

**Rezoning Application: PD 24-1202****Zoning Hearing Master Date:** May 19, 2025**BOCC Land Use Meeting Date:** July 22, 2025**Hillsborough  
County Florida**

Development Services Department

**1.0 APPLICATION SUMMARY****Applicant:** Todd Pressman**FLU Category:** CMU-12**Service Area:** Urban**Site Acreage:** 2.97 acres**Community  
Plan Area:** East Lake/Orient Park**Overlay:** None**Introduction Summary:**

This is a request to rezone a parcel to Planned Development (PD) to allow the option to permit open storage of commercial & domestic vehicles or the option to permit open storage and a 21,000 sf warehouse building/facility. Both options are required to operate in conjunction to the existing open storage to the south and not operate as a standalone use.

Zoning:	Existing	Proposed
District(s)	AS-1	PD 24-1202
Typical General Use(s)	Single-Family Residential/Agricultural	Open Storage, warehousing
Acreage	3.17 acres	3.17 acres
Density/Intensity	1 DU per acre	Option 1 – N/A Option 2 - 21,000 sf (.15 FAR)
Mathematical Maximum*	3 dwelling units	Option 1 - N/A Option 2 - 21,000 sf

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AS-1	PD 24-1202
Lot Size / Lot Width	1 acre / 150'	NA
Setbacks/Buffering and Screening	Front: 50' Side: 15' Rear: 50'	North: 40' Buffer, 6' fence plus existing vegetation East: 50' Buffer, 6' fence plus existing vegetation
Height	50'	40 feet

