



ZONING HEARING MASTER AGENDA - FINAL

6:00 P.M. MONDAY, June 22, 2026

County Center, 2nd Floor

WELCOME AND THANK YOU FOR YOUR PARTICIPATION IN COUNTY GOVERNMENT.

HEARING SCHEDULE:

The Following Items on the ZHM Agenda Will Be Heard Beginning at 6:00 P.M. With No New Petitions Starting After 12:00 A.M.: Rezonings (RZ) and Major Modifications (MM) to Planned Developments

HEARING ORDER:

- CALL TO ORDER BY THE HEARING OFFICER
- CONSIDERATION OF CHANGES TO THE AGENDA
- HEARING FOR INDIVIDUAL CASES

WHEN ADDRESSING THE HEARING OFFICER, PLEASE STATE YOUR NAME AND ADDRESS INTO THE MICROPHONE.

IF YOU WISH TO SUBMIT ADDITIONAL MATERIALS REGARDING YOUR APPLICATION TO THE HEARING OFFICER, PLEASE PROVIDE A MINIMUM OF FIVE (5) COPIES OF EACH ITEM. PLEASE BE ADVISED THAT MATERIALS SUBMITTED BECOME PART OF THE PERMANENT RECORD AND CANNOT BE RETURNED.



In accordance with the Americans with Disabilities Act, persons needing special accommodations to participate in the proceeding, and those seeking an interpreter, should contact the Customer Service Center at telephone number (813) 272-5900 or Hearing/Voice Impaired call 711 no later than 48 hours prior to the proceedings. This meeting is closed captioned for the hearing impaired.

The following dates pertain only to applications heard at the June 22, 2026 hearing. The Hearing Officer shall file a Recommendation or Final Decision for each application on July 14, 2026.

For Rezoning (RZ) and Major Modification (MM) applications, the Hearing Officer makes a recommendation to the Board of County Commissioners, which renders a final decision. These applications (RZ, MM) are currently scheduled to be heard by the Board of County Commissioners at the August 11, 2026 Land Use Meeting.

The participants at the ZHM public hearing shall consist of the Applicant, County Staff, County Agencies, Proponents, and Opponents, including the public and witnesses with relevant testimony. Each participant's presentation shall be limited in time as described below; however, the ZHM may grant additional time provided that good cause is shown.

The order of presentation for each petition is as follows:

- a. Applicant and witnesses; proposal: 15 minutes
- b. Administrator, summary of the applicant, County Staff and department findings: 5 minutes
- c. Planning Commission Staff; statement of compliance or non-compliance: 5 minutes
- d. Proponents; argument for the application: 15 minutes
- e. Opponents; argument against the application: 15 minutes
- f. Staff; amended recommendations, if any: 5 minutes
- g. Applicant; rebuttal and summation: 5 minutes

To the maximum extent practicable, the public hearing shall be informal. The ZHM's decision or recommendation must be filed with the Clerk of the BOCC within fifteen (15) working days after the conclusion of the public hearing. Anyone wishing to receive a copy of the recommendation or decision by mail must supply the Clerk of the BOCC with his/her name, address, and a stamped, self-addressed envelope for that purpose.

Please call 813-272-5600 for further information.

REVIEW PROCESS & STANDING TO SPEAK BEFORE THE BOCC FOR REZONING (RZ) REQUESTS, AND MAJOR MODIFICATIONS (MM) TO PLANNED DEVELOPMENTS

The Land Development Code (LDC) requires that a public hearing be conducted on certain land development requests (RZ, MM) prior to final decision by the Hillsborough County Board of County Commissioners (BOCC). Land Use Hearing Officers (LUHOs) conduct hearings. LUHOs do not make final decisions, but instead render recommendations to the BOCC. Final decisions by the BOCC are made at a public meeting governed by the requirements of the LDC.

The BOCC considers the recommendation of the LUHO at a public meeting. The BOCC can, by law, consider only the record of the proceedings before the LUHO. Additional evidence requests may be filed pursuant to the criteria in the LDC. The BOCC will consider the requests and may grant them if the appropriate criteria are met by the party making the requests.

Those persons wishing to speak before the BOCC at the public meeting may only do so if they qualify as a Party of Record. A Party of Record is a person that meets one of the following criteria:

- A. A person who was present at the hearing before the Land Use Hearing Officer (LUHO) and presented with oral testimony or documentary evidence.
- B. A person who was notified by Proof of Mailing on the hearing before the LUHO. This includes the Designated Representative(s) of the registered Neighborhood Organizations within 1 mile of the site for which the request was made.
- C. A person who submitted documentary evidence to the master file two (2) business days prior to the LUHO hearing or by proxy during the LUHO hearing.

Testimony from Parties of Record will be permitted at the BOCC public meeting for those applications placed on the Regular Agenda. Applications that do not meet the criteria for placement on the Regular Agenda are placed on the Consent Agenda. Testimony is not provided on Consent Agenda items. As no new evidence or testimony is permitted at the BOCC Land Use Meeting, qualifying Parties of Record can only speak to the oral testimony and/or documentary evidence submitted at the LUHO hearing or placed into the master file two (2) business days prior to the LUHO hearing. The BOCC Land Use Meeting Agenda can be viewed at HCFLGov.at least 5 days prior the meeting.

Requests for Additional Evidence must be filed on the appropriate forms within ten (10) calendar days after the date of the filing of the LUHO's recommendation. All requests for Additional Evidence must be filed with the Clerk to the BOCC no later than close of business on [Insert Date]. You can file Request for Additional Evidence with the Clerk via email boccrec@hillsclerk.com or in person at 601 E. Kennedy Blvd, Tampa, FL 33601 or 419 Pierce Street, Room 140, Station 14 and 15, Tampa, FL 33602; fax (813) 272-5044; telephone: (813) 276- 8100, ext. 4567. The appropriate forms will be available at the LUHO Hearing.

A. WITHDRAWALS AND CONTINUANCES**A.1. RZ-PD 24-1257 Big Bend Lakes, LLC.**

This application has been **Withdrawn** from the hearing process.

Attachments: [24-1257](#)

A.2. MM 25-1261 ANISLEY LANZA DIAZ

This application is being **Withdrawn** by the **Zoning Administrator** per **LDC Section 10.03.02.C**.

Attachments: [25-1261](#)

A.3. MM 26-0062 CHRIS DOHERTY

This application is being **Continued** by the **Applicant** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0062](#)

A.4. MM 26-0154 Todd Pressman / Pressman & Assoc., Inc.

This application is out of order to be heard and is being **Continued** to the **August 24, 2026** ZHM Hearing.

Attachments: [25-0154](#)

A.5. RZ-PD 26-0283 TODD PRESSMAN

This application is out of order to be heard and is being **Continued** to the **August 24, 2026** ZHM Hearing.

Attachments: [26-0283](#)

A.6. RZ-PD 26-0437 RAVI PATEL

This application is being **Continued** by **Staff** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0437](#)

A.7. RZ-PD 26-0445 TODD PRESSMAN

This application is out of order to be heard and is being **Continued** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0445](#)

A.8. MM 26-0546 CROWN CASTLE USA

This application is out of order to be heard and is being **Continued** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0546](#)

A.9. MM 26-0556 JACOB T. CREMER / BARBAS CREMER, PLLC

This application is being **Continued by Staff** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0556](#)

A.10. RZ-PD 26-0558 TC FLORIDA DEVELOPMENT, INC.

This application is being **Continued by the Applicant** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0558](#)

A.11. RZ-PD 26-0660 Velair Development Company

This application is being **Continued** by the applicant to the **July 20, 2026** ZHM hearing.

Attachments: [26-0660](#)

A.12. RZ-PD 26-0665 Greentek Property Solutions, LLC.

