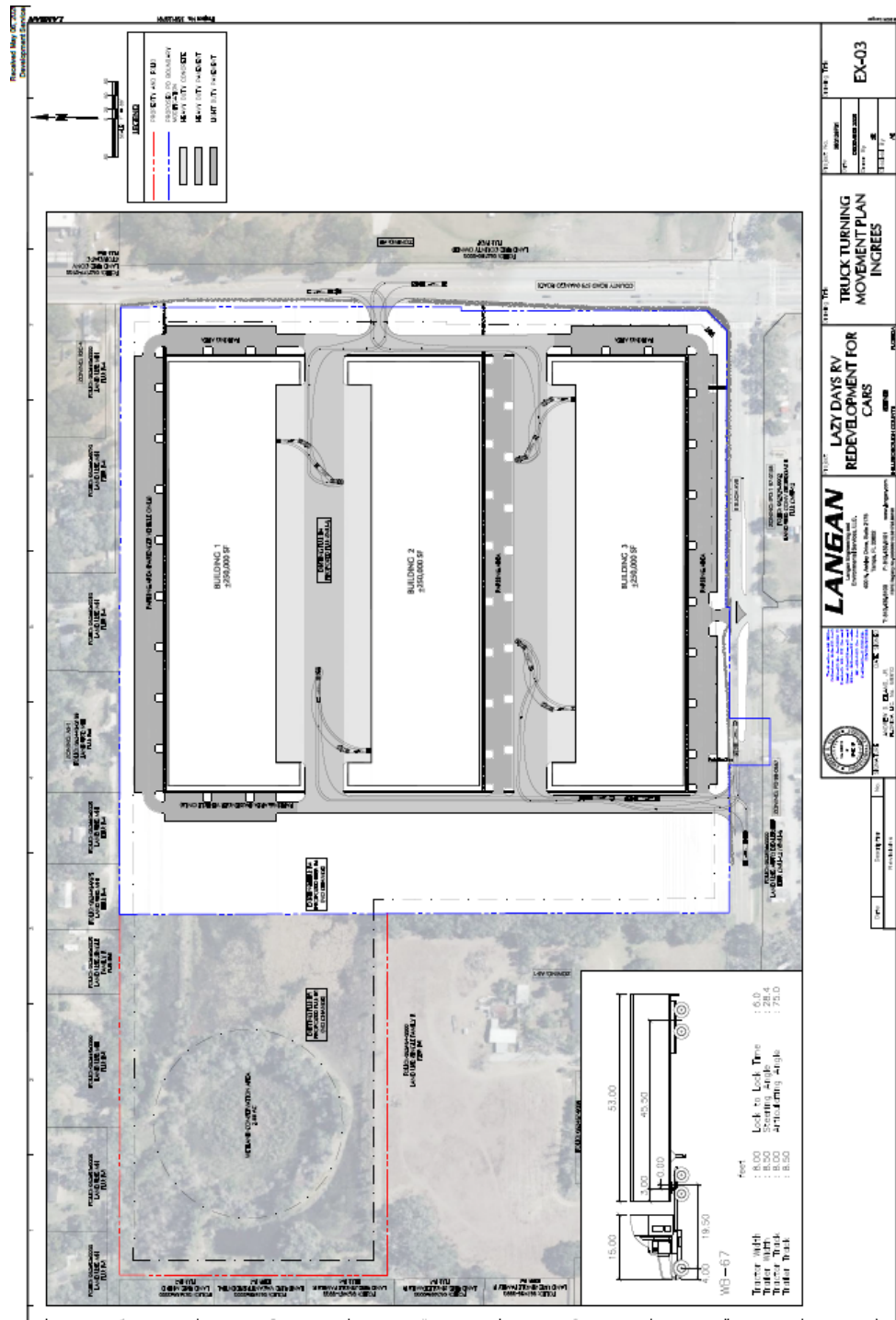
8.2 Proposed Site Plan (page 1 of 6)



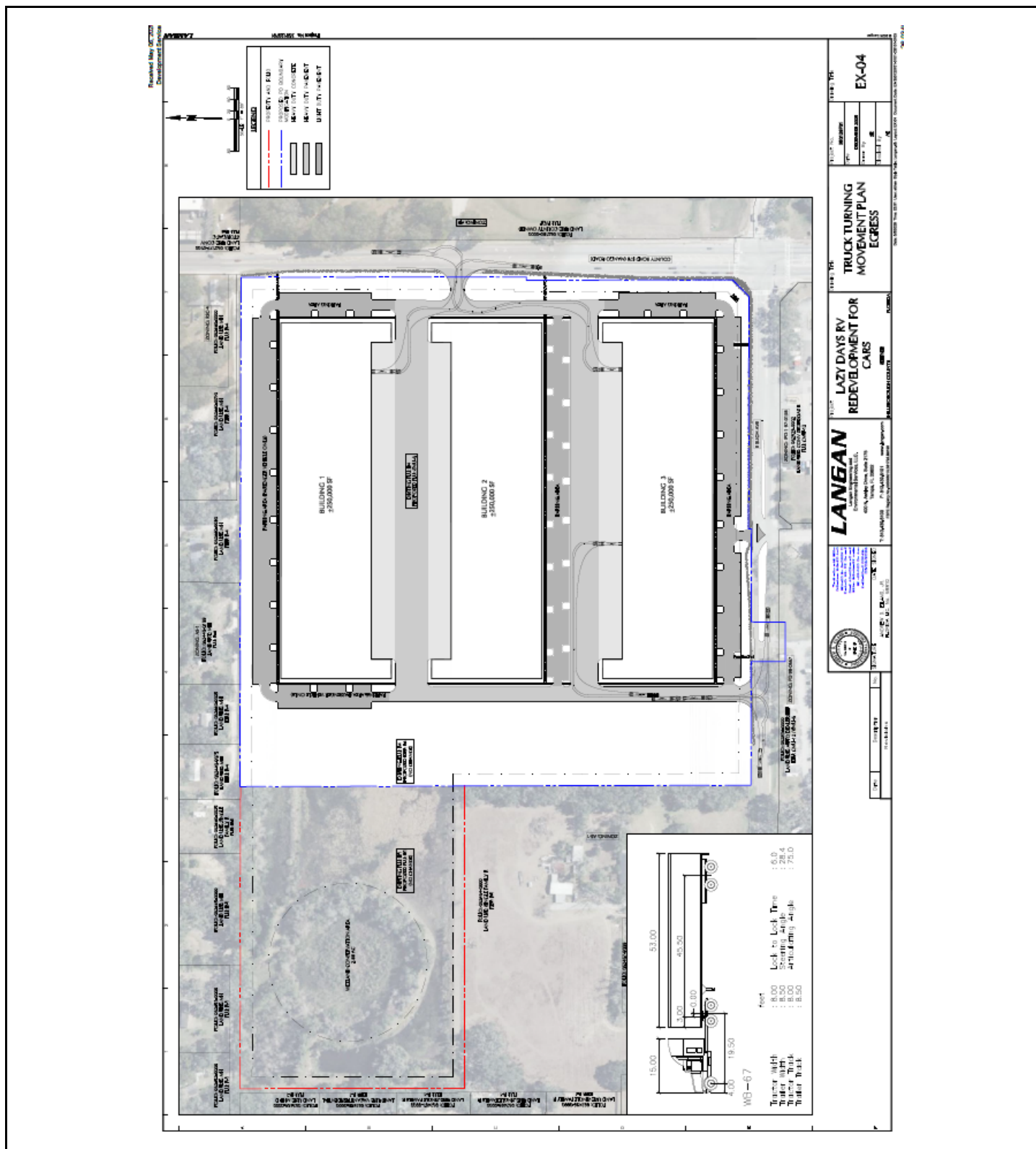
8.2 Proposed Site Plan (page 2 of 6)