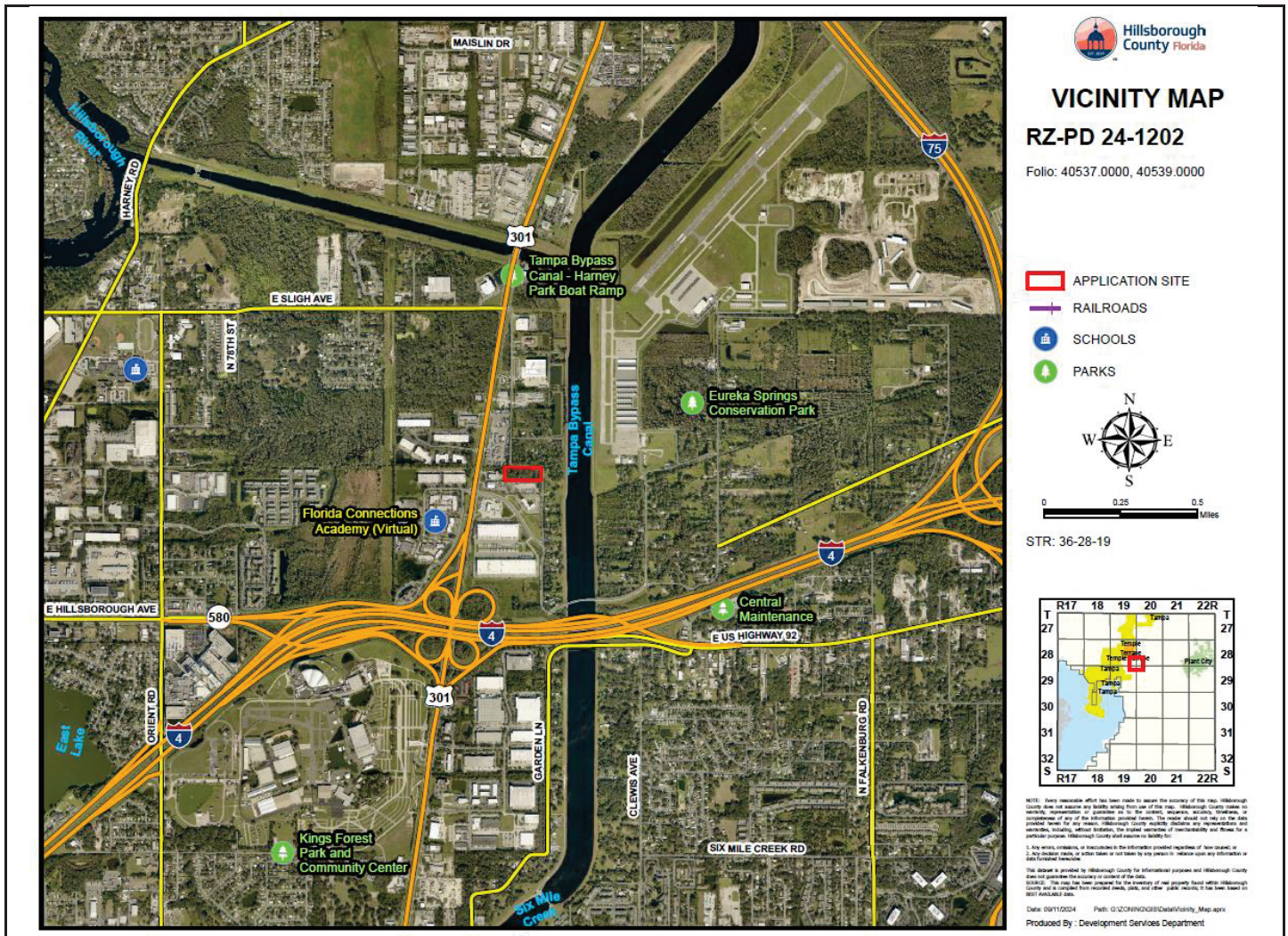
**Additional Information:**

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

**Planning Commission Recommendation:**  
Consistent**Development Services Recommendation:**  
Approvable

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



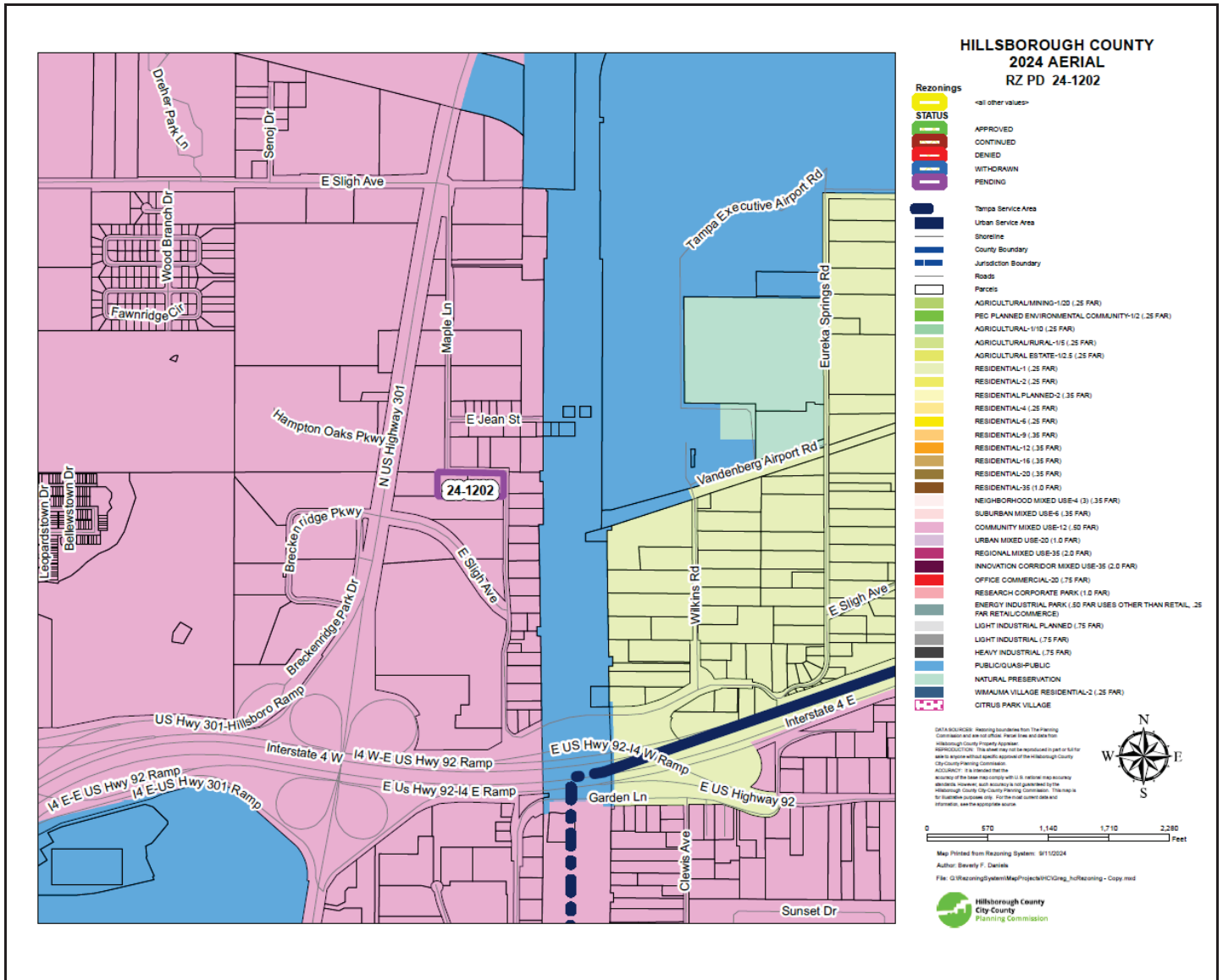
#### Context of Surrounding Area:

The subject site is generally located at 6022 Maple Lane and will be associated with the property located at 6015 North 301 Highway. The property is within the Urban Service Area and within the East Lake/Orient Park Planned Area. Properties to the north and east, across Maple Lane, are zoned AS-1 and AR, and are developed with single-family homes. To the west, the adjacent properties are zoned CI and are developed with commercial uses. To the south lies an extended stay hotel. The area at large generally consists of intensive commercial, offices, and light industrial uses, which lie along Highway 301. Residential uses in the area lie to the east, towards the Tampa Bypass Canal.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Future Land Use Map



Subject Site Future Land Use Category:

Community Mixed Use- 12 (CMU-12)

Maximum Density/F.A.R.:

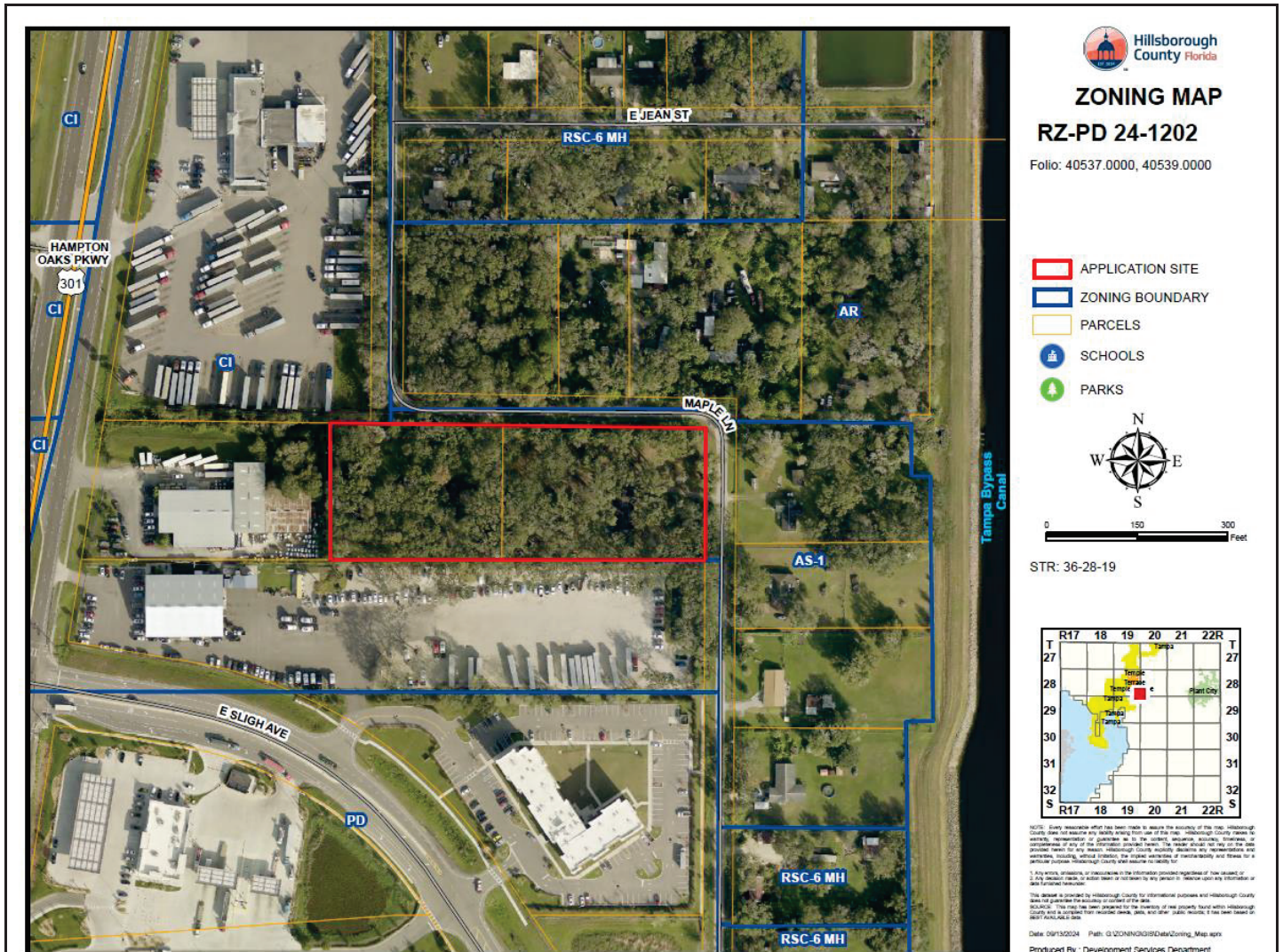
12.0 dwelling units per gross acre / 0.25 - 0.50 FAR

Typical Uses:

Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed use.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map



#### Adjacent Zonings and Uses

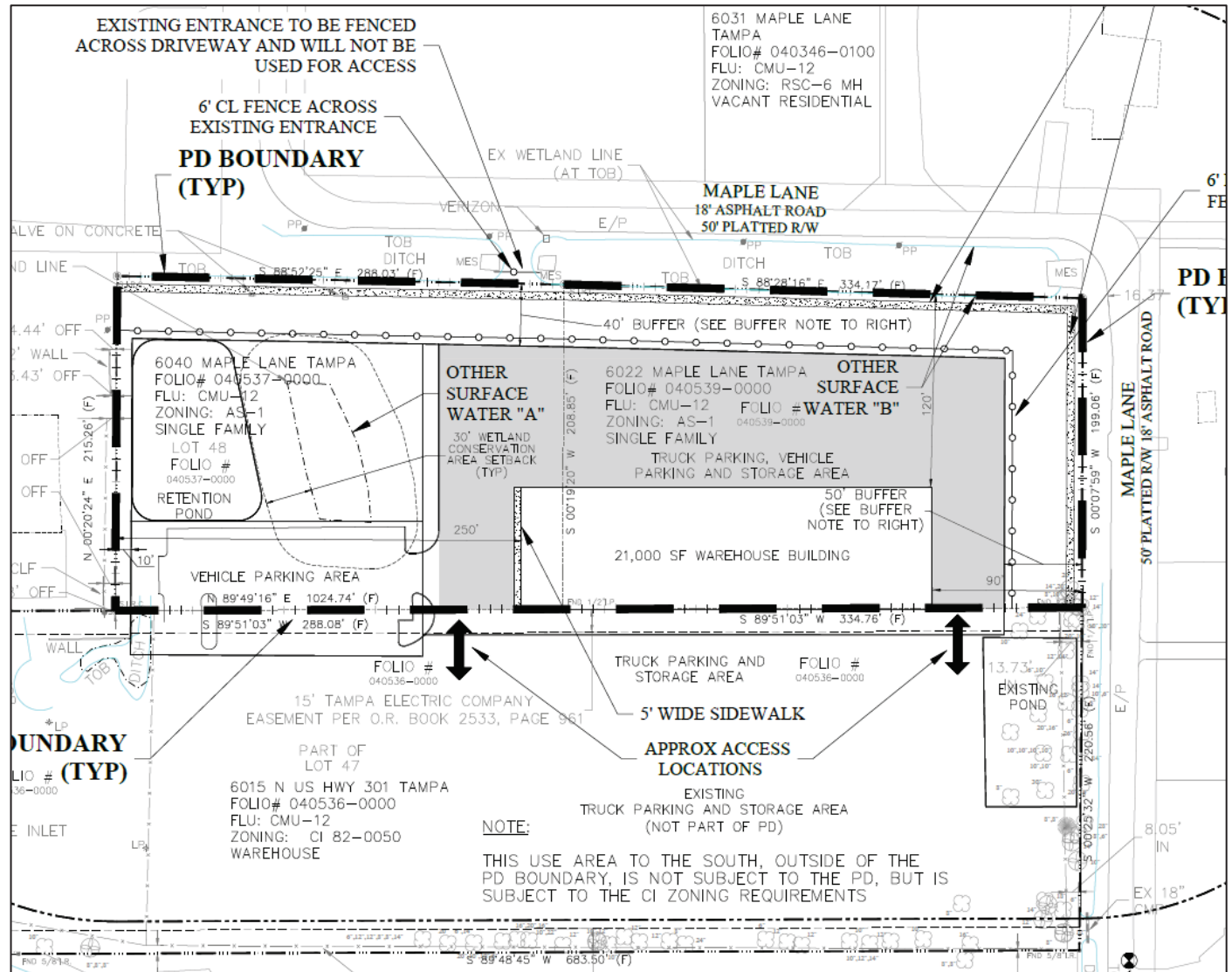
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CI	.30 FAR	Intensive Commercial	Truck Stop
	AR	1 DU per 5 acres	Agriculture, Single Family	Single-family Residential
South	CI (82-0050)	.30 FAR	Intensive Commercial	Truck Terminal, Open Storage
East	AS-1	1 DU per acre	Agriculture, Single-Family Conventional	Single-family Residential
West	CI (82-0050)	.30 FAR	Intensive Commercial	Warehouse