This application is out of order to be heard and is being **Continued** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0665](#)

A.13. RZ-PD 26-0671 Balm Rd, LLC

This application is being **Continued** by the **Applicant** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0671](#)

A.14. RZ-PD 26-0672 Wimauma Grove, LLC.

This application is out of order to be heard and is being **Continued** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0672](#)

A.15. RZ-PD 26-0673 Corporation to Develop Communities of Tampa, Inc.

This application is out of order to be heard and is being **Continued** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0673](#)

A.16. RZ-STD 26-0785 GLH Enterprises, LLLP.

This application is out of order and being **Continued** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0785](#)

A.17. RZ-STD 26-0811 Robert & Tamara Cribben

This application is out of order and being **Continued** to the **July 20, 2026** ZHM Hearing.

Attachments: [26-0811](#)

B. REMANDS

- B.1. Application Number: RZ-STD 25-1026**
 - Applicant:** ROBERT MARTIN
 - Location:** 4512 S 66th St.
 - Folio Number:** 48858.9000
 - Acreage (+/-):** 1.54 acres, more or less
 - Comprehensive Plan:** R-6
 - Service Area:** Urban
 - Existing Zoning:** RSC-6 MH
 - Request:** Rezone to CG (R)

Attachments: [25-1026](#)

C. REZONING STANDARD (RZ-STD):

- C.1. Application Number: RZ-STD 26-0786**
 - Applicant:** Jan De Luz
 - Location:** 1217 Leisure Ave.
 - Folio Number:** 018376.5000
 - Acreage (+/-):** 1.88 +/-
 - Comprehensive Plan:** R-4
 - Service Area:** Urban
 - Existing Zoning:** RSC-4
 - Request:** Rezone to RSC-6 (R)

Attachments: [26-0786](#)

- C.2. Application Number: RZ-STD 26-0892**
 - Applicant:** Princess G Holdings, LLC.
 - Location:** 15603 Hutchison Rd.
 - Folio Number:** 016129.0000
 - Acreage (+/-):** 0.87 +/-
 - Comprehensive Plan:** R-4
 - Service Area:** Urban
 - Existing Zoning:** RSC-4
 - Request:** Rezone to BPO

Attachments: [26-0892](#)

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. Application Number: MM 26-0063
Applicant: ASHLEY GLOBAL RETAIL, LLC
Location: W side of Broadway Center Blvd & Williams Rd intersection.
Folio Number: 65681.3050, 6581.3055, 65683.5706, & 65683.5716
Acreage (+/-): 54.15 acres, more or less
Comprehensive Plan: CMU-12
Service Area: Urban
Existing Zoning: IPD-1 (90-0097)
Request: Major Modification to Planned Development

Attachments: [26-0063](#)

D.2. Application Number: RZ-PD 26-0095
Applicant: CHURCH ARBOR LUX LLC / JEFF SARDISCO
Location: N Grady Ave, 150' S of W Hanna Ave & N Grady Ave intersection, E side of the street.
Folio Number: 29265.0100 & 30387.0524
Acreage (+/-): 2.49 acres, more or less
Comprehensive Plan: R-20
Service Area: Urban
Existing Zoning: PD (85-0325) & RMC-20
Request: Rezone to Planned Development

Attachments: [26-0095](#)

D.3. Application Number: RZ-PD 26-0270
Applicant: TODD PRESSMAN
Location: SE corner of N Falkenburg Rd & Lynn Ave.
Folio Number: 67974.0000 & 67976.0000
Acreage (+/-): 0.27 acres, more or less
Comprehensive Plan: UMU-20
Service Area: Urban
Existing Zoning: PD (94-0260) & RSC-6
Request: Rezone to Planned Development

Attachments: [26-0270](#)

- D.4. Application Number:** RZ-PD 26-0422
Applicant: HBWB DEVELOPMENT SERVICES, LLC
Location: SW corner of Lithia Pinecrest Rd & Cattle Baron Ct.
Folio Number: 88199.0000, 88224.0502, 8822.0504, 88224.0506, 88225.0000, 88226.0000, 88227.0000, 88228.0000, & 88232.0000
Acreage (+/-): 190.02 acres, more or less
Comprehensive Plan: AR
Service Area: Rural
Existing Zoning: AR & PD 11-0581
Request: Rezone to Planned Development

Attachments: [26-0422](#)

- D.5. Application Number:** RZ-PD 26-0433
Applicant: CADENCE PARTNERS, LLC
Location: George Rd, 500' N of W Hillsborough Ave & George Rd intersection, W side of the street.
Folio Number: 8149.0014
Acreage (+/-): 6.7 acres, more or less
Comprehensive Plan: OC-20 & RES-6
Service Area: Urban
Existing Zoning: RSC-9 HAOD & CG HAOD
Request: Rezone to Planned Development

Attachments: [26-0433](#)

- D.6. Application Number:** MM 26-0553
Applicant: POTOMAC LAND COMPANY
Location: N of Hideaway Ln & Loma Vista Dr.
Folio Number: 88026.0000
Acreage (+/-): 15.01 acres, more or less
Comprehensive Plan: R-4
Service Area: Urban
Existing Zoning: PD 19-1344
Request: Major Modification to Planned Development

Attachments: [26-0553](#)

- D.7. Application Number: RZ-PD 26-0651**
Applicant: Souad Mansour, Trustee
Location: North of Missionary Ln. & Thonotosassa Rd.
Folio Number: 081488.0000 & 081489.0000
Acreage (+/-): 14.6 +/-
Comprehensive Plan: R-1
Service Area: Rural
Existing Zoning: AR
Request: Rezone to Planned Development

Attachments: [26-0651](#)

- D.8. Application Number: MM 26-0670**
Applicant: Jacob T. Cremer / Barbas Cremer, PLLC.
Location: 11302 N 301 Hwy.
Folio Number: 061142.0100
Acreage (+/-): 2.58 +/-
Comprehensive Plan: SMU-6
Service Area: Urban
Existing Zoning: PD 92-0195
Request: Major Modification to a Planned Development

Attachments: [26-0670](#)

E. ZHM SPECIAL USE

ADJOURNMENT

NOTE: Future zoning application information can be accessed directly on the internet at the following web address <http://www.hillsboroughcounty.org/index.aspx?nid=904>

This application has been withdrawn by the applicant.

Zoning
Administrator
Sign-off:



From: [Colin Rice](#)
To: [Heinrich, Michelle](#)
Cc: [Follin, Jared](#); [Timoteo, Rosa](#)
Subject: RE: 24-1257
Date: Friday, May 29, 2026 8:30:09 AM
Attachments: [image001.png](#)

External email: Use caution when clicking on links, opening attachments or replying to this email.

Good morning everyone,

We will go ahead and submit our withdrawal request along with a request for refund of the original application fee. We appreciate your support of the refund in light of this situation. If there is anything else we need to be aware of please let me know but this will go in today.

Thank you,

P. Colin Rice
Real Estate, Land Use & Local Government
Older Lundy Koch & Martino

Main: 813.254.8998 Direct: 813 915 6371
OlderLundyLaw.com



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From: Colin Rice
Sent: Thursday, May 28, 2026 12:04 PM
To: 'Heinrich, Michelle' <HeinrichM@hcfl.gov>
Cc: Follin, Jared <FollinJ@hcfl.gov>; Timoteo, Rosa <TimoteoRo@hcfl.gov>
Subject: RE: 24-1257

Michelle – thank you for this update, I am reviewing and will advise asap.