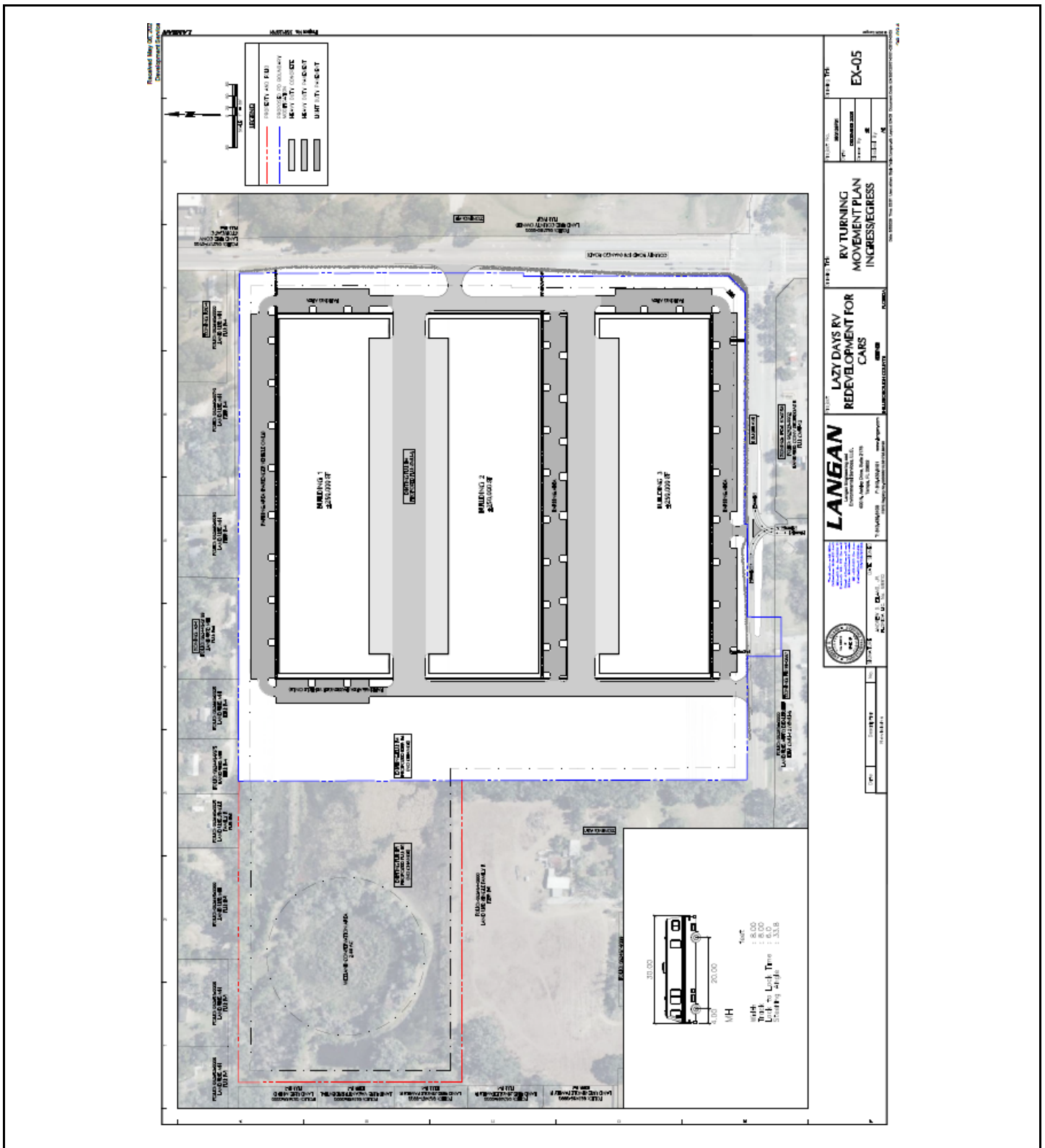
8.2 Proposed Site Plan (page 4 of 6)



8.2 Proposed Site Plan (page 5 of 6)



8.2 Proposed Site Plan (page 6 of 6)



APPLICATION NUMBER: MM 26-0340

ZHM MEETING DATE: May 26, 2026

BOCC CPA HEARING DATE: July 16, 2026

Case Planner: Tim Lampkin, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 05/17/2026

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: TH/ Central

PETITION NO: MM 26-0340

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached conditions.

NEW AND REVISED CONDITIONS OF APPROVAL

Revised Conditions

5. Parcel 3, the northern tract of the project (north of Sligh Avenue) shall be limited to:

5.1 Under Option 1, a recreational vehicle campground and sales display area shall be permitted.

5.1.1. The campground shall be limited to a maximum of 307 recreational vehicle spaces and a total of 18,000 square feet of floor space for a community center, registration building and other accessory uses.

5.1.1.1. Camping spaces shall be a minimum of 25 feet in width. Recreational vehicles shall be parked a minimum of five feet from internal roadways, and there shall be a minimum separation of 10 feet between vehicles in all directions.

5.1.1.2. All camping spaces and park structures shall be a minimum of 30 feet from the west project boundary, 30 feet from the north project boundary and 20 feet from the east project boundary. Maximum building height shall be 35 feet.

5.1.1.3. Internal roadways shall be a minimum of 25 feet in width with a permanently paved surface at least 20 feet in width. Cul-de-sacs shall have a minimum radius of 35 feet.

5.1.1.4 At least 25 percent of the project area shall be open space.

5.2 Option 2 shall be permitted for up to 750,000 s.f. of light industrial uses including warehousing, distribution, light-manufacturing, and outdoor storage which is accessory and limited to 20% of enclosed portion the principal use. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 1,072 gross average daily trips, 88 gross a.m. peak hour trips, or 102 gross p.m. peak hour trips. Additionally:

5.2.1 Concurrently with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

9. For development under Option 1, ~~T~~he number and general location of access points shall be as shown on the general site plan, subject to compliance with Hillsborough County Access Management regulations as found in the Land Development Code. Design and construction of curb cuts shall be subject to approval of the Hillsborough County Public Works Department and/or Florida Department of Transport, if applicable. Final design may include, but is not limited to, left turn lanes, acceleration lanes and deceleration lanes.

10. 10.1 For development under Option 1, ~~P~~prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of vehicle storage needed at each project access point where a left turn is permitted, and at the intersection of Sligh Avenue and County Road 579, to serve development traffic. If warranted by the results of the analysis, as determined by Hillsborough County, the developer shall provide, at its expense, additional storage lane capacity sufficient to accommodate anticipated traffic. The design and construction of the turn lane shall be subject to approval of Hillsborough County and/or Florida Department of Transportation, if applicable, and shall be completed with proper transitions from the widened section to the existing roadway pavement.

- 10.1.1 Prior to final Construction Site Plan approval for development in excess of 392,304 square feet in Parcel 1 or RV spaces in excess of 299 in Parcel 3, the developer shall provide a detailed traffic analysis showing, at a minimum, the impact the development, in its entirety, will have at the project access points along CR 579, the intersection of CR 579 at Sligh Avenue and the Interstate-4 interchange with CR 579. Any improvements required as a result of this analysis shall take into consideration the length of the RV's and the storage needed to safely accommodate them. The applicant shall be responsible for the costs of the improvements needed to off-set development impacts.

- 10.2 For development under Option 2, the developer shall provide a trip generation and site access requires with each increment of development if requested by Hillsborough County. Such analysis will be utilized to determine if new Sec. 6.04.04.D. turn lanes are warranted, or if the extension of existing turn lanes may be needed to accommodate Transportation Technical Manual (TTM) queue criteria.

11. For development under Option 1, ~~T~~he western pair of facing access points on Sligh Avenue shall be designed to accommodate the safe crossing of golf carts between the northern and southern tracts of the project. At a minimum, both sides of the crossing shall be equipped with self-closing gates to regulate movement of the golf carts and advisory signs shall be posted in the road right-of-way to alert passing motorists. Design of the crossing shall be subject to approval of Hillsborough County.

New Conditions

- For development within PD Option 2:
 - Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
 - Construction access shall be restricted to those access connections shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
 - Parcel 3 shall be accessed via three (3) vehicular access connections. One (1) full access connection to CR 579 aligning with the existing full median opening, and two (2) connections to Sligh Ave. The easternmost access to Sligh Ave. shall be restricted to right-in/right-out turning movements, and the westernmost access shall be a full access connection. of Sligh Ave.
 - Prior to or concurrent with the initial increment of development, the developer shall:
 - Close/remove the existing golf cart access/crossing of Sligh Ave. and the sidewalk and sod restored along the south side of Sligh Ave.; and,
 - Construct a raised concrete median, as generally shown on the PD site plan at the intersection of Lazy Days Blvd. and Sligh Ave., which restricts Parcel 3's easternmost Sligh Ave. access to right-in/right-out movements without impacting left-in/left-out movements to the remaining portions of the PD.
 - As Sligh Ave. is a substandard collector roadway, the developer shall improve Sligh Ave. (between the westernmost project access and CR 579) to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM)/ Transportation Design Manual (TDM) criteria may be considered through the Design Exception (DE) or Design Deviation Memoranda (DDM) processes, as applicable.
- If MM 26-0340 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated March 12, 2026 and last revised May 14, 2026) which has been found approvable by the County Engineer (on May 14, 2026). Approval of this Administrative Variance will waive the Sec. 6.04.03.I. of the LDC requirement whereby the 26-0340 modification area (i.e. Parcel 3 on the PD site plan) is restricted to a single access connection for certain uses, and instead permit three (3) roadway connections to serve modification area regardless of use. This variance shall apply to development under Option 2.