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



## DEVELOPMENT OPTION 2





**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**

Adjoining Roadways (check if applicable)			
Road Name	Road Name	Road Name	Road Name
Sligh Ave.	FDOT Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other TBD (FDOT)
US 301	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other TBD (FDOT)

Project Trip Generation			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18	1	2
Proposed	100	28	32
Difference (+/-)	(+) 82	(+) 27	(+) 30

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

Connectivity and Cross Access				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	x	Vehicular & Pedestrian	Vehicular & Pedestrian	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

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

## 4.0 ADDITIONAL SITE INFORMATION &amp; AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands present
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other <u>Airport Height Restriction (30' ASML), Airport Incompatible Use Area (Schools and Landfills), TEA Influence Area</u>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	See Staff Report
<b>Service Area/ Water &amp; Wastewater</b> <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Warehouse (Per 1,000 sf)      Self-Storage/Mini-warehouse (Per 1,000 sf) Mobility: \$1,337      Mobility: \$725 Fire: \$34      Fire: \$32 Urban Mobility, Northeast Fire – outdoor open storage lot – if commercial storage (RVs, Boats, etc.) can be subject to the mini-warehouse rate for are to be utilized.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

This is a request to rezone a 2.97-acre tract from AS-1 to a Planned Development with two development options, to allow open storage as option one and warehousing, with or without distribution with accessory open storage as option two. The development is proposed to be an extension of the existing accessory open storage existing on the property to the south. It will be required that the development operate with the existing use to the south and will not be permitted to be a standalone use.

The property is located along Maple Lane (Local Road) and is across from AR and AS-1 containing single-family homes. The applicant has applied for a variation to the screening along the northern and eastern property line to allow a 6-foot-high wood or PVC fence and utilize existing vegetation, in lieu of Type C screening (masonry wall). If at the time of development, the existing vegetation does not meet LDC standards, it will be required to update the screening to meet code requirements.

To supplement the variation request, the applicant is proposing enhanced buffers to the north and east boundaries to 40 feet and 50 feet, respectively. To further protect nearby residential properties, the proposed warehouse, associated with Option 2, will be setback 120 feet from the northern boundary line and 90 feet from the east property line. Properties to the west and south are zoned CI, Commercial Intensive.

Development Services does not foresee any compatibility concerns with the proposed open storage or warehouse uses. The proposal offers enhanced buffers from residential properties and increased building setbacks.

### 5.2 Recommendation

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

## 6.0 PROPOSED CONDITIONS

### Requirements Prior to Certification:

1. Prior to PD site plan Certification, the developer shall revise the site plan to:
  - a. Modify the label ready "6' CL Fence Across Existing Entrance" to instead read "Access to be Removed or Restricted – See Conditions of Approval"

**Approval**-Approval of the request, subject to the conditions listed below, is based on the general site plan submitted April 28<sup>th</sup>, 2025.

1. Development shall be limited to the following uses:
  - a. Option 1: Open Storage of commercial vehicles, passenger/domestic vehicles
  - b. Option 2: Open Storage of commercial vehicles, passenger/domestic vehicles; and a 21,000 square foot warehousing building/facility.

Development shall not be a standalone use and may only be operated as accessory to the development to the south, identified under property folio# 40536.0000.

2. For Option 1, the truck parking and storage areas shall have a minimum setback of 40 feet from the northern PD boundary and a minimum 50-foot setback from the eastern PD boundary.
  - a. The project shall provide a 40-foot-wide buffer along the norther PD boundary and a 50-foot wide buffer along the eastern PD boundary. Within these buffers, Type C screening shall be provided unless otherwise noted. In lieu of 6-foot-high masonry wall, a 6-foot height, solid wood fence or PVC fence shall be permitted. No buffering and screening shall be required along the southern and western PD boundaries

3. For Option 2, development standards are as follows:

Warehouse minimum front yard (north) – 120 feet  
 Warehouse minimum front yard (east) – 90 feet  
 Warehouse minimum side yard (south) – 0 feet  
 Warehouse minimum rear yard (West) – 250 feet  
 Maximum floor area ratio – 0.16  
 Warehouse maximum Height – 40 feet

- a. The truck parking and storage area shall have a minimum buffer width of 40 feet from the northern PD boundary and a minimum 50-foot-wide from the eastern boundary. Within these buffers, a 6-foot-high, solid wood or PVC fence shall be provided. No buffering and screening shall be required along the southern and western PD boundaries.
4. Notwithstanding anything herein these conditions or on the PD site plan to the contrary:
  - a. Bicycle and pedestrian access may be permitted anywhere along the PD boundaries;
  - b. Sidewalks shall be provided in accordance with LDC Sec. 6.02.08 and Sec. 6.03.02; and
  - c. External sidewalks shall be spaced from the closest edge of the travel land in accordance with Transportation Technical Manual (TTM) requirements. Where sidewalks are required to be placed within the subject site, an easement for public access and maintenance purposes shall be provided in



accordance with LDC Sec. 6.03.02.D.