Best,

P. Colin Rice
Real Estate, Land Use & Local Government
Older Lundy Koch & Martino

This application has been withdrawn by the Administrator as outlined in LDC Section 10.03.02.C.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: MM 26-0062

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Sam Ball

This application is being **continued, by the applicant**, to the July 20, 2026, ZHM Hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

Cc: Madison Brennan <mbrennan@gardnerbrewer.com>; Rome, Ashley <RomeA@hcfl.gov>; Vazquez, Bianca <vazquezb@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>; Tyler Hudson <thudson@gardnerbrewer.com>
Subject: Re: MM 26-0062

External email: Use caution when clicking on links, opening attachments or replying to this email.

Good afternoon Sam,

We'd like to request a continuance of this case to the July 20th 2026 ZHM. Understand this is the last ZHM we can proceed to before the application expires.


We got some helpful feedback from Mike and Sheida on the AV/DEs we have filed, and we're going to make some very minor changes to the site access, and add a couple of transportation-related conditions of approval regarding said access.

I'll submit both the revised plan and these proposed conditions to site intake this week to make sure staff has enough time to review before the July ZHM. Will copy both you and James on that submittal.

James—I'll reach out to Charles and get a call on the books so we can go over this with you once resubmitted.

Thanks,

Alex Schaler, P.E.

 Gardner Brewer Hudson
O: (813) 221-9600
M: (850) 319-0782
E: aschaler@gardnerbrewer.com

From: Ball, Fred (Sam) <BallF@hcfl.gov>
Sent: Thursday, May 14, 2026 1:48 PM
To: Alex Schaler <aschaler@gardnerbrewer.com>
Subject: RE: MM 26-0062

Hello Alex-

I filed the continuance a few minutes ago. I wanted to let you know that the application will expire unless it goes to the June or July ZHM.

Sam

Sam Ball
Principal Planner
Development Services
E: ballf@hcfl.gov
P: (813) 307-1876

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

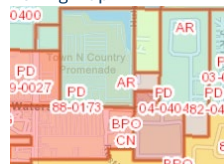
[Facebook](#) | [X](#) | [YouTube](#) | [LinkedIn](#) | [Instagram](#) | [HCFL Stay Safe](#)

Hillsborough County Florida

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

Revised / Additional Information Form ([Link](#))

Zoning Map



From: Alex Schaler <aschaler@gardnerbrewer.com>
Sent: Thursday, May 14, 2026 10:25 AM
To: Ball, Fred (Sam) <BallF@hcfl.gov>
Cc: Vazquez, Bianca <vazquezb@hcfl.gov>; Madison Brennan <mbrennan@gardnerbrewer.com>; Rome, Ashley <RomeA@hcfl.gov>
Subject: Re: MM 26-0062

APPLICATION: MM 26-0154

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Michelle Heinrich

This application is out of order and is continued to the August 24, 2026 Zoning Hearing Master Hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: PD 26-0283
ZHM HEARING DATE: June 22, 2026
BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Tania C. Chapela

This application is Out of Order and is being continued to the September 28, 2026 Zoning Hearing Master Hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: PD 26-0437

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Chris Grandlienard

Staff requests a continuance of this application to the July 20, 2026 BOCC Land Use Meeting.

Zoning
Administrator
Sign-off:

J. Brian Grady

APPLICATION: PD 26-0445
ZHM HEARING DATE: June 22, 2026
BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Tania C. Chapela

This application is Out of Order and is being continued to the July 20, 2026 Zoning Hearing Master Hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: MM 26-0546

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Sam Ball

This application is out of order and is being continued to the July 20, 2026, Zoning Hearing Master hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: PD 26-0556

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Tania C. Chapela

This application is being continued by the applicant to the July 20, 2026 Zoning Hearing Master Hearing.

Zoning
Administrator
Sign-off:



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APPLICATION: PD 26-0558

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: James Baker

The Applicant has requested a continuance of this application to the July 20, 2026 Zoning Hearing Master Hearing.

Zoning
Administrator
Sign-off:



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Good afternoon James and Michelle,


The applicant would like to request a continuance of this case to the July 20th, 2026 ZHM agenda.

We'd like to add an "Option B" plan that contemplates removal of the northern drive aisle and places it through the center of the site, providing two separate buildings (one on each side of the drive aisle) in lieu of the singular building in the current plan.

This Option B version will be complete by the end of week, and we'll submit through Zoning Intake for staff's formal review. If you have any questions or need any additional information at this time, please don't hesitate to reach out.

Thanks!

Alex Schaler, P.E.

 Gardner Brewer Hudson

O: (813) 221-9600

M: (850) 319-0782

E: aschaler@gardnerbrewer.com

From: Heinrich, Michelle <HeinrichM@hcfl.gov>

Sent: Friday, May 8, 2026 3:43 PM

To: Land Use <landuse@gardnerbrewer.com>; LandUseForwarding2 <LandUseForwarding2@gardnerbrewer.com>

Cc: Baker, James <BakerJE@hcfl.gov>; Willow Michie <michiew@plancom.org>

Subject: FW: RZ PD 26-0558

James will be out of the office in the upcoming weeks. If you have any questions in his absence, please feel free to contact me.

At this point, staff is not supportive of the request due to the building height/setback relative to the existing single family residential to the north. Also, there are some outstanding questions which need clarification, please see below:

1. What use is proposed? Site Data Table states "M" uses; however, site plan shows and notes only warehouse buildings.
2. Do you expect the building width to be more than 100 along the north? If so, an additional setback is needed.
3. Are any hours of operation for the site proposed?
4. A modified Type C buffer along the north is proposed. The site plan notes this as 4-inch shade trees with a second row of 2-inch shade trees. Was feet, rather than inches, proposed? Also, will the other

APPLICATION: PD 26-0660

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Tania C. Chapela

This application is being continued by the applicant to the July 20, 2026 Zoning Hearing Master Hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

DSD@hcfl.gov and keep the originals in case you need to submit them later.

If you have any questions or difficulties please contact Rosa Timoteo
timoteoro@hcfl.org

Thank you,

From: Jennifer Malone <jmalone@gardnerbrewer.com>
Sent: Monday, June 1, 2026 2:13 PM
To: Chapela, Tania <ChapelaT@hcfl.gov>
Cc: Tyrek Royal <royalt@plancom.org>; Rome, Ashley <RomeA@hcfl.gov>; Timoteo, Rosa <TimoteoRo@hcfl.gov>; Alex Schaler <aschaler@gardnerbrewer.com>; Madison Brennan <mbrennan@gardnerbrewer.com>
Subject: RZ-PD 26-0660 Continuance Request

You don't often get email from jmalone@gardnerbrewer.com. [Learn why this is important](#)

External email: Use caution when clicking on links, opening attachments or replying to this email.

Tania,

I'm writing to request a continuance of the above referenced rezoning (26-0660) to the July 20, 2026, ZHM. This will allow us and the client more time to continue working with EPC regarding the wetland mitigation on site.

Thank you.

Jennifer Malone, AICP

Planning Director



O: (813) 221-9600 | D: (813) 221-1581
E: jmalone@gardnerbrewer.com
400 N. Ashley Dr., Ste. 1100, Tampa, FL 33602
gardnerbrewer.com

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APPLICATION: PD 26-0665

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Michelle Heinrich

This application is out of order to be heard and is continued to the July 20, 2026 Zoning Hearing Master hearing.

Zoning
Administrator
Sign-off:



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APPLICATION: PD 26-0671

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: Tania C. Chapela

This application is being continued by the applicant to the July 20, 2026 Zoning Hearing Master Hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

June 9, 2026

Tania Chapela
Development Services Department
County Center
601 E. Kennedy Blvd.
Tampa, FL 33602

Re: RZ-PD 26-0671 – Continuance Request as a Matter of Right

Dear Ms. Chapela:

We represent the Applicant in the above-referenced PD Rezoning application. On the Applicant's behalf, we request a continuance of the ZHM hearing date for that application, from its currently scheduled hearing date of June 22, 2026, to July 20, 2026.