Other Conditions

- Prior to PD site plan certification, the applicant shall:
 - Revise Sheet EX-2 of the PD site plan to label the proposed separator with a label reading "Proposed Separator – See Conditions of Approval".
 - Remove Sheets EX-3 through EX-5 which are intended to be exhibits of a technical nature and are not intended to be regulating/binding site plans.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is proposing a Major Modification (MM) to a +/- 37.87 ac. area within previously approved Planned Development (PD) #98-0667, as most recently modified via PRS 03-0931. The modification area (generally labeled as parcel 3 on the site plan) is presently approved for a Recreational

Vehicle (RV) campground and sales display area. The campground is limited to 299 spaces and a total of 18,000 s.f. of community center, registration building and other accessory uses. The applicant is proposing a new development option which adds a new Option for the modification area, consisting of 750,000 s.f. of light industrial uses including warehousing, distribution, light-manufacturing, and outdoor storage which is accessory and limited to 20% of enclosed portion the principal use.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not represent a worst-case analysis of the maximum potential trip impacts of the wide range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 750,000 s.f. of light industrial uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses which are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (daily, a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a wide range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary in to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario that was based on the 03-0931 PD site plan in the case of existing zoning impacts. Data for the proposed project is based upon the transportation impacts identified in the transportation analysis, which forms the basis of the trip cap. Data shown below is based on the 12th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning (Modification Area Only – Option 1):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 299-unit RV Campground (ITE LUC 416)	311	21	27

Proposed Zoning (Modification Area Only – Option 2):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Per Trip Cap	1,072	88	103

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 761	(+) 67	(+) 76

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND CORRIDOR PRESREATION ISSUES

E. Sligh Ave. is a 2-lane, undivided (divided along project's frontage), substandard, collector roadway characterized by +/- 10-foot-wide to 11-foot-wide travel lanes in average condition. There are +/- 5-foot-wide and 6-foot-wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities along the roadway in the vicinity of the proposed project. The roadway lies within a +/- 64-foot-wide right-of-way.

As is permitted consistent with recent policy changes, the applicant has chosen to defer the determination to what extent substandard road improvements to Sligh Ave. will be required (if any).

CR 579 is a 4-lane (transitioning to 2 lanes along the project boundary), divided, arterial roadway characterized by +/- 11-foot-wide travel lanes in average condition. There are +/- 5-foot-wide and 6-foot-wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot-wide bicycle lanes and +/- 5-foot-wide bicycle facilities (on paved shoulders) along both sides of the roadway in the vicinity of the proposed project.

SITE ACCESS

No changes to site access for Option 1 are proposed. For Option 2, the applicant is proposing one (1) full access connection to CR 579 and two (2) connections to Sligh Ave. (see related Administrative Variance regarding number of access points, below). The easternmost connection is restricted to right-in/right-out turning movements and is not designed to accommodate the turning radii needed for trucks. Truck traffic (and automobile traffic) will utilize the westernmost access which is a full access connection. This connection is located as far away from adjacent intersection as possible, and is important to distribute project traffic between CR 579 and Mango. Staff notes this access will allow trucks leaving the facility to enter the Flying J refueling station (which is generally only accessible from Sligh Ave. for entering movements into the fueling area) via a right turn in on Sligh Ave. (thereby minimizing impacts to CR 579, a higher functionally classed roadway).

The raised directional separator, which the County Engineer is requiring the developer to install for Option 2, will not impact movements into or out of the existing southern portions of the PD; however, it will serve to eliminate through movements at the Lazy Days Blvd. and Sligh Ave. intersection, and restrict the right-out movements from the easternmost connection.

There is an existing northbound to westbound left turn lane serving the site.

Under Option 2, the existing golf cart crossing shall be removed/closed.

ADMINISTRATIVE VARIANCE – NUMBER OF ACCESS CONNECTIONS

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (AV) Request (dated March 12, 2026 and last revised May 14, 2026) from the Section 6.04.03.I. LDC requirement, governing number of required access connections. The Hillsborough County LDC requires non-residential or mixed-use projects/areas accessing a collector or arterial roadway and generating fewer than 300 peak hour trips to have a single access connection. This spacing would be located on the roadway that meets applicable spacing criteria and is the roadway with the lowest functional classification (i.e. Sligh Ave.). Per County policy and convention, projects are permitted to have a second access on another frontage which meets applicable spacing standards without a variance, in order to achieve other policy objectives e.g. including providing multiple connections to serve a project and better distribute traffic onto multiple roadways and provide alternative routes, avoid/minimize impacts to intersections, etc. The project is requesting a total of 3 access connections, which would typically require a peak hour trip generation of 900 trips; however, the uses to be generated by the zoning given the trip cap generates substantially less (approximately 103 trips in the highest generating peak hour, the p.m. peak hour).

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on May 14, 2026. If MM 26-0340 is approved by the BOCC, the County Engineer will approve the AV request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

The section of E. Sligh Ave. along the project's frontage is not included within the Hillsborough County's 2024 Level of Service (LOS) report. As such, no information for that facility can be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
CR 579	Sligh Ave.	Joe Ebert Rd.	D	E
CR 579	US 92	Sligh Ave.	D	C

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Thursday, May 14, 2026 6:08 PM
To: mpolanco@langan.com; jgoldberg@langan.com
Cc: jcremer; cspidell@barbascremer.com; Lampkin, Timothy; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: MM 26-0340 - Administrative Variance Review
Attachments: 26-0340 AVAdd 05-14-26.pdf

Joe/Maximo,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 26-0340 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org 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@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Thursday, May 14, 2026 5:22 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: MM 26-0340 - Administrative Variance Review

Hello Mike,

The attached Administrative Variance is Approvable to me, please include the following people in your response:

mpolanco@langan.com
jgoldberg@langan.com
jcremer@stearnsweaver.com
cspidell@barbascremer.com
lampkint@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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Hillsborough County Florida

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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 Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	☒ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	☐ New Request	☒ Revised Request	☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Number of Access Points ☐ 4. ☐ 2. ☐ 5. ☐ 3. ☐ 6.		
Important: 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.			
Project Name/ Phase Lazydays RV – Warehouse Redevelopment Important: 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.			
Folio Number(s) 062472-0000 ☐ Check This Box If There Are More Than Five Folio Numbers Important: 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").			
Name of Person Submitting Request Maximo G. Polanco Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation PD 98-0667 Important: 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 https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number MM 26-0340 Important: If a rezoning application is pending, enter the application number proceeded 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.			
Related Project Identification Number (Site/Subdivision Application Number) N/A Important: 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".			

12 March 2026; 28 April 2026;

Revised: 14 May 2026

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, Florida 33602

**Re: Lazydays RV – Warehouse Redevelopment
TRAR Cover Letter
MM 26-0340
Folio Number: 062472-0000
Langan Project No.: 350120701**

Dear Mr. Williams,

The proposed development at 6210 County Road 579 (Mango Road), known as the Lazydays RV – Warehouse Redevelopment Site, currently has two driveways that will be reused by the proposed development: one on Mango Road and one on East Sligh Avenue. Per Hillsborough County Code, the development is entitled to have one access driveway to serve the proposed development. The purposed of this letter is to request a Section 6.04.02.B Admirative Variance to Section 6.04.03.I of the Hillsborough County Land Development Code for the number of accesses for the project. The request is to maintain the two existing driveways and add one (1) additional driveway connection to East Sligh Avenue for a total of three (3) driveways. The development will provide two driveways along East Sligh Avenue and one to Mango Road.

As previously stated, the site currently has two full-access driveways, one to East Sligh Avenue, which aligns with Lazydays Boulevard and one to Mango Road. However, the development is proposing to have a total of three driveways, two to East Sligh Avenue and one on Mango Road. The proposed east driveway along Sligh Avenue (existing driveway) is proposed to serve vehicular traffic only and to operate as a right-turn only driveway controlled by a proposed directional median at the intersection. The west driveway along Sligh Avenue will operate as a full-access driveway to serve trucks and vehicles. While the driveway along Mango Road will continue to operate as a full-access driveway serving trucks and vehicles which align with the access to the Wast Management Collection site.

Project Description

The proposed Lazydays RV – Warehouse Redevelopment is requesting a Major Modification (MM) to Planned Development (PD) 98-0667 to allow the existing use to continue while allowing an alternative plan of proposed light industrial uses and warehouse buildings through Hillsborough County and is currently under review under application MM 26-0340.

The existing 33-acre site is located at 6210 County Rd 579 in unincorporated Hillsborough County, Florida. The site is bounded south by East Sligh Avenue and on the east by County Road 579/Mango Road and is currently occupied by a recreational vehicle park/resort/campground. The proposed redevelopment will comprise 750,000 square feet of warehouse use, replacing the existing use on the site.

Per Hillsborough County Code, Section 6.04.03.I, only one driveway is required based on the site's projected peak-hour trips and its non-residential land use. However, to improve internal circulation, distribute site traffic, and accommodate both passenger vehicles and trucks, the development is proposing three driveways. The west driveway location is proposed west of the existing driveway connection on East Sligh Avenue. This approach enhances operational efficiency and reduces congestion at any single access point while remaining compliant with County standards.

Due to the site's location, minimal to no traffic is expected to approach from the west on East Sligh Avenue. Passenger vehicles may use all three driveways, while trucks will use only the Mango Road driveway and a new west driveway on East Sligh Avenue. The proposed west driveway on East Sligh Avenue will require median modifications to provide full access and create a 3-leg (T) intersection.