5. No vehicular access (other than gated emergency access which may be required by the Fire Marshal (at the time of site/construction plan approval) shall be permitted to Maple Ln. Sole project access shall occur to either E. Slight Ave. and/or US 301, through adjacent folio 040536.0000, consistent with the easement provided by the applicant and in accordance with the rules and regulations of the Florida Department of Transportation (FDOT) which manages those facilities.
6. The developer shall be responsible for obtaining the necessary rights to construct pedestrian and vehicular access facilities (in accordance with applicable minimum FDOT and Transportation Technical Manual requirements) between the roadway(s) from which the project takes access and the access connections serving the subject PD. A lack of vehicular and pedestrian facilities meeting applicable minimum requirements, or the applicant's inability to construct within the adjacent parcel those minimum facilities required to serve the project, shall render the project unconstructible.
7. The applicant shall remove the existing project access connection to Maple Ln. and restore the ditch. Notwithstanding the above, in the event the Fire Marshall requires gated emergency access to serve the project, the existing access shall be modified such that it meets minimum emergency access width/design requirements. In such case the access shall be gated with a Knox Box or other device acceptable to the Hillsborough County Fire Marshall.
8. Construction access to the site shall be restricted to those non-emergency vehicular connections specified in Condition 5, above. The developer shall include a note regarding same on each site/construction plan submittal.
9. Prior to site/construction approval, the developer shall record in the Official Records of Hillsborough County the vehicular and pedestrian access easement referenced in Condition 5, above. Such easement shall be shown and labeled on future construction plan submittals.
10. 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.
11. 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.
12. 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).
13. 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.
14. 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. This statement should be identified as a condition of the rezoning.

15. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
16. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
17. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
18. 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.



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## 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

PD Variations to buffering and screening (Option 1): Principal use of a site for open storage requires buffering of the entire site as a Group 6 use.

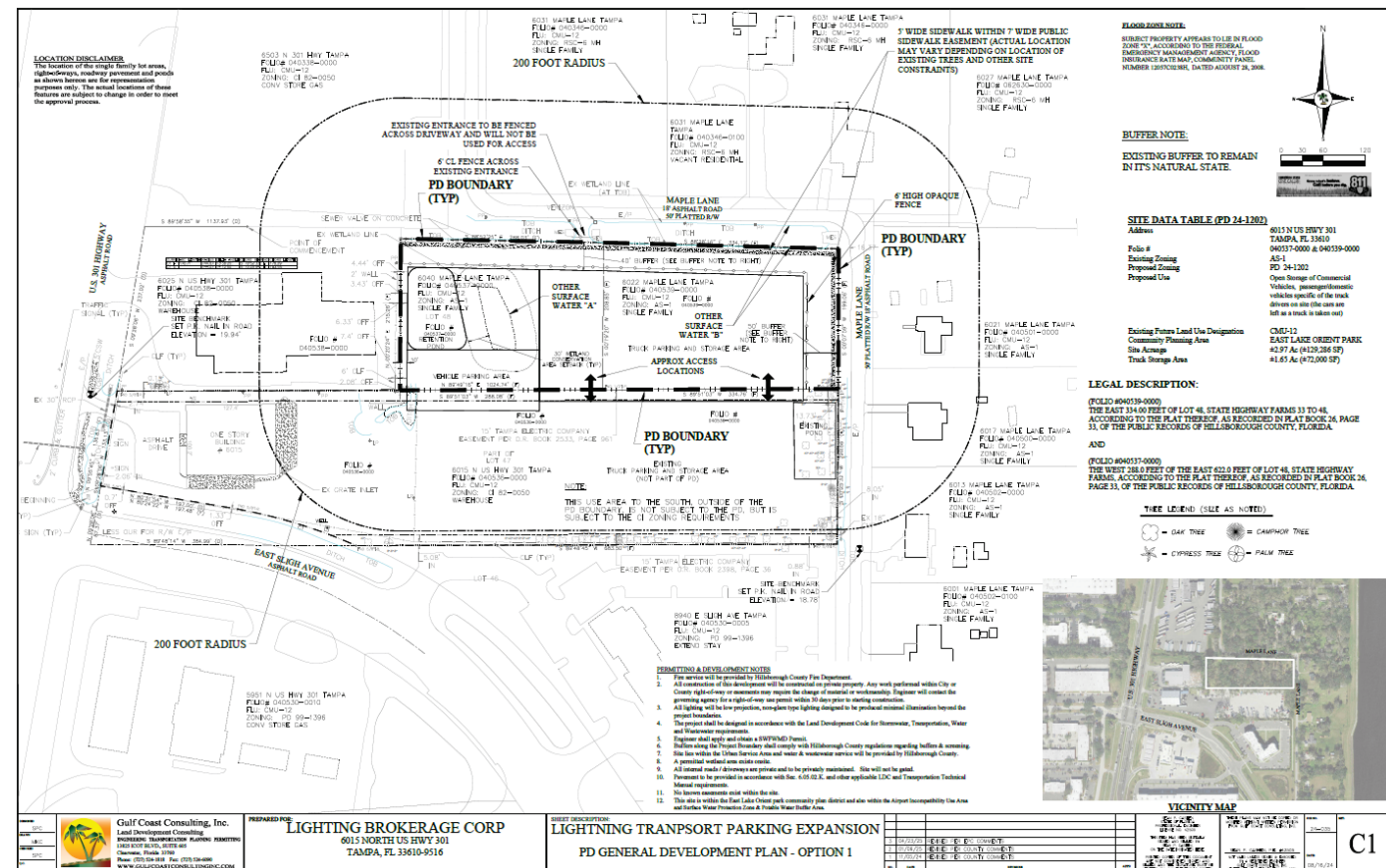
1. North: 30-foot-wide buffer with Type C screening required. The applicant proposes to enhance the buffer to 40 feet. Type C screening will be provided, except the masonry wall is to be replaced by a wood or PVC fence.
2. East: 30-foot-wide buffer with Type C screening required. The applicant proposed to enhance the buffer to 50 feet. Type C screening will be provided, except the masonry wall is to be replaced by a wood or PVC fence.