Please accept this request for a continuance as a matter of right, and please confirm the newly scheduled hearing date for RZ-PD 26-0671.

Thank you.

Sincerely,

HILL WARD HENDERSON



Kami Corbett, Esq.

APPLICATION: PD 26-0672

ZHM HEARING DATE: June 22, 2026

BOCC MEETING DATE: August 11, 2026

CASE REVIEWER: James Baker

This application is out of order to be heard and is continued to the July 20, 2026 Zoning Hearing Master hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: PD 26-0673
ZHM HEARING DATE: June 22, 2026
BOCC LUM HEARING: August 11, 2026

CASE REVIEWER: Tim Lampkin

This application is Out of Order to be heard and is being continued to July 20, 2026, Zoning Hearing Master meeting.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: RZ-STD 26-0785

ZHM HEARING DATE: June 22, 2026

BOCC CPA HEARING DATE: TBD

CASE REVIEWER: Michelle Montalbano

This application is out of order to be heard and is being continued to the July 20, 2026 ZHM hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

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APPLICATION: RZ-STD 26-0811
ZHM HEARING DATE: June 22, 2026
BOCC LUM DATE: August 11, 2026

CASE REVIEWER: Cierra James

This application is out of order to be heard and is being continued to the July 20, 2026 ZHM Hearing.

Zoning
Administrator
Sign-off:

J. Brian Grady

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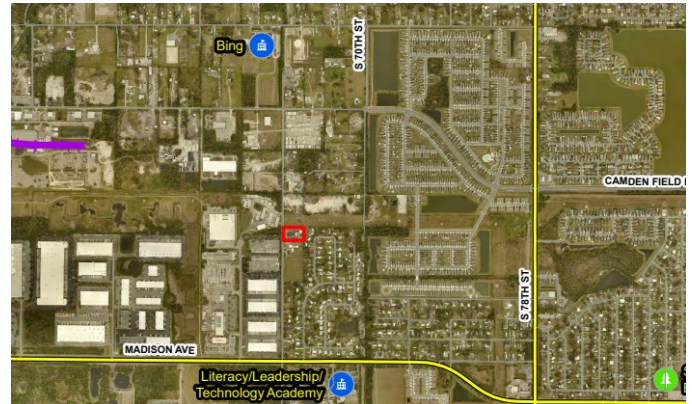
Rezoning Application: 25-1026 (Remand)

Zoning Hearing Master Date: 06-22-2026

BOCC Land Use Meeting Date: 08-11-2026

1.0 APPLICATION SUMMARY

Applicant: Robert Martin
 FLU Category: RES-6
 Service Area: Urban
 Site Acreage: 1.54 acres
 Community Plan Area: Palm River-Progress Village
 Overlay: None
 Request: Rezone to CG-R



Introduction Summary:

This application was deemed out of order subsequent to the January 26, 2026 Zoning Hearing Master Hearing and remanded back to the Zoning Hearing Master. As part of the remand, the applicant has revised the request. The applicant is requesting a rezoning to CG-R (Commercial General-Restricted) from RSC-6 MH (Residential, Single-Family Conventional with Mobile Home Overlay). The applicant has offered restrictions regarding uses, operating hours, and buffering and screening.

Zoning:	Existing	Proposed
District(s)	RSC-6 MH	CG-R
Typical General Use(s)	Single-Family Residential (Conventional/Mobile Home)	General Commercial-Restricted
Acreage	1.54	1.54
Density/Intensity	6 Du. Per acre	0.25 FAR
Mathematical Maximum*	9.24 Du.	16,770 sq. ft.

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-6 MH	CG
Lot Size / Lot Width	7,000 sq. ft./ 70 ft. wide	10,000 sq. ft./ 75 ft wide
Setbacks/Buffering and Screening	25 ft. front, 7.5 ft. side, and 25 ft. rear	30 ft. front, 0 ft. north, 20 ft. east and south with enhanced Type B buffer.
Height	35 ft.	50 ft. Additional setbacks of 2 ft. for every one ft. over 20 ft.

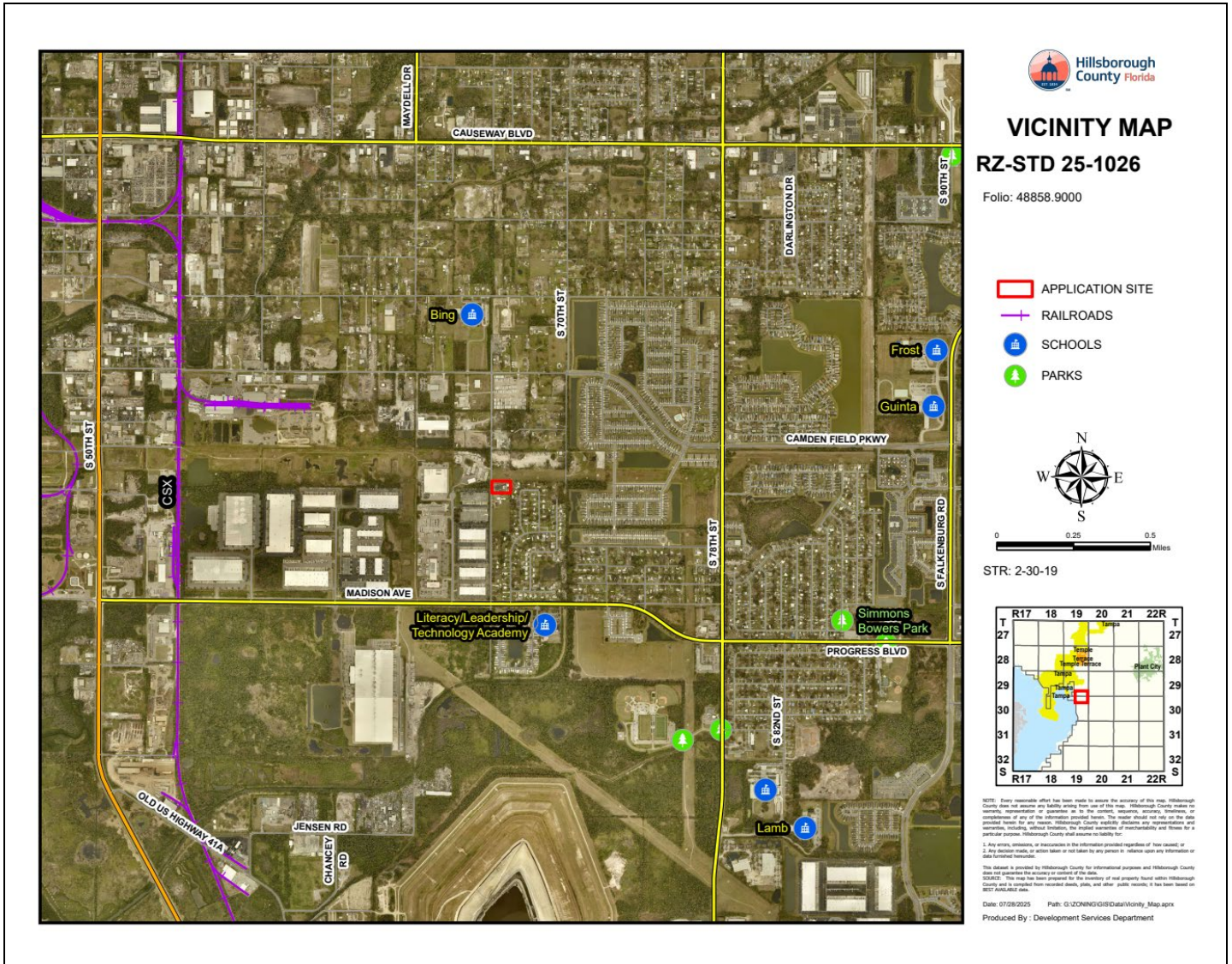
Additional Information:

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

Planning Commission Recommendation: Inconsistent	Development Services Recommendation: Approvable, subject to applicant proposed restrictions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

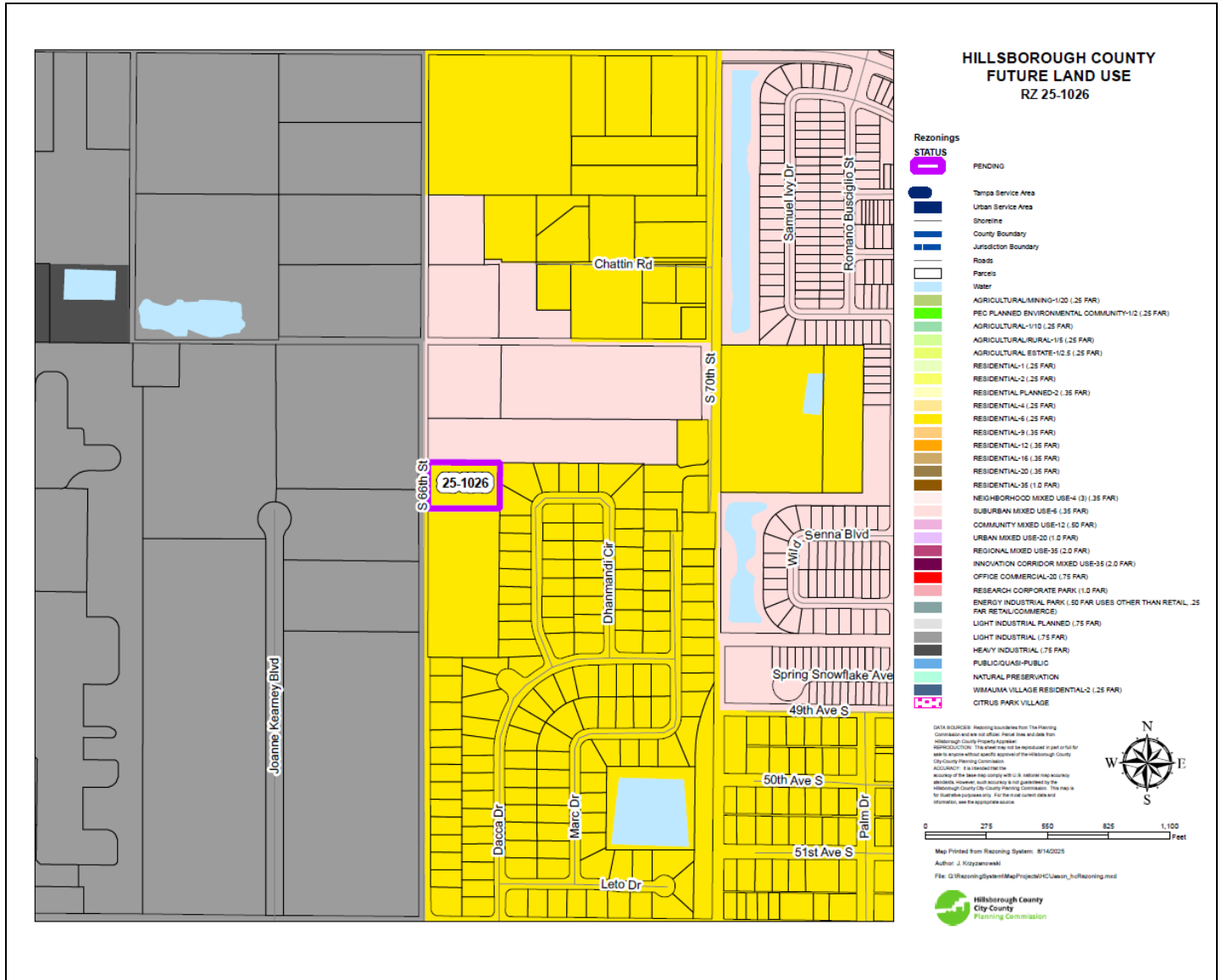


Context of Surrounding Area:

The property is located on the east side of 66th Street, north of Madison Avenue, within the Palm River-Progress Village community. The general area is developed with industrial, residential and agricultural uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

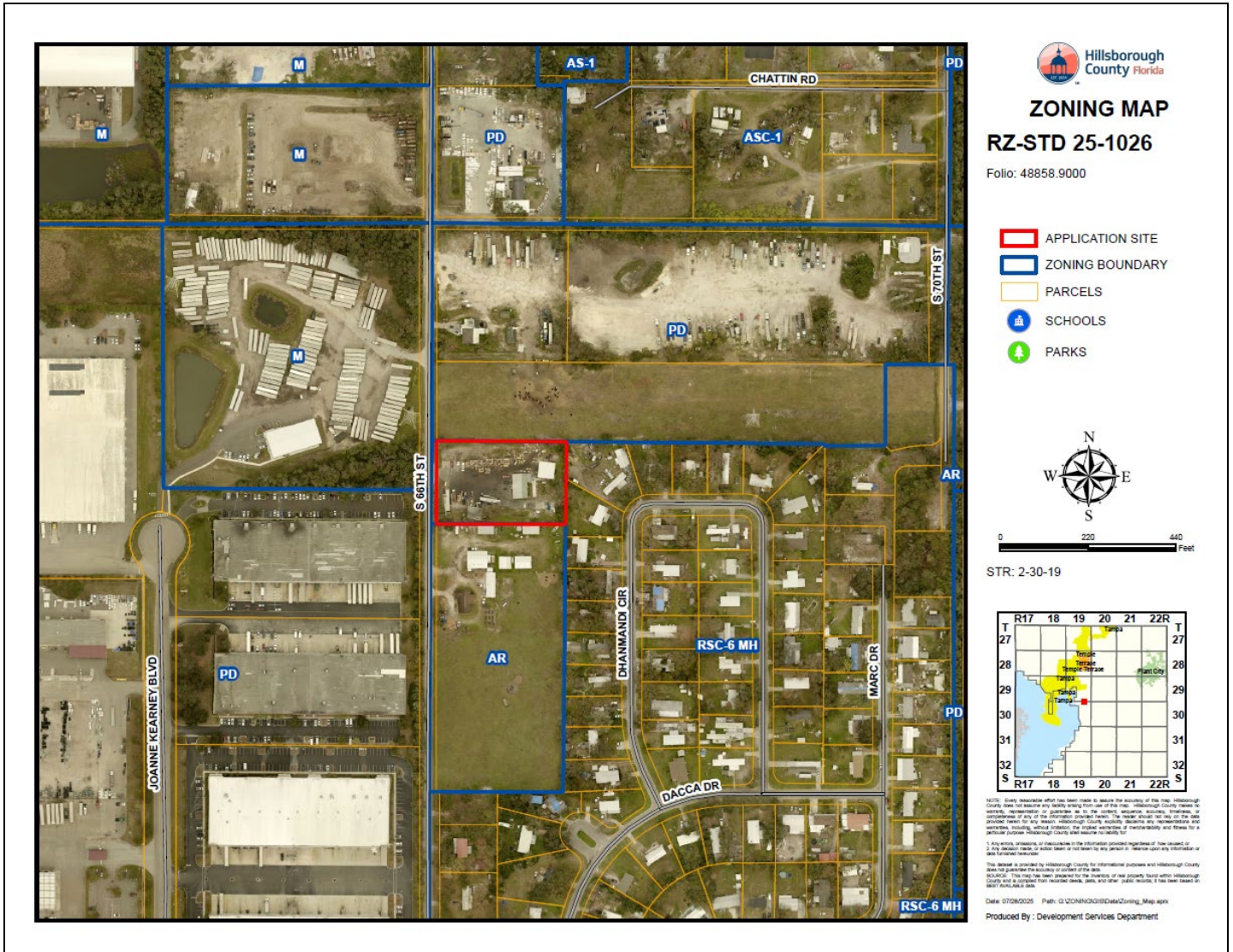
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential 6
Maximum Density/F.A.R.:	6 DU/GA or 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 20-1142	N/A	Truck parking, commercial equipment open storage, landscaping material open storage, and firewood operation	Tract C - Open Space
East	RSC-6	6 du / ga	Residential	Residential
South	AR	0.2 du / ga	Residential & Agricultural	Residential & Agricultural