All proposed driveways meet the County's minimum 330-foot spacing requirement for non-residential connections along collector/arterial roads. **Figure 1** below shows the proposed/existing driveway configuration for the redevelopment site.

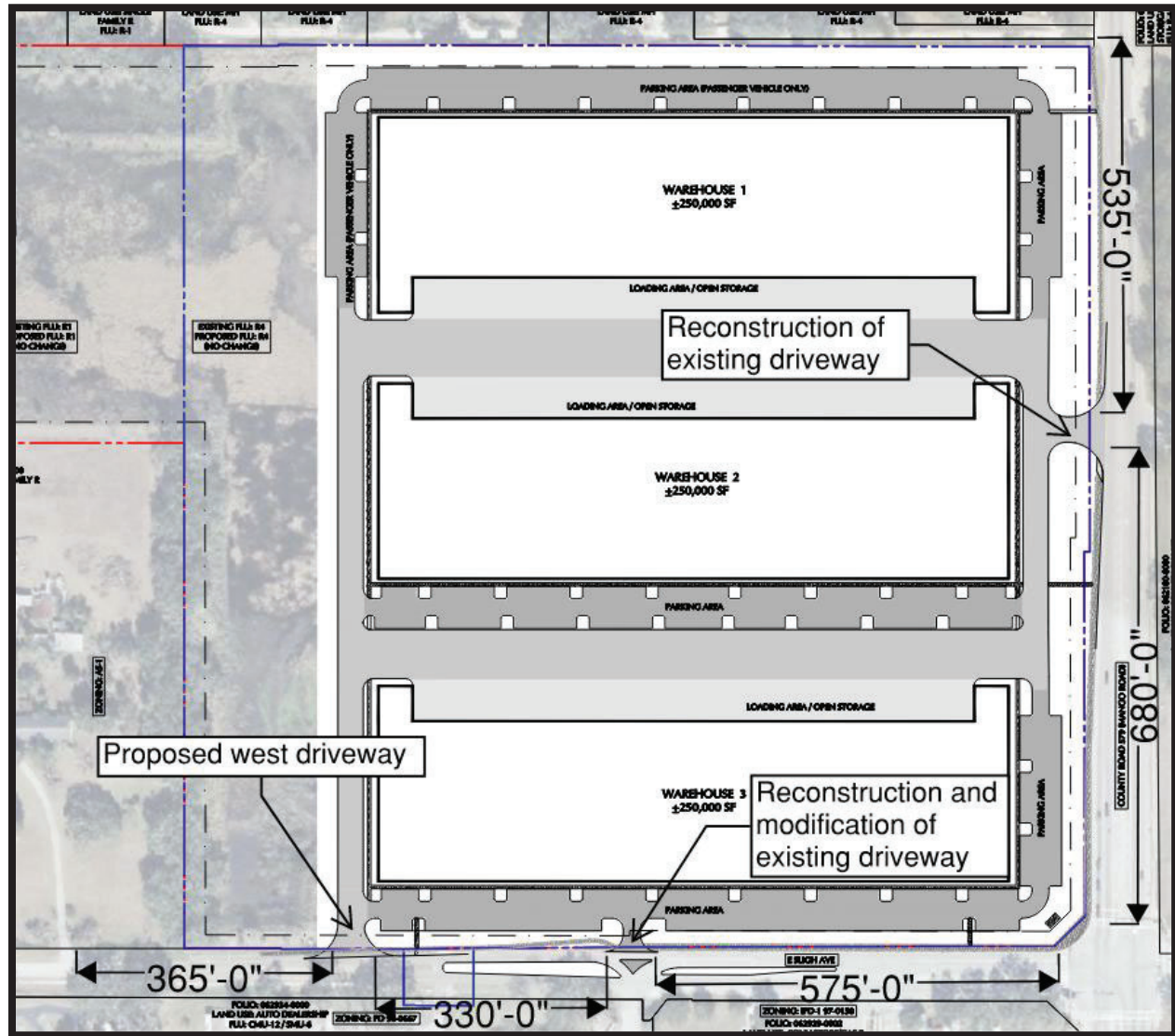


Figure 1: Driveway Configuration

Trip Generation Summary

The proposed development is expected to generate 713 daily, 72 morning peak-hour, and 70 afternoon peak-hour net-new trips. However, due to the existing use on the site being closed, to provide the most conservative results, our analysis is based solely on the trips generated by the proposed development. The proposed warehouse is expected to generate 1,072 daily, 88 morning peak-hour, and 102 afternoon peak-hour trips. We prepared morning peak-hour and afternoon peak-hour trip estimates for the existing and proposed developments using passenger vehicle and applicable truck trip generation average rates and equations from the 12th Edition of the ITE *Trip Generation Manual* based on Land Use Code (LUC) 416 – Campground/Recreational Vehicle Park and LUC 150 – Warehouse, respectively. The nature of traffic in the study area is predominantly vehicular, so we did not apply a non-vehicular reduction factor, which provides the

most conservative traffic analysis. **Table 1** summarizes the trip-generation estimates for the proposed development.

Table 1 - Trip Generation Estimates

Use	Size	Daily	Weekday Morning Peak Hour			Weekday Afternoon Peak Hour		
			In	Out	Total	In	Out	Total
Existing Use Campground/ Recreational Vehicle Park	33 Acres	359	7	9	16	22	10	32
Proposed Use Warehouse	750,000 SF	1,072	68	20	88	29	73	102
Net New Trips		713	61	11	72	7	63	70

In accordance with *Hillsborough County Land Development Code, Section 6.04.03*, all proposed driveway connections for the development comply with the minimum spacing requirement of 330 feet for non-residential driveways on collector/arterial roadways and with the minimum number of driveways to accommodate the expected traffic from the proposed development. The proposed development is seeking approval to reuse and/or modify the existing driveway connections and add a third driveway connection which will improve maneuverability and driveway operations for heavy trucks and smaller vehicles, all while complying with County code and standards.

Variance Justification

The justification for the variance is as follows:

(a) there is an unreasonable burden on the applicant:

Due to the specific use of the site as a warehouse, there is a demonstrated need for multiple truck access points, as well as a need to limit the interaction between trucks and passenger vehicles and to provide safe and efficient internal circulation around the site. The proposed additional westernmost driveway connection to East Sligh Avenue is intended to primarily serve truck traffic. This configuration allows trucks the option to access the site from either Mango Road or East Sligh Avenue, resulting in a more balanced distribution of traffic on the surrounding roadway network and reducing concentration of truck movements at a single access point. Therefore, without the waiver, the site would be constrained to limited access that does not adequately accommodate its operational needs, which results in unreasonable burden on the applicant. Furthermore, by restricting the number of access points, trucks may be forced to circulate unnecessarily through areas designated for passenger vehicle parking, increasing the

risk of conflicts, reducing overall site efficiency, and creating additional operational challenges for both truck and passenger vehicle movements.

(b) the variance would not be detrimental to the public health, safety, and welfare:

The proposed additional access to East Sligh Avenue would not be detrimental to the public health, safety, and welfare for the following reasons:

1. The proposed access location meets the access spacing criteria established by the Land Development Code (LDC).
2. The access will primarily serve truck traffic and provides additional access flexibility for large vehicles accessing the site.
3. The added driveway allows for improved distribution of project-generated traffic among the available access points, thereby reducing operational and safety impacts on any single roadway or intersection.

Based on the above, the proposed additional access would not be detrimental to the public health, safety, and welfare.

(c) without the variance, reasonable access cannot be provided:

Truck access is a critical component of the proposed warehouse operation. Limiting the site to a single access point would result in truck traffic being concentrated along Mango Road, which could lead to localized congestion, queuing, and operational delays. The additional west access to East Sligh Avenue provides an alternative entry point that allows for improved distribution of both truck and passenger vehicle traffic serving the development, thereby ensuring that reasonable and functional site access can be achieved. Lastly, the proposed reconstruction of the access on East Sligh Avenue, which will serve passenger vehicles only, will help distribute passenger vehicle traffic and minimize interactions between cars and trucks. The proposed three access is intended to enhance circulation throughout the site by reducing potential conflict points and ensures more efficient internal circulation for both types of vehicles.

Attached for your review are the following documents.

- Site Plan and Property Appraiser Information
- Aerial Driveway Separation Figure
- Trip Generation Calculation Table
- Hillsborough County Code
- Traffic Impact Study 2026

Lazydays RV – Warehouse Redevelopment
Folio Number: 062472-0000
MM 26-0340
Langan Project No.: 350120701

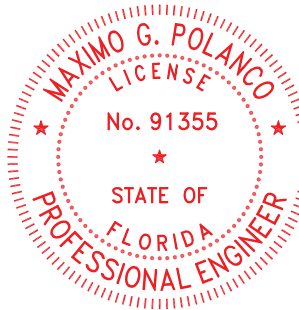
Revised: 14 May 2026
Page 6 of 6

If you have any comments, please don't hesitate to contact us.