PD Variations to buffering and screening (Option 2): Accessory use of a site for open storage requires screening when in view of a street.

1. Screening provided along Maple Lane (North/south segment) to provide the required screening at least 100 feet in the site from the street line. The applicant proposes to provide screening only along the street frontage.

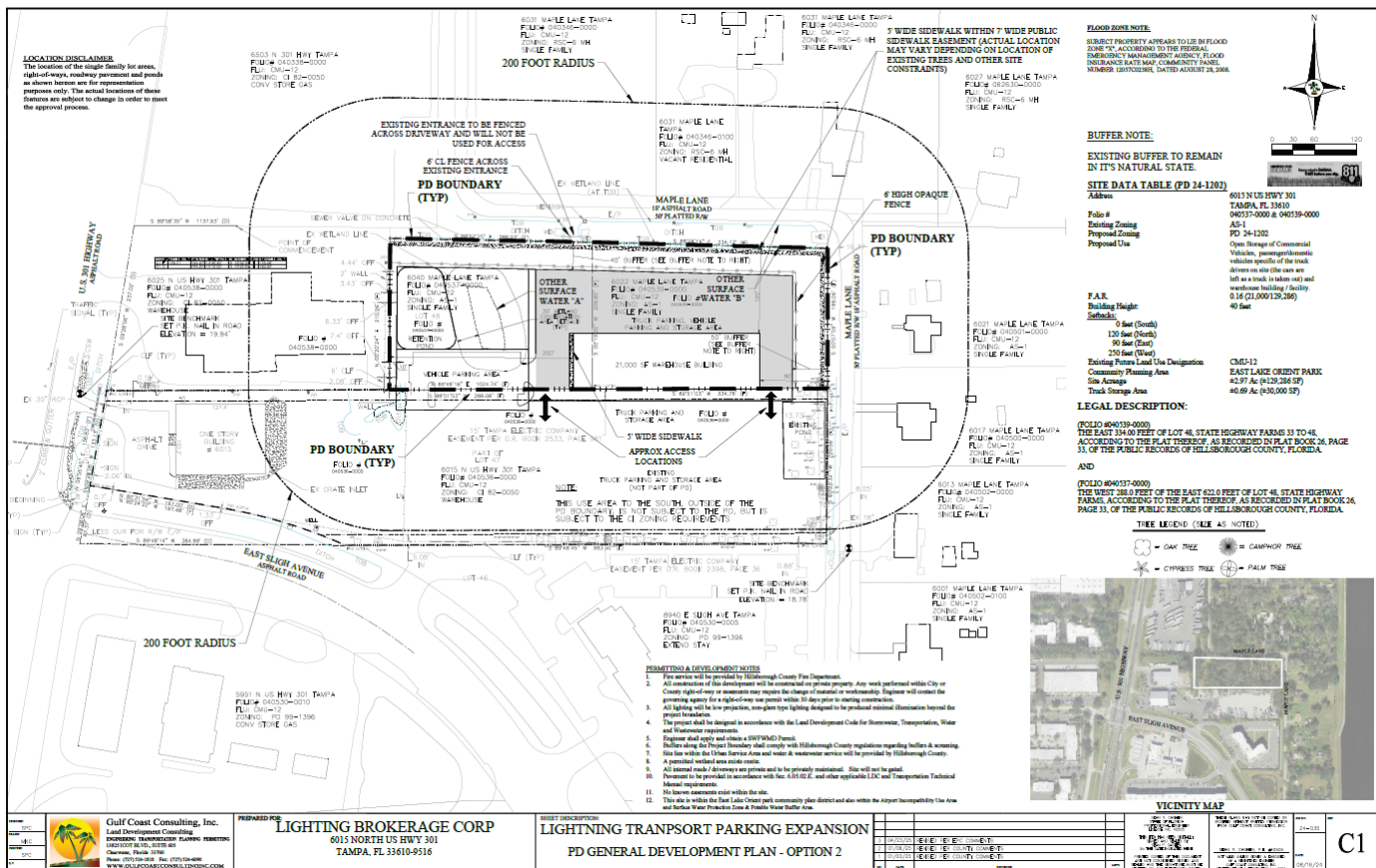
## 8.0 PROPOSED SITE PLAN (FULL)

## 8.1 OPTION 1



## 8.0 PROPOSED SITE PLAN (FULL)

## 8.2 OPTION 2



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## 9.0 FULL TRANSPORTATION REPORT (see following pages)



## AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 05/07/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: ELOP

PETITION NO: PD 24-1202

- ☐ 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 grounds.