APPLICATION NUMBER: RZ 25-1026 (Remand)

ZHM HEARING DATE: 06-22-2026

BOCC LUM MEETING DATE: 08-11-2025

Case Reviewer: Logan McKaig

West	M & PD 00-1241	.75 FAR	Manufacturing, Industrial, warehousing and distribution	Light industrial, open storage, and warehousing
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2.0 LAND USE MAP SET AND SUMMARY DATA

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

N/A

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

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	
S 66 th Street	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other	
Project Trip Generation <input type="checkbox"/> Not applicable for this request				
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips	
Existing	82	7	8	
Proposed	6,711 3,197	622 214	586 293	
Difference (+/-)	+ 6,629 3,115	+ 615 207	+ 578 285	
*Trips reported are based on gross external trips unless otherwise noted.				
Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.
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.	
Notes:				

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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No*	*The Applicant has proposed restrictions.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	n/a
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	n/a
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 type="checkbox"/> No	n/a
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <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	n/a
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	n/a
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	n/a
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located within an area developed with residential and manufacturing uses. Manufacturing uses are developed to the west and open storage is developed to the north (separated by an open space/Teco easement parcel). Single-family is present to the south and east of the site and to mitigate any impacts, the applicant has agreed to use which will not include high intensity, automotive or drive-through uses, provide hours of operation and enhanced buffering and screening. The residential subdivision to the east was platted in 1975 and did not extend to 66th Street. All development standards of the CG zoning district will be met or exceeded.

5.2 Recommendation

Approvable, subject to applicant proposed restrictions.

6.0 PROPOSED RESTRICTIONS

1. The following CG zoning district uses are prohibited:
Major, Minor and Neighborhood Servicing Auto Repair
Schools, Private and Charter (K-12)
Schools, Public
Banquet and Reception Halls
Convenience Stores with or without gas sales
Heliport, Helistop
Vehicle Auction-Retail
Wholesale Distribution (Trade)
Freestanding Emergency Room
Hospital
Outdoor Paintball
Ambulance Services
Drive-thrus associated with any use
2. Operating hours shall be limited to 7:00am – 9:00pm, weekdays and 10:00am – 4:00pm on weekends.
3. A 20-foot wide buffer with enhanced Type B screening shall be provided along the eastern and southern property lines. The Type B screening shall be enhanced with an additional staggered row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced no more than 20 feet apart.

Zoning Administrator Sign Off:



SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

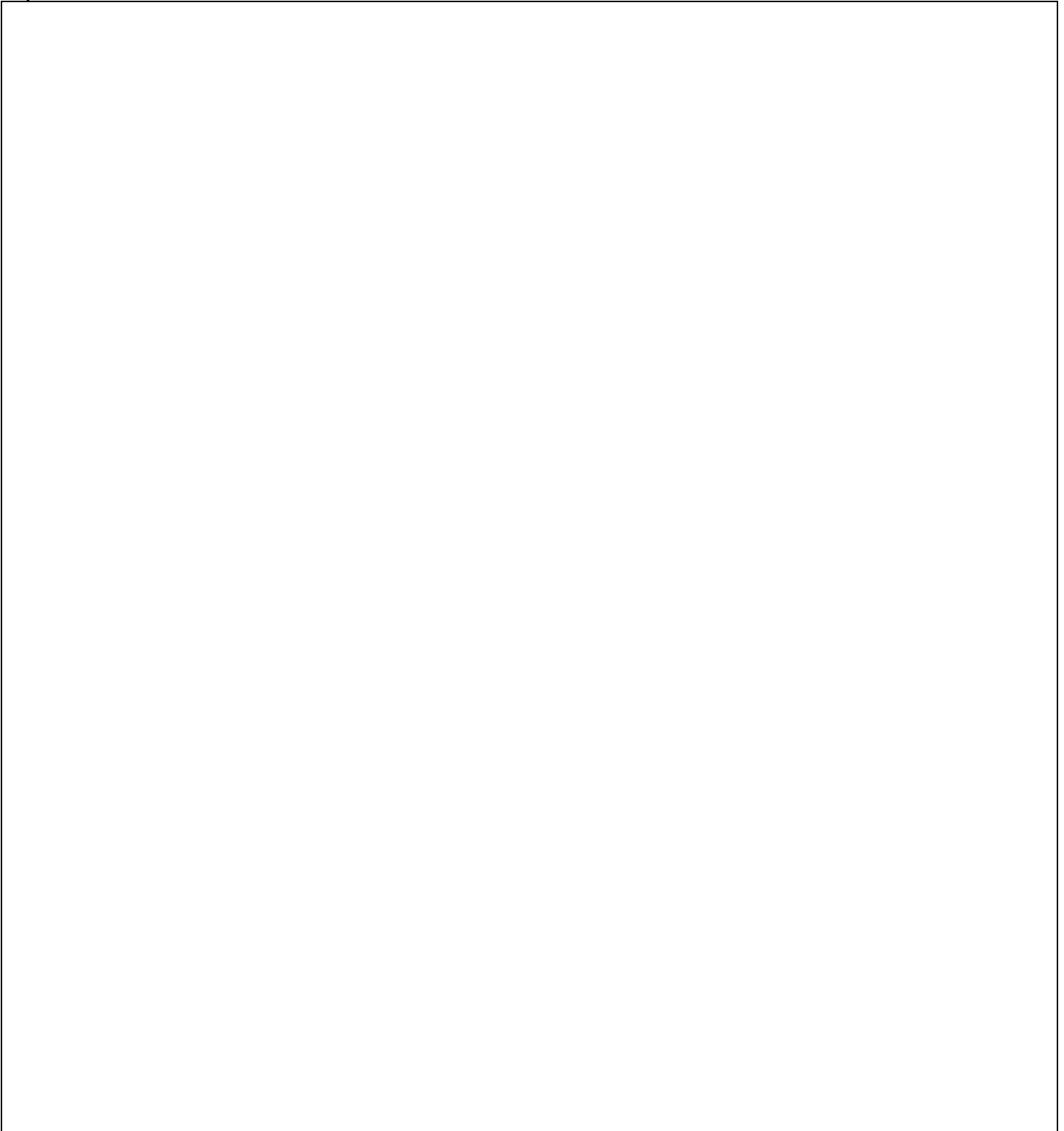
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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*			
<input type="checkbox"/> None current or pending			
<input checked="" type="checkbox"/> Violation(s)	HC-CE-25-005936	Development in the Right of Way	In compliance
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending	CE #L227300	Unpermitted Land Alterations	Non-compliance
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

8.0 PROPOSED SITE PLAN (FULL)

N/A



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 01/14/2026

Revised: 06/16/2026

REVIEWER: Jessica Kowal, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Greater Palm River

PETITION NO: RZ 25-1026

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

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a parcel of land totaling +/- 1.54 acres from Residential, Single-Family Conventional (RSC-6) to Commercial, General with restrictions (CG-R). The site is located on the east side of S 66th Street approximately 0.35 miles north of Madison Avenue and 0.35 miles south of Hartford Street. The Future Land Use designation (FLU) of the site is Residential – 6 (RES-6) which permits commercial uses barring the floor area ratio (FAR) is 0.25 or less. As such, the subject site would be limited to a maximum of 16,770 square feet of commercial development, excluding the uses proposed to be restricted.