Sincerely,
Langan Engineering and Environmental Services, LLC



Joe Goldberg, P.E.
Project Engineer



This item has been digitally signed and sealed by Maximo Polanco, PE on the date adjacent to the seal.

Signature must be verified on any electronic copies.

Maximo G Polanco

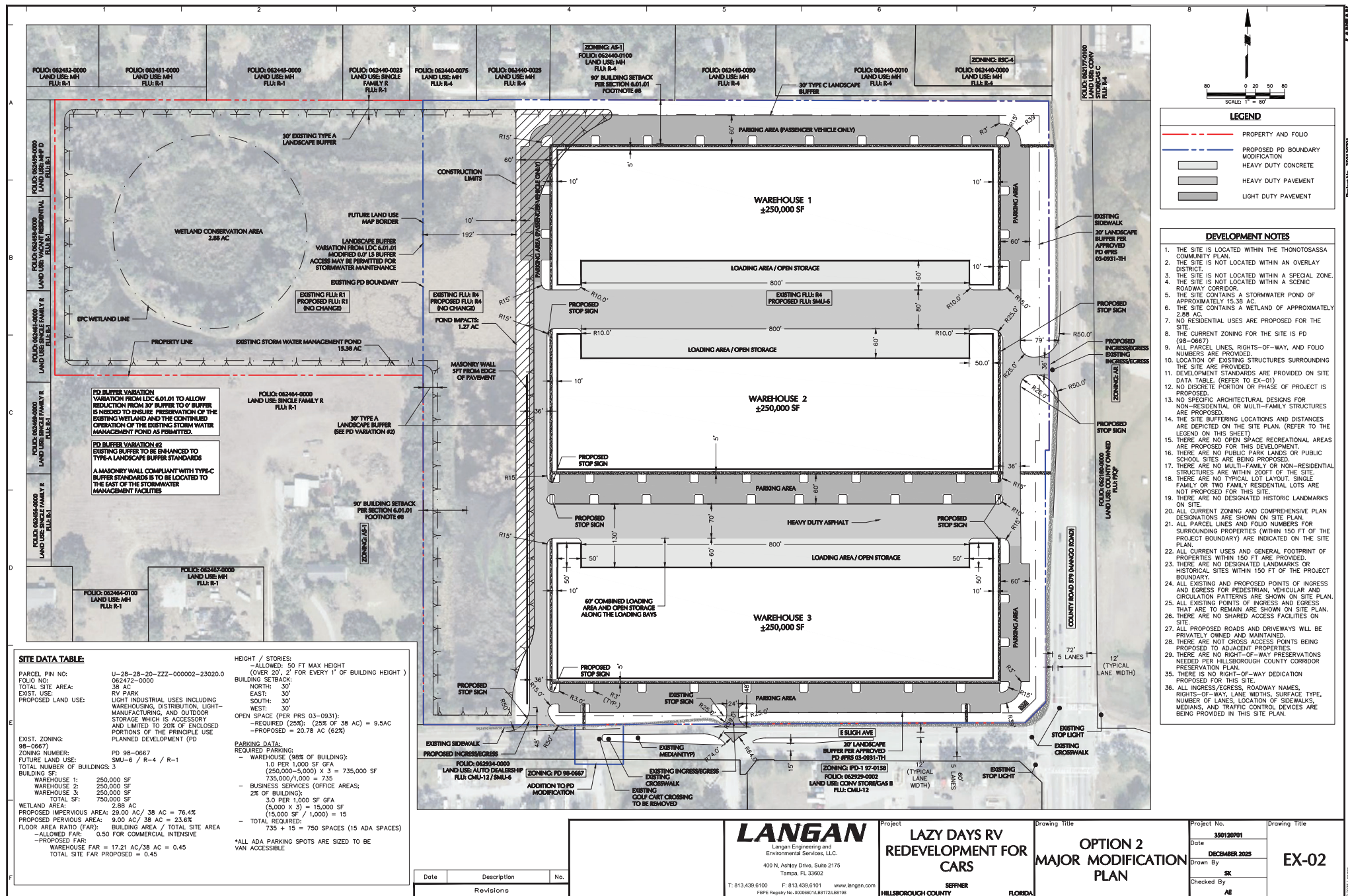
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dnQualifier=A01410D00000195965DA6810019D15E,
O=LANGAN ENGINEERING AND
ENVIRONMENTAL SERVICES INC, C=US
Reason: I am the author of this document
Date: 2026.05.14 08:57:15-04'00'

Maximo G. Polanco, P.E.
Senior Project Manager

MGP:mgp

FBPE Registry No. 6601

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LANGAN

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Environmental Services, LLC.

400 N. Ashley Drive, Suite 2175

T: 813.439.6100 F: 813.439.6101 www.langan.com
FLBP Registry No. 00066011817228198

Project **LAZY DAYS RV
REDEVELOPMENT FOR
CARS**

HILLSBOROUGH COUNTY FLORIDA

Drawing Title
**OPTION 2
MAJOR MODIFICATION
PLAN**

Project No.

350120701

Date

DECEMBER 2025

Drawn By

SK

Checked By

AE

Drawing Title

EX-02

Project No.

350120701

Date

DECEMBER 2025

Drawn By

SK

Checked By

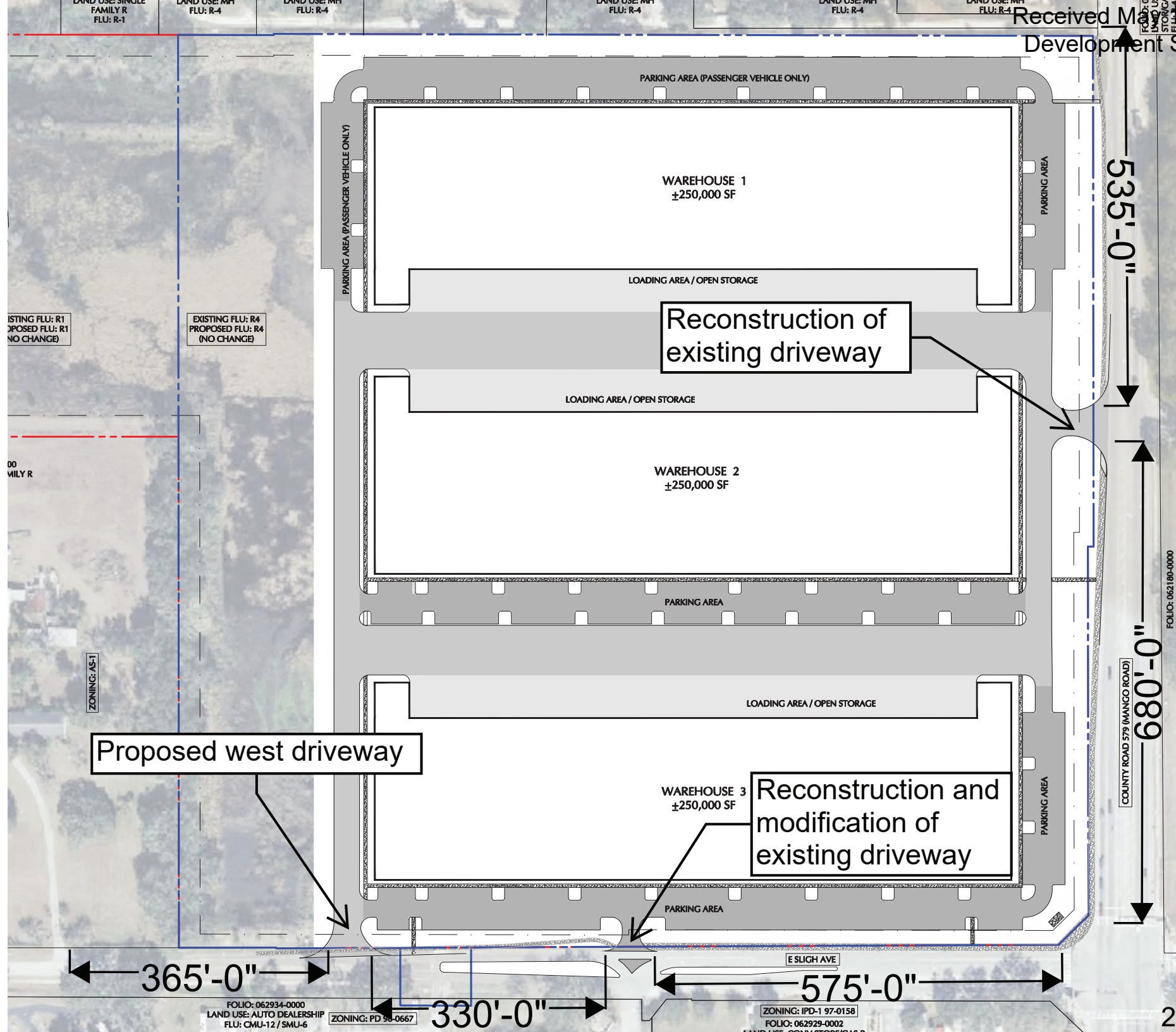
AE

Date: 3/11/2028 Time: 16:41 User: shan Style: Table Langan: Layout: EX-02 Document Code: EX-003 (2/27/2011-01/13/2011-01/13/2011)