### CONDITIONS OF APPROVAL

1. Notwithstanding anything herein these conditions or on the PD site plan to the contrary:
  - a. Bicycle and pedestrian access may be permitted anywhere along the PD boundaries;
  - b. Sidewalks shall be provided in accordance with LDC Sec. 6.02.08 and Sec. 6.03.02.; and,
  - c. External sidewalks shall be spaced from the closest edge of the travel lane in accordance with Transportation Technical Manual (TTM) requirements. Where sidewalks are required to be placed within the subject site, an easement for public access and maintenance purposes shall be provided in accordance with LDC Sec. 6.03.02.D.
2. No vehicular access (other than gated emergency access which may be required by the Fire Marshall at the time of site/construction plan approval) shall be permitted to Maple Ln. Sole project access shall occur to either E. Sligh Ave. and/or US 301, through adjacent folio 040536.0000, consistent with the easement provided by the applicant and in accordance with the rules and regulations of the Florida Department of Transportation (FDOT) which manages those facilities.
3. The developer shall be responsible for obtaining the necessary rights to construct pedestrian and vehicular access facilities (in accordance with applicable minimum FDOT and Transportation Technical Manual requirements) between the roadway(s) from which the project takes access and the access connections serving the subject PD. A lack of vehicular and pedestrian facilities meeting applicable minimum requirements, or the applicant's inability to construct within the adjacent parcel those minimum facilities required to serve the project, shall render the project unconstructible.
4. The applicant shall remove the existing project access connection to Maple Ln. and restore the ditch. Notwithstanding the above, in the event the Fire Marshall requires gated emergency access to serve the project, the existing access shall be modified such that it meets minimum emergency access width/design requirements. In such case the access shall be gated with a Knox Box or other device acceptable to the Hillsborough County Fire Marhsall.
5. Construction access to the site shall be restricted to those non-emergency vehicular connections specified in **condition 2**, above. The developer shall include a note regarding same on each site/construction plan submittal.

6. Prior to site/construction plan approval, the developer shall record in the Official Records of Hillsborough County the vehicular and pedestrian access easement referenced in **condition 2**, above. Such easement shall be shown and labeled on future construction plan submittals.

#### Other Conditions

- Prior to PD site plan Certification, the developer shall revise the site plan to:
  - Modify the label reading “6’ CL Fence Across Existing Entrance” to instead read “Access to be Removed or Restricted – See Conditions of Approval”.

### **PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting to rezone two parcels, totaling +/- 2.97 ac., from Agricultural Single-family - 1 (AS-1) to Planned Development (PD). The applicant is proposing a 21,000 s.f. Warehouse Building and +/- 0.91 ac. of open storage uses.

The applicant did not provide the required trip generation and site access analysis in accordance with the Development Review Procedures Manual (DRPM). No objections or other comments have been received by FDOT as of the date this report was written. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 11<sup>th</sup> Edition, except as otherwise noted.

Staff notes that the calculations shown below are consistent with the County’s methodology for calculating trip generation for open storage uses. Specifically, the acreage of the open storage area is converted into an equivalent square-footage by taking the acreage and applying the maximum FAR to the underlying future land use (in this case 0.50 FAR allowed pursuant to the CMU-12 designation). This square-footage is then analyzed as mini-warehouse (LUC 151).

#### Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1, 2 Single-Family Detached Dwelling Units (ITE LUC 210)	18	1	2

#### Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 21,000 Warehouse Uses (LUC 150)	72	26	29
PD, +/- .91 ac. Open Storage Uses (19,820 s.f. LUC 151 equivalent trips)	28	2	3
Subtotal:	100	28	32

#### Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+) 82</b>	<b>(+) 27</b>	<b>(+) 30</b>

## **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Sligh Ave. is a 2-lane, divided, collector roadway, owned and maintained by the Florida Department of Transportation (FDOT), and characterized by +/- 11-foot-wide travel lanes in average condition. There are +/- 5 to 6-foot-wide sidewalks along portions of both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot-wide bicycle lanes along both sides of the roadway in the vicinity of the proposed project.

US 301 is a 4-lane, divided, principal arterial roadway, owned and maintained by the Florida Department of Transportation (FDOT), and characterized by +/- 11-foot-wide travel lanes in average condition. There are +/- 5-foot-wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot-wide bicycle lanes along both sides of the roadway in the vicinity of the proposed project.

## **SITE ACCESS**

Access/cross-access is proposed through adjacent folio 40536.0000, with no access to Maple Ln. permitted. While the property is under the same ownership today, because it is not located within the same Planned Development (PD) zoning district, staff has ability to place zoning conditions which control site improvements within the that folio, nor does staff have the ability to prevent the other parcel from being sold to a different owner from the lands within the subject PD. The applicant has provided an easement which provides access, but staff notes that the infrastructure through that site to the subject PD has not yet been constructed, nor has the easement been recorded in the Official Records of Hillsborough County. As such, staff has proposed a series of conditions which will require the developer of this PD (which may or may not be the same owner in the future) to record the provided access easement within public records, as well as construct (or otherwise cause to be constructed) the necessary vehicular and pedestrian infrastructure within the adjacent PD as necessary to serve the subject site).

If the site is sold and the new owner does not have the necessary easements/agreements in place which allows it to construct the necessary infrastructure or does not record the easement, the project would be unconstructible, and the owner would need to go through the zoning modification process so that various aspects of the project can be reconsidered, including alternative access, whether the existing approved land uses and proposed intensities remain appropriate in light of the proposed access changes, and/or what other site plan changes, site access and/or substandard roadway improvements, etc. may be needed.

The project has an existing access connection to Maple Ln. which the applicant is proposing to fence off rather than remove. Staff reviewed this with the County Engineer who does not support such proposal. Staff notes that discontinued access connections are required to be removed and ditches restored, which helps avoid unnecessary and costly ditch maintenance and the removes a pipe which has the possibility of clogging and flooding surrounding areas during storm events. Staff also notes that “phantom driveways” can also confuse drivers, and lead to people trying to turn in where a driveway does not exist. Staff has proposed a condition which allows this connection to remain if necessary as a gated emergency access, otherwise the connection shall be removed.