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), no transportation analysis was required to process the proposed rezoning. Staff prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized, reasonable worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s *Trip Generation Manual, 12th Edition*.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-6, Single-Family Detached/ 9 dwelling units (ITE Code 210)	82	7	8

Proposed Zoning:

Zoning, Land Use/Size (0.25 FAR = maximum 16,770 SF)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CG, 5,125 <u>4,500</u> square feet of Drive-In-Bank Copy, Print, and Express Ship Store (ITE Code 912 <u>920</u>)	507 <u>330*</u>	51 <u>13</u>	108 <u>33</u>
CG, 4,500 square feet of Fast-Food Restaurant with Drive-Through (ITE Code 933 <u>934</u>)	2,017 <u>1,860</u>	150 <u>178</u>	142 <u>165</u>
<u>CG, 7,770 square feet of Supermarket</u> (ITE Code <u>850</u>)	<u>1,007</u>	<u>23</u>	<u>95</u>

CG, 2,000 square feet of Coffee/Donut Shop with Drive Through (ITE Code 937)	1,201	171	78
CG, 5,145 square feet of Convenience Store with Gas Station; 9-15 Vehicle Fueling Positions (ITE Code 945)	2,986	250	258
Total	6,711 <u>3,197</u>	622 <u>214</u>	586 <u>293</u>

**ITE does not provide average weekday trips for this use, therefore, the weekday trips are estimated as ten times the highest peak hour trip rate.*

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+ 6,629 <u>3,115</u>	+ 615 <u>207</u>	+ 578 <u>285</u>

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on S 66th Street. S 66th Street is a 2-lane, undivided, substandard, rural, local roadway. The roadway is characterized by +/- 19 feet of pavement in average condition, within a +/- 30-foot-wide right of way. There are no sidewalks on either side of the roadway within the vicinity of the proposed project.

SITE ACCESS

It is anticipated that the subject parcel will take access to S 66th Street, a local, County maintained roadway.

Generally, for projects with a Euclidean zoning designation, a project’s potential transportation impacts, site layout and design, other issues related to project access, and compliance with other applicable Hillsborough County Comprehensive Plan, Hillsborough County Land Development Code (LDC), and Hillsborough County Transportation Technical Manual (TTM) requirements are evaluated at the time of plat/site/construction plan review. Given the limited information available as is typical of all Euclidean zoned properties and/or non-regulatory nature of any conceptual plans provided, Transportation Review Section staff did review the proposed rezoning to determine (to the best of our ability) whether the zoning is generally consistent with applicable policies of the Hillsborough County Comprehensive Plan, LDC and TTM (e.g. to ensure that the proposed rezoning would not result in a violation of the requirement whereby access to commercial properties cannot be taken through residentially or agriculturally zoned properties), and/or whether, in staff’s opinion, some reasonable level of development under the proposed zoning designation could be supported.

Transportation Review Section staff did not identify any concerns that would require a more detailed staff report to be filed. Staff notes that, regardless of this review, the developer/property owner will be required to comply will all Comprehensive Plan, LDC, TTM, and other applicable rules and regulations at the time of plat/site/construction plan review. As such, staff has no objection to this request.

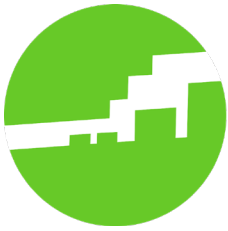
Staff notes that any plans or graphics presented as a part of a Euclidean zoning case are non-binding and will have no regulatory value at the time of plat/site/construction plan review.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service information for S 66th Street is not available. The roadway level of service provided for Madison Avenue is for information purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Madison Avenue (West of 66 th St)	US Highway 41	S 66 th Street	D	C
Madison Avenue (East of 66 th St)	S 66 th Street	78 th Street	D	C

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: RZ 25-1026 - REMAND Folio(s): 48858.9000 General Location: North Madison Avenue, east of 66 th Street South and west of Ohanmandi Circle
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Palm River-Progress Village
Rezoning Request	Residential Single Family Conventional-6 (RCS-6) to Commercial General (CG)
Parcel Size	+/- 1.54 acres
Street Functional Classification	Madison Avenue – County Arterial 66 th Street South – Local Ohanmandi Circle – Local
Commercial Locational Criteria	Does not meet; Waiver submitted
Evacuation Area	Zone A

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-6	RSC-6	Single-Family
North	Suburban Mixed-Use-6	PD	Vacant
South	Residential-6	AR	Single-Family
East	Residential-6	RSC-6	Single-Family
West	Light Industrial + Residential-6	M + PD	Light Commercial + Heavy Commercial

Staff Analysis of Goals, Objectives and Policies:

The ± 1.54-acre subject site is located north Madison Avenue, east of 66th Street South and west of Ohanmandi Circle. The site is in the Urban Service Area (USA) and is within the limits of the Palm River-Progress Village Community Plan. The subject site has a Future Land Use designation of Residential-6 (RES-6), which allows for the consideration for agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development. The applicant is requesting to rezone from Residential Single Family Conventional-6 (RSC-6) to Commercial General (CG) in order to continue the operation of selling pallets with outdoor storage.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county’s growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The surrounding area is characterized by a diverse mix of land uses with varying levels of intensity. Immediately west of the subject site, across 66th Street, the area is designated under the Light Industrial Future Land Use Category. Existing uses in this area include refrigeration trucking container operations, warehousing, and manufacturing activities, all of which represent established industrial scale development. To the north of the site, the adjacent parcels are currently vacant; however, approximately 200 feet farther north the land pattern shifts to more intensive activities, including a firewood supply operation and based on aerial imagery, open storage of vehicles. Directly abutting the site to the east are established single family residential homes, which represent a significantly lower intensity and more sensitive land use.

Although the broader vicinity includes a range of moderate to high intensity commercial and industrial uses, the immediate context of the site particularly its direct adjacency to single family residences creates a transition area where compatibility is a key planning consideration. The proposed rezoning from Residential Single Family Conventional-6 (RSC-6) to Commercial General (CG) to allow the sale of pallets would introduce a use that is operationally intensive and visually impactful in close proximity to residential properties. Additionally, during a site visit, staff noted areas of open storage, which is considered a Commercial Intensive (CI) zoning district use according to the Hillsborough County Land Development Code. Though the request is to the CG zoning district, it should be noted that the CG zoning district does not allow for the consideration of open storage. In addition, residential Future Land Use categories are limited to the consideration of neighborhood serving commercial, which is defined as uses allowed in the Commercial Neighborhood (CN) and Commercial General (CG) zoning districts. As such, even if the applicant revised their request to the CI zoning district, CI uses such as outdoor storage may not be considered in residential Future Land Use categories. Because the site is located within a residential Future Land Use category (RES-6), CI uses are not permitted. In addition, such a use would likely generate truck traffic, noise, and visual clutter that are inconsistent with the scale and character of the surrounding residential neighborhood. As a result, despite the presence of more intense uses in the broader area, the proposed rezoning does not align with the intent of Future Land Use Section Objective 1.1, which emphasizes land use compatibility, appropriate transitions between differing intensities, and the protection of established residential areas from encroachment by incompatible commercial or industrial activities.