TRIP GENERATION ANALYSIS
LAZY DAYS RV SITE - WAREHOUSE REDEVELOPMENT

DAILY*

Land Use	ITE Code	Size	Trip Generation Rate	In	Out	Total Site Trips		
						In	Out	Total
<u>Existing Use</u> Campground/Recreational Vehicle Park	416	33 Acres	T = 10.89 (X)	50%	50%	180	179	359
<u>Proposed Use</u> Warehouse	150	750,000 SF	T = 1.56 (X) - 97.97	50%	50%	536	536	1,072
Net-New						356	357	713

MORNING PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate**	In	Out	Total Site Trips		
						In	Out	Total
<u>Existing Use</u> Campground/Recreational Vehicle Park	416	33 Acres	T = 0.48 (X)	42%	58%	7	9	16
<u>Proposed Use</u> Warehouse	150	750,000 SF	T = 0.10 (X) + 13.43	77%	23%	68	20	88
Net-New						61	11	72

AFTERNOON PEAK HOUR

Land Use	ITE Code	Size	Trip Generation Rate**	In	Out	Total Site Trips		
						In	Out	Total
<u>Existing Use</u> Campground/Recreational Vehicle Park	416	33 Acres	T = 0.98 (X)	69%	31%	22	10	32
<u>Proposed Use</u> Warehouse	150	750,000 SF	T = 0.11 (X) + 19.62	28%	72%	29	73	102
Net-New						7	63	70

*LUC 416 Daily Rate is estimated by dividing PM Peak-Hour rate by 9%.

**LUC 416 AM and PM trip generation rates are average rates

Trip Summary For AM Trip Distribution	In	Out	Total
Warehouse (ITE LUC 150)	68	20	88
Cars	60	13	73
Trucks	8	7	15

Trip Summary For PM Trip Distribution	In	Out	Total
Warehouse (ITE LUC 150)	29	73	102
Cars	21	66	87
Trucks	8	7	15

Sec. 6.04.03. General Access Standards

I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
2. The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.
3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development Code.
5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

Table 1: Function and Driveway Guidelines

Residential Uses

Street Character Function	Maximum Vehicle Flow Peak Hour Total
Local	90
Collector/Arterial	180

Table 2: Function and Driveway Guidelines

Non-Residential Uses

Street Character Function	Maximum Vehicle Flow Peak Hour Total
Local	180
Collector/Arterial	300

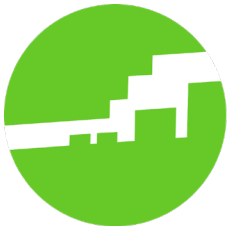
Calculation Formula

Number of Driveways = Peak Hour Total Project Traffic/Maximum Vehicle Flow. Fractional results shall be rounded up to the next highest whole number.

Sample Calculation:

Example: A developer plans to construct a shopping center at a site near the intersection of two arterial roadways, which will house 250,000 square feet leasable area. The developer proposes three arterial connections.

Are three arterial connections adequate for this site? As with the above sample, we start by calculating the number of peak hour trips generated by the site. In this case the ITE trip generation indicates a total of 1,146 peak hour vehicle trips. We reference Table 2 and find the non-residential collector maximum vehicle flow figure. Dividing the peak hour total by 300 results in the need for 3.82 or four driveways. Therefore, the number of collector connections should be four.



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: May 26, 2026 Report Prepared: May 15, 2026	Case Number: MM 26-0340 Folio(s): 62472.0000 General Location: North of East Sligh Avenue, south of Buster Bean Drive and west of County Road 579
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR) *Pending HC/CPA 25-36 to Suburban Mixed Use-6 (6 du/ga; 0.25/0.35/0.50 FAR)
Service Area	Rural *Pending HC/CPA 25-35 to expand the Urban Service Area
Community Plan(s)	Thonotosassa
Rezoning Request	Major Modification (MM) to Planned Development (PD 98-0667) to allow the existing use to continue or to develop three 250,000 square foot warehouse buildings
Parcel Size	38 ± acres
Street Functional Classification	East Sligh Avenue – County Collector Buster Bean Drive – Local County Road 579 – County Arterial

Commercial Locational Criteria	Does not meet, Waiver submitted
Evacuation Area	E

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6	PD 98-0667	Mobile Home Park
North	Residential-4 +Light Industrial-Planned	AS-1 + CG + RSC-4	Single Family + Heavy Industrial + Agriculture
South	Community Mixed Use-12 + Residential-4 + Public/Quasi-Public	PD + IPD-1	Light Commercial + Heavy Commercial
East	Public/Quasi Public	AR	Public/Quasi-Public/Institutions
West	Residential-1	AS-1	Single Family + Vacant Land

Staff Analysis of Goals, Objectives and Policies:

The 38± acre subject site is located north of East Sligh Avenue, south of Buster Bean Drive and west of County Road 579. The subject site is in the Rural Area and is within the limits of the Thonotosassa Community Plan. The applicant is requesting a Major Modification (MM) to Planned Development (PD 98-0667) to allow the existing use to continue while allowing for an alternative plan. According to the revised request, which was uploaded into Optix on March 19, 2026, the proposed request seeks to allow the existing use to continue ("Option 1") while allowing for an alternative plan ("Option 2") to develop three (3) 250,000 square foot light industrial/warehouse buildings on approximately 38 acres. Uses proposed include light industrial uses including warehousing, distribution, light manufacturing and outdoor storage which are accessory and limited to 20% of the enclosed portions of the principal use.

The subject site is in the Residential-4 (RES-4) Future Land Use (FLU) Category. There is a pending Comprehensive Plan Map Amendment to expand the Urban Service Area and change the Future Land Use to Suburban Mixed Use-6 (SMU-6). This request for a Major Modification is considered concurrent and dependent on the approval of HC/CPA 25-35 and HC/CPA 25-36. The Residential-4 (RES-4) Future Land

Use category can be considered for a maximum density of 4 dwelling unit per gross acre and a maximum intensity of 0.25 FAR. The analysis provided throughout this staff report is based on the pending SMU-6 Future Land Use designation approval and the site's inclusion in the Urban Service Area.

The subject site is located within the Urban Service Area, where, pursuant to Objective 1.1 of the Future Land Use Section (FLUS), approximately 80 percent of the County's anticipated growth is intended to be directed. This growth management framework is designed to concentrate development within areas supported by existing infrastructure and public services while promoting orderly and compatible land use patterns. Policy 3.1.3 further requires that all new development demonstrate compatibility with the surrounding area. Importantly, the Comprehensive Plan clarifies that compatibility does not require development to be "the same as" adjacent uses; rather, compatibility is measured by the extent to which a proposal demonstrates sensitivity toward maintaining and protecting the established character of surrounding development patterns and land uses. The subject property, identified as Parcel 3, is currently developed as the Lazydays RV of Tampa at Seffner Super Center. Under the original Planned Development (PD) approval adopted in 1998, development of the site was specifically limited to a recreational vehicle sales and service facility with an accessory campground. The approved conditions further established that the recreational vehicle sales and service operations were to be located on Parcel 1, the southern tract of the overall project located south of Sligh Avenue, while general commercial uses were permitted within the designated "Commercial Parcel" on Parcel 2.

The surrounding development pattern is characterized by a mix of uses. To the north are single-family residential, heavy industrial, and agricultural uses, while commercial uses are located to the south. Public/quasi-public and institutional uses exist to the east across County Road 579. To the west, the area is predominantly comprised of single-family residential development and vacant land. As proposed, the applicant seeks to permit the continuation of the existing use while also establishing an alternative development plan. Staff finds that the existing recreational vehicle sales and service use maintains compatibility with the surrounding area due to its longstanding presence and established operational relationship with adjacent uses. However, the proposed light industrial uses associated with Option 2 raise compatibility concerns because of their proximity to established residential areas, particularly the single-family residences located directly north across Buster Bean Drive and those situated immediately west of the site. The intensity and operational characteristics typically associated with light industrial activities have the potential to adversely affect the character of these nearby residential properties through increased truck traffic, outdoor activity, noise, lighting, and other industrial impacts. The proposal permits a maximum building height of 50 feet. However, the scale and massing of a structure of that height along the northern property line, directly adjacent to existing single-family residential uses, is incompatible with the surrounding neighborhood context. The Comprehensive Plan and compatibility standards specifically emphasize the importance of transitions in height, massing, and scale between differing land uses. A 50-foot building wall immediately abutting low-density single-family homes fails to provide an appropriate transition and is inconsistent with the intent of those compatibility policies. The proposed intensity and vertical scale would create an abrupt and disproportionate interface with the adjacent residences, adversely impacting neighborhood character, visual compatibility, and the established residential pattern. Accordingly, staff finds that Option 1 of the revised request is consistent with the intent of Objective 1.1 and Policy 3.1.3, as it maintains a development pattern that is compatible with the character of the surrounding area. Conversely, Option 2 does not meet the intent of the Comprehensive Plan's compatibility policies because the proposed light industrial entitlements do not appropriately align with the established residential character immediately adjacent to the site.