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Sligh Ave.	US 301	Eureka Springs	D	C
US 301	I-4	Sligh Ave.	D	C
US 301	Sligh Ave.	Harney Rd.	D	C

Source: [\*2020 Hillsborough County Level of Service \(LOS\) Report\*](#)

# Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Sligh Ave.	FDOT Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – TBD (FDOT)
US 301	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD (FDOT)
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18	1	2
Proposed	100	28	32
Difference (+/-)	(+) 82	(+) 27	(+) 30

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

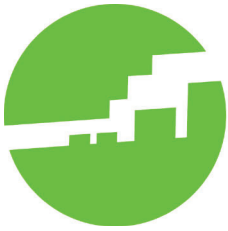
Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian & Vehicular	Vehicular & Pedestrian	Meets LDC
East		None	None	Meets LDC
West		None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

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



Transportation Comment Sheet

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



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
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813 – 272 – 5940  
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Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> May 19, 2025 <b>Report Prepared:</b> May 8, 2025	<b>Case Number:</b> PD 24-1202 <b>Folio(s):</b> 40537.0000 & 40539.0000 <b>General Location:</b> North of Sligh Avenue, south of Maple Lane and east of North US Highway 301
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Community Mixed Use-12 (12 du/ga; 0.50 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	East Lake-Orient Park
<b>Rezoning Request</b>	PD to allow outdoor storage of commercial and domestic vehicles and materials, commercial truck trailers and construction like materials, the loading/unloading of vehicles and possibly warehouses in the future
<b>Parcel Size</b>	2.97 ± acres
<b>Street Functional Classification</b>	Sligh Avenue – <b>County Collector</b> Maple Lane – <b>Local</b> North US Highway 301 – <b>State Principal Arterial</b>
<b>Commercial Locational Criteria</b>	Not applicable
<b>Evacuation Area</b>	B

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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Community Mixed Use-12	AS-1	Single Family Residential
North	Community Mixed Use-12	AR + RSC-6 + PD	Single Family Residential + Vacant Land + Light Commercial + Agriculture + Light Industrial + Heavy Industrial
South	Community Mixed Use-12	CI + PD	Light Industrial + Light Commercial + Public/Quasi-Public/Institutions
East	Community Mixed Use-12 + Public/Quasi-Public + Natural Preservation + Residential-1	AS-1 + AR + RSC-6	Single Family Residential + Vacant Land + Public/Quasi-Public/Institutions + Agriculture
West	Community Mixed Use-12	CI + PD	Light Industrial + Vacant Land

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

The 2.97 ± acre subject site is located north of Sligh Avenue, south of Maple Lane and east of North US Highway 301. The site is in the Urban Service Area and within the limits of the East Lake-Orient Park Community Plan. The applicant is requesting a rezoning from Agricultural Single Family (AS-1) to a Planned Development (PD) to allow outdoor storage of commercial and domestic vehicles and materials, commercial truck trailers and construction like materials, the loading/unloading of vehicles and a warehouse as a plan option.

The applicant has three proposed restrictions on the revised request which was uploaded into Optix on December 26, 2024. The first is that the use is restricted to the outdoor storage of commercial and domestic (i.e. passenger vehicles) vehicles and materials, commercial truck trailers and construction like materials and the loading or unloading of vehicles as needed, along with the possibility of warehouses.

The second restriction is a buffer of 40' will be applied all along the Northern property line and 50' along the eastern property line. Both of those property lines are abutting a public roadway. Existing forestation will remain. In any area that does not meet code buffer and screening requirements, the code requirements will be provided. The final proposed restriction is that the proposed use will only operate in conjunction with the south abutting property, of which is the same owner as this applicant.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the County's growth is to be directed. Policy 1.4 requires all new development to be compatible with the surrounding area, noting that "compatibility does not mean "the same as" Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The subject site currently has single-family uses. Single family uses are also to the north and east of the subject property. Directly south and west are light industrial uses. Light commercial uses are to the north and south of the subject site. The proposed use is compatible with the surrounding area as it is similar to the uses directly south of the site and therefore meets the intent of FLUE Objective 1 and FLUE Policy 1.4.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. 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 within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is in the Community Mixed Use-12 (CMU-12) Future Land Use category. The CMU-12 Future Land Use category allows for the consideration of agricultural, residential, commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). 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.

The proposal does meet the intent of FLUE Objective 16 and its accompanying policies 16.1 ,16.2, 16.3, 16.5 and 16.10 that require new development to be compatible to the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is of mixed uses with light industrial, single-family and light commercial uses in the immediate area. FLUE Policy 16.2 states that gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses. There should be a gradual transition of intensities between the different land uses given the residential uses to the north and east. The proposed setbacks and retention of the existing forestation will create a natural buffer to the single-family uses across Maple Lane.

There are no goals or strategies outlined in the East Lake-Orient Park Community Plan that apply to this request.

Overall, staff finds that the proposed use is an allowable use in the CMU-12 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the



East Lake-Orient Park Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **Recommendation**

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to restrictions proposed by the Development Services Department.

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

### **FUTURE LAND USE ELEMENT**

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

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

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

#### ***Land Use Categories***

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

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

#### ***Relationship to Land Development Regulations***

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

*consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

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

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

### **Neighborhood/Community Development**

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

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

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

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

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

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

##### **5.1 COMPATIBILITY**

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

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

**HILLSBOROUGH COUNTY  
FUTURE LAND USE  
RZ PD 24-1202**

&lt;all other values&gt;

Rezonings

Tampa Service Area  
Urban Service Area  
Shoreline  
County Boundary  
Jurisdiction Boundary

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

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

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-8 (.23 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-10 (.25 FAR)

RESIDENTIAL-16 (.35 FAR)  
RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)  
NEIGHBORHOOD MIXED USE-4 (3) (.3

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)  
REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE  
OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)  
ENERGY INDUSTRIAL PARK (.50 FAR U  
FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.75 FAR)

LIGHT INDUSTRIAL (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

**CITRUS PARK VILLAGE**

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