Per Objective 2.2, the Future Land Use categories are intended to establish clear parameters regarding the maximum allowable intensity or density of development and the range of land uses that may be considered appropriate within each designation. Table 2.2 further clarifies the character, scale, and overall intent envisioned for development within each Future Land Use category, serving as a framework to ensure orderly growth and compatibility between adjacent uses. The subject site is designated Residential-6 (RES-6), a category primarily intended to support low-density residential development while allowing limited complementary uses such as agricultural activities, neighborhood-scale commercial, office uses, and multi-purpose projects that are compatible in scale and function with nearby residential neighborhoods. These ancillary uses are generally intended to serve the immediate residential population and to operate in a manner that minimizes external impacts such as noise, traffic, visual intrusion, and outdoor activity. Open storage is not identified as a permitted or contemplated use within the RES-6 Future Land Use category, not permitted within CG, and is a Commercial Intensive (CI) use. Such a use typically involves outdoor stockpiling of materials, frequent truck access, and ongoing operational activity that is more characteristic of commercial or industrial environments. As such, open storage represents a level of intensity and functional character that exceeds what is envisioned for the RES-6 designation and is inconsistent with the purpose of maintaining a low-density, residential oriented development pattern. Allowing open storage on the site would therefore undermine the intent of the designated Future Land Use category and could adversely affect the compatibility and livability of the surrounding residential area. The proposed rezoning is inconsistent with the parameters of the RES-6 FLU category and is therefore inconsistent with Objective 2.2 and its associated policies.

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.

FLUS Objective 4.4 and Policy 4.4.1 further reinforce the requirement that new development and land use changes be compatible with the surrounding neighborhood and reflective of the area's predominant character. Objective 4.4, Neighborhood Protection, seeks to enhance and preserve existing neighborhoods and communities by ensuring that new development is designed in a manner that relates to the established character of its surroundings. In this case, while the broader area includes a mix of light industrial and more intensive commercial uses to the west and farther north, the subject site directly abuts established single family residential homes to the east and is designated Residential-6 (RES-6), which is intended for low density residential development. The proposed rezoning from Residential Single Family Conventional-6 (RSC-6) to Commercial General (CG) would represent a significant increase in intensity and a fundamental shift in use, introducing open storage and pallet sales activities that are operationally and visually more consistent with industrial or heavy commercial environments. Policy 4.4.1 requires that any increase in density or intensity be compatible with existing, proposed, or planned surrounding development and that development be integrated with adjacent land uses. The proposed use does not create like uses or complementary uses when evaluated against the immediately adjacent single family residences. Instead, it introduces a use with outdoor storage, potential truck traffic, noise, and visual impacts that are not typical of, or supportive to, a residential neighborhood. Additionally, the proposal does not provide for adequate mitigation of adverse impacts, nor does it establish a gradual transition of intensity between the residential uses to the east and the more intense industrial uses located across 66th Street or farther north. A standard rezoning application, such as this case, does not allow the ability to evaluate mitigation measures, whereas in a Planned Development (PD) more mitigation measures can be implemented and shown on the required site plan. As such, the proposed rezoning and associated use do not meet the intent of FLUS Objective 4.4 or Policy 4.4.1, as they fail to preserve neighborhood character, do not integrate compatibly with adjacent residential land uses, and do not provide the required gradual transition in intensity envisioned by the Future Land Use Section.

The subject site does not meet the Commercial Locational Criteria required by Objective 4.7 of the Comprehensive Plan. While neighborhood-serving commercial uses may be considered within the Residential-6 (RES-6) Future Land Use category, such consideration is contingent upon meeting the locational standards set forth in Policies 4.7.1 and 4.7.2. These policies require that qualifying sites either front an appropriately classified roadway or be located within 1,000 feet of an intersection of two collector or arterial roadways, with at least 75 percent of the site falling within that distance. The nearest qualifying intersection, Hartford Street and 66th Street South, is approximately 1,900 feet from the site, which exceeds the maximum distance allowed. Therefore, the proposal does not meet the intent of Objective 4.7 or Policies 4.7.1 and 4.7.2 and Planning Commission staff recommends denial of the submitted request to waive Commercial Locational Criteria on the subject site.

The subject site is located within the Palm River-Progress Village Community Plan area and, according to the Vision Concept Map, is identified within the industrial lands. While the applicant may cite this designation in support of the proposed rezoning, the proposal remains inconsistent with Goal 2 of the Community Plan when evaluated in the context of the site's immediate surroundings, adopted Future Land Use designation, and compatibility requirements. Goal 2, Balancing the Growth of the Built Environment, emphasizes the need for a well connected and efficiently built environment in which land use, mobility, utilities, and infrastructure are coordinated to meet both current and future community needs. Strategy 1 specifically requires that future development and redevelopment be consistent with the Vision of Palm River-Progress Village Concept Map and reflect the unique qualities and land use patterns of distinct areas within the community. Although the Concept Map generally identifies the broader area as industrial in nature, it does not negate the importance of respecting existing neighborhood patterns or override adopted Future Land Use designations at the parcel level. In this case, the subject site is

designated Residential-6 (RES-6) on the Future Land Use Map and directly abuts established single-family residential homes to the east. The proposed rezoning from Residential Single Family Conventional-6 (RSC-6) to Commercial General (CG) for pallet sales introduces a use that is industrial in character and operational intensity. This creates a land use conflict within an area that currently functions as a transition between more intense industrial uses located across 66th Street and farther north, and stable residential neighborhoods immediately adjacent to the site. Rather than balancing growth, the proposed development would disrupt the coordinated relationship between land use and surrounding development patterns by inserting an intensive, outdoor commercial operation next to low density residential uses without appropriate buffering or gradual transitions. This approach is inconsistent with the Community Plan's intent to guide growth in a manner that is context sensitive and compatible with existing neighborhoods. Therefore, despite the site's general location within the industrial lands on the Vision Concept Map, the proposal does not meet the intent of Goal 2 or Strategy 1 of the Palm River-Progress Village Community Plan, as it fails to achieve a balanced, integrated, and compatible built environment.

Overall, staff finds that the uses proposed are not allowable in the Residential-6 Future Land Use category, are not compatible with the existing development pattern found within the surrounding area and does not support the vision of the Palm River-Progress Village Community Plan. The proposed rezoning would allow for development that is inconsistent 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 rezoning **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

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

FUTURE LAND USE SECTION

Urban Service Area

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

Relationship to the Future Land Use Map

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

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

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

Future Land Use Categories

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

Policy 2.2.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Compatibility

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

Policy 3.1.2: *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

Development

Objective 4.1: *Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.*

Policy 4.1.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 4.1.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

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

Neighborhood/Community Development

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

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

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

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 4.7.1: In the Urban Service Area, locational criteria must be met to allow neighborhood serving commercial uses in the following primarily residential land use categories:

- Residential Planned -2 (RP-2)
- Residential - 2 (RES-2)
- Residential - 4 (RES-4)
- Neighborhood Mixed Use-4(3) (NMU4(3))
- Neighborhood Mixed Use-6 (NMU-6)
- Residential - 6 (RES-6)
- Suburban Mixed Use-6(SMU-6)
- Residential - 9 (RES-9)
- Residential - 12 (RES-12)
- Residential - 16 (RES-16)
- Residential - 20 (RES-20)
- Residential - 35 (RES-35)
- Any rural Future Land Use categories in the Urban Service Area

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 (see graphic).*

LIVABLE COMMUNITIES ELEMENT: PALM RIVER-PROGRESS VILLAGE

Goal 2: *Balancing the Growth of the Built Environment The community seeks a well-connected and efficiently built environment where land use, mobility, utility networks, and infrastructure are