Pursuant to Objective 2.2 of the Future Land Use Section (FLUS), Future Land Use categories are intended to establish the maximum allowable intensity, density, and range of permitted land uses within each designation. Table 2.2 of the Comprehensive Plan further defines the character, development pattern, and intended mix of uses associated with each Future Land Use category in order to ensure orderly growth and consistency with the County's long-range planning objectives. The subject site is designated Suburban Mixed Use-6 (SMU-6) on the Future Land Use Map. The SMU-6 category is intended to accommodate a broad mixture of uses, including agricultural, residential, neighborhood commercial, office, research/corporate park, light industrial multi-purpose, clustered residential, and mixed-use development. The designation is specifically structured to provide flexibility in development patterns while supporting a balanced integration of employment-generating and residential uses within suburban areas. Under the SMU-6 category, neighborhood commercial development may be considered up to 175,000 square feet or a maximum Floor Area Ratio (FAR) of 0.25, whichever is less intense, or up to 20 percent of the project land area when incorporated as part of a larger planned research or corporate park development. Office, research/corporate park, light industrial multi-purpose, and mixed-use developments may be approved up to a 0.35 FAR, while standalone light industrial uses may achieve a maximum FAR of 0.50. Additionally, office uses within the SMU-6 category are not subject to locational criteria, thereby allowing flexibility in site design and project configuration. With the 38 ± acre site, the maximum square feet that may be considered for this site would be 827,640 square feet (38 ac x 43,560 sq ft = 1,655,280 sq ft x 0.50 FAR = 827,640 sq ft).

The Comprehensive Plan language clearly anticipates and supports a mixture of residential, commercial, office, and light industrial uses within the SMU-6 designation. As such, the proposed development request, which contemplates a continuation and expansion of allowable uses within this framework, is generally consistent with the intent and purpose of FLUS Objective 2.2 because the requested uses fall within the range of uses expressly contemplated by the SMU-6 Future Land Use category. While consistency with Objective 2.2 is established through the allowance of these uses within the applicable land use designation, considerations related to site design, buffering, operational characteristics, and compatibility with adjacent residential development remain subject to further evaluation under the Comprehensive Plan's compatibility policies and applicable Land Development Code provisions.

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). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

With respect to the proposed Option 1, which would allow for the continuation of the existing Mobile Home Park, the request is consistent with the intent of FLUS Objective 4.4, which emphasizes that new development and redevelopment must be compatible with the character and development pattern of surrounding neighborhoods. The continuation of the existing residential use maintains the established land use relationship within the area and does not introduce a level of intensity or operational characteristic that would materially alter the surrounding community context. As such, Option 1 supports the Comprehensive Plan's objective of promoting orderly and compatible development patterns. Conversely, Option 2, which proposes the introduction of light industrial and warehouse uses, does not meet the intent of FLUS Objective 4.4. The prevailing development pattern in the immediate vicinity of the subject site is characterized primarily by residential, commercial, and public/quasi-public or institutional uses. While light industrial uses may be contemplated within the broader Future Land Use designation, the specific scale, intensity, and operational nature of the proposed development must still demonstrate compatibility with adjacent and nearby uses in accordance with the Comprehensive Plan.

FLUS Policy 4.4.1 specifically states that any increase in density or intensity shall be compatible with existing, proposed, or planned surrounding development. The policy further provides that development and redevelopment should be integrated with adjacent land uses through the incorporation of similar or complementary uses, mitigation of potential adverse impacts, transportation and pedestrian connectivity, and the establishment of a gradual transition in intensity between differing land use types. The concept of transitional compatibility is particularly critical in this instance due to the presence of established single-family residential development directly adjacent to the subject property. According to the revised site plan uploaded into Optix on May 7, 2026, Option 2 proposes the development of three (3) light industrial/warehouse buildings, each containing approximately 250,000 square feet. Buildings of this magnitude and intensity represent a substantial increase in scale compared to the surrounding residential development pattern. The proposed site design includes setbacks consisting of approximately 90 feet along the northern property line, 80 feet along the eastern property line, 190 feet along the western property line, and 30 feet along the southern property line. Planning Commission staff acknowledges that these enhanced setbacks contribute toward improving separation and buffering between the proposed industrial development and adjacent uses. However, notwithstanding the proposed setbacks, the overall scale and massing of the proposed warehouse buildings remain incompatible with the established residential character to the north and west of the site. Specifically, warehouse structures measuring approximately 250,000 square feet with building heights reaching up to 50 feet create a level of intensity and visual prominence that is not consistent with the intent of FLUS Objective 4.4 and Policy 4.4.1. The proposed development has the potential to introduce adverse land use impacts typically associated with large-scale warehouse and distribution operations, including increased truck traffic, loading and unloading activity, noise, lighting, and visual impacts, all of which may negatively affect the adjacent residential areas. Accordingly, while the proposed setbacks and buffering measures partially mitigate compatibility concerns, they do not sufficiently overcome the fundamental inconsistency between the scale and intensity of the proposed warehouse development and the surrounding residential development pattern. Therefore, Planning Commission staff finds that Option 2 does not satisfy the intent of FLUS Objective 4.4 or Policy 4.4.1 regarding compatibility and transitional land use design.

FLUS Objective 3.2 and Policy 3.2.4 require that adopted community plans throughout the County remain consistent with and supportive of the broader goals, objectives, and policies of the Comprehensive Plan. Community plans serve as localized policy guidance documents intended to preserve the unique identity, development character, and long-term vision of individual communities while ensuring that future growth occurs in a manner compatible with the County's overall planning framework. The subject site is located within the boundaries of the Thonotosassa Community Plan, which contains specific policy guidance regarding land use compatibility, community character, economic development, and housing diversity. Goal 4 of the Plan emphasizes the importance of preserving the community's established identity through the maintenance of a diverse range of housing types, architectural styles, and land uses. Option 1, which would allow for the retention and continuation of the existing Mobile Home Park, is consistent with the intent and vision of the Thonotosassa Community Plan. The continued operation of the Mobile Home Park preserves an existing housing type within the community and contributes to the diversity of housing opportunities envisioned by the Plan. Per Housing Section Policy 1.2.9, manufactured and mobile home communities provide an important component of the County's housing inventory by offering relatively attainable and affordable housing options for residents of varying income levels and household types. Retaining this existing residential use therefore supports the Plan's objective of maintaining a broad mix of housing choices within the community. Additionally, Option 1 maintains the established development pattern and community character of the surrounding area without introducing a use or intensity that would substantially alter the existing land use context. By preserving the current residential use, the

proposal aligns with the Thonotosassa Community Plan's direction to encourage compatible development that respects the scale and character of adjacent neighborhoods and surrounding properties. Accordingly, Planning Commission staff finds that Option 1 is consistent with the intent of Goal 2 and Goal 4 of the Thonotosassa Community Plan, as outlined within the Livable Communities Element, because it preserves housing diversity, supports neighborhood stability, and maintains compatibility with the surrounding community character.

The subject site does not meet the Commercial Locational Criteria established under FLUS Objective 4.7. Pursuant to FLUS Policy 4.7.2, neighborhood-serving commercial uses, including office uses, may be considered up to the maximum floor area ratio (FAR) permitted within the applicable Future Land Use category when certain locational criteria are met. Specifically, at least 50% of the site must front along a roadway with a context classification of Suburban Commercial, Suburban Town, or Urban General as identified on the Hillsborough County Context Classification Map or the Florida Department of Transportation (FDOT) Context Classification Map, or the site must be located within 1,000 feet of the intersection of two roadways that are both functionally classified as a collector or arterial according to the Hillsborough County Functional Classification Map. Additionally, at least 75% of the subject property must fall within the specified 1,000-foot distance from the qualifying intersection. All measurements begin at the edge of the roadway right-of-way, and the land area measured along both roadways forms a quadrant extending from the intersection.

The nearest qualifying intersection to the subject site is the intersection of County Road 579 and Joe Ebert Road. The subject property is located 8,800 feet away from this intersection and therefore does not meet the locational requirements of FLUS Policy 4.7.2. FLUS Policy 4.7.9 further states that the Commercial Locational Criteria are not the sole factor considered when evaluating an application for non-residential uses. Additional considerations—including land use compatibility, the adequacy and availability of public services, environmental impacts, adopted service levels of affected roadways, and consistency with other Comprehensive Plan policies and zoning regulations—carry greater weight than the locational criteria when determining whether a proposed commercial use is appropriate.

Commercial Locational Criteria is intended only to identify areas where commercial uses may be considered and does not guarantee approval of a particular non-residential use. In accordance with FLUS Policy 4.7.10, an applicant may request a waiver of Commercial Locational Criteria requirements. The applicant has submitted such a waiver request as part of the proposed Major Modification. The applicant states that the unique circumstance associated with this request is that pursuant to Policy 4.7.3, non-residential uses are allowed in residential land use categories within the USA if they are at the intersection of a major local roadway and an arterial or collector road. The entire PD is located along Interstate-4 (a state principal arterial) and County Road 579 (a county arterial). The applicant noted FLUS Objective 4.8 and related policies fully support non-residential land uses at locations that complement interstate interchanges. The light industrial use would not need the waiver, however it is required for the RV sales in Option 1. Based upon the fact that the proposed use is an existing use and doesn't cause any compatibility concerns, Planning Commission staff recommends the Board approve the waiver request. With the inclusion of the submitted waiver for the Commercial Locational Criteria and the associated justifications listed, the proposal meets the intent of Objective 4.7 and its associated policies.

Overall, staff finds that the proposed light industrial use is not compatible with the existing development pattern found within the surrounding area and does not support the vision of the Thonotosassa Community Plan. The proposed Major Modification would not 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 Major Modification **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: *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.*

Land Use Categories

Objective 2.2: *The Future Land Use Map (FLUM) shall identify Land Use Categories summarized in the table below, that establish permitted land uses and maximum densities and intensities.*

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 3.1.3: *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.*

Community Planning

Objective 3.2: *Hillsborough County is comprised of many diverse communities and neighborhoods. The comprehensive plan is effective in providing an overall growth management strategy for development within the entire County. Strategies shall be developed that ensure the long-range viability of its communities through a community and special area studies planning effort.*

Relationship to Land Development Regulations

Policy 3.2.4: *The County shall assist the Hillsborough County City-County Planning Commission in developing community plans for each planning area that are consistent with and further the Goals, Objectives and Policies of the Comprehensive Plan. The community plans will be adopted as part of the*

Comprehensive Plan in the Livable Communities Element. These community specific policies will apply in guiding the development of the community. Additional policies regarding community planning and the adopted community plans can be found in the Livable Communities Element

Relationship to Land Development Regulations

Objective 4.1: *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 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.*

Neighborhood/Community Development

Objective 4.4: *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 4.4.1: *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*

Commercial-Locational Criteria

Objective 4.7: *To meet the daily shopping and service needs of residents, only neighborhood-serving commercial uses will be permitted within land use categories that are primarily residential or agricultural in nature. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving commercial. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established by the following policies and all other Goals, Objectives and Policies in the Comprehensive Plan. The frequency and allowance of neighborhood-serving commercial uses will be different in the Urban Service Area than in the Rural Area due to the population density, scale and character of the areas.*

Policy 4.7.2: *In the above land use categories, neighborhood-serving commercial uses, including office uses, can be considered to the maximum FAR permitted in each Future Land Use category in the following locations:*

- 50% of the site must front along a roadway with a context classification of suburban commercial, suburban town or urban general context classification in the Hillsborough County Context Classification Map or the Florida Department of Transportation Context Classification Map; or
- Within 1,000 feet of the intersection of roadways both functionally classified as a collector or arterial per the Hillsborough County Functional Classification Map. At least 75% of the subject property must fall within the specified distance (1,000 feet) from the intersection. All measurements should begin at the edge of the road right-of-way. The land area within this distance, as measured along both roadways, makes a quadrant

Policy 4.7.4: When planning the location of new non-residential developments at intersections meeting the locational criteria, a transition in intensity of non-residential uses shall be established which is compatible with the surrounding community character.

Policy 4.7.9: The locational criteria are not the only factors to be considered for approval of a neighborhood-serving commercial or office use. Considerations such as land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of affected roadways and other policies of the Comprehensive Plan and zoning regulations carry more weight in the approval of the potential neighborhood-serving commercial use. The locational criteria would only designate locations that could be considered, and in no way guarantees the approval of a particular use.

Policy 4.7.10: The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policies 4.7.2 and 4.7.6. 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. An applicant must submit a waiver request documenting unique circumstances or specific findings that detail how the proposed commercial or office use furthers the other goals, objectives and policies of the Comprehensive Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. Financial hardships may not constitute justification for a waiver. The square footage requirements under Policy 4.7.6 cannot be waived. Waivers are required for all Major Modifications to Planned Developments requesting new or additional commercial that do not meet Commercial Locational Criteria.

HOUSING SECTION

Development Incentives

Objective 1.2: Prioritize the provision of affordable housing and implement development incentives that increase affordable housing opportunities.

Policy 1.2.9: Manufactured housing and mobile homes shall be acknowledged as a viable means to provide affordable housing.

LIVABLE COMMUNITIES ELEMENT: THONOTOSASSA COMMUNITY PLAN

Goals

4. Diversity of People, Housing and Uses – *Maintain the existing diversity of housing types and styles. Provide for commerce and jobs but protect the community identity and limit the location, type and size of new businesses to fit the surrounding area.*

HILLSBOROUGH COUNTY
FUTURE LAND USE
MM 26-0340

Rezoning
STATUS



PENDING



Tampa Service



Urban Service



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Parcels



Water



AGRICULTURAL/MINING-1/20 (25 FAR)



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



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

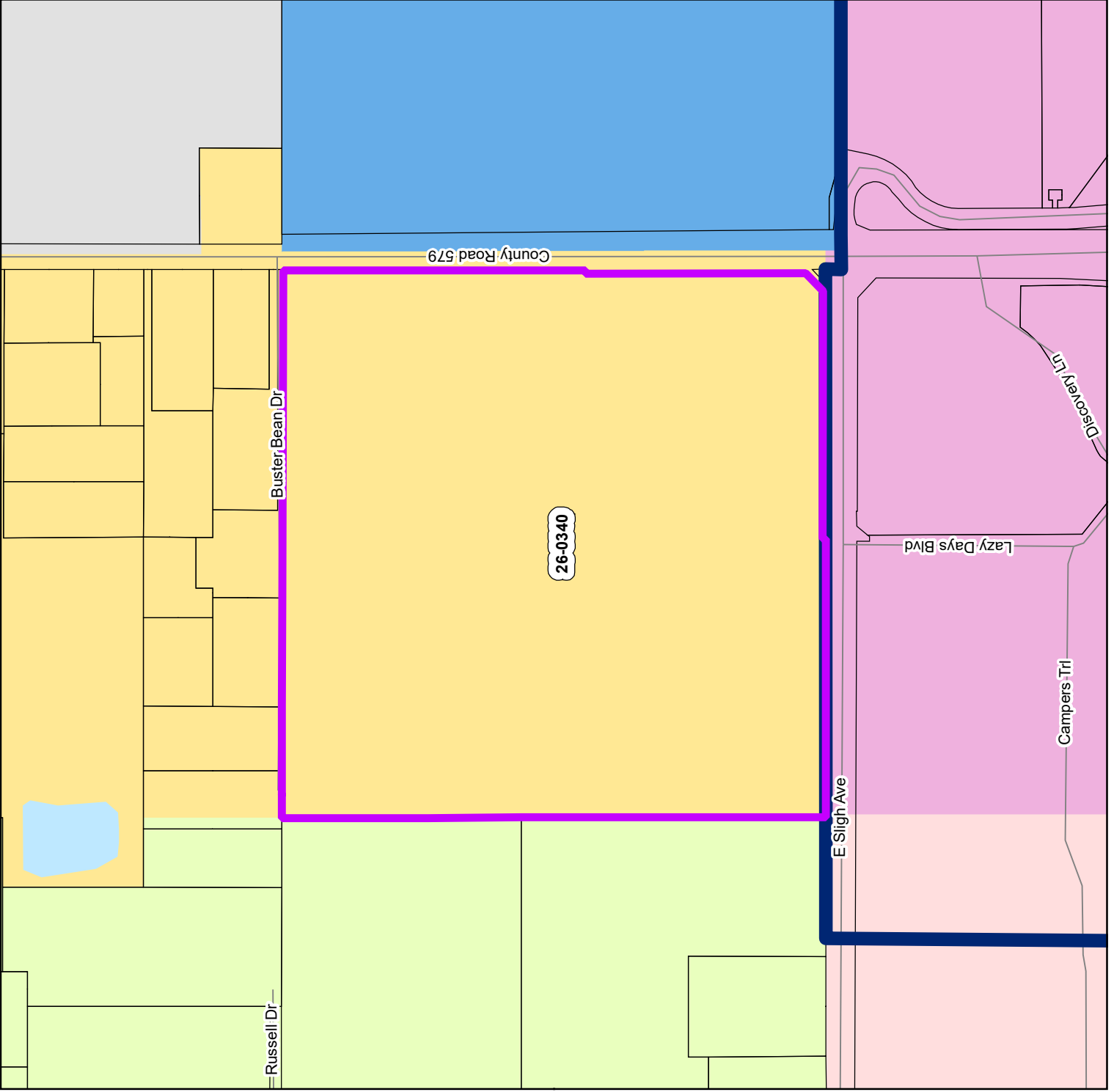
NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



Map Printed from Rezoning System: 5/11/2026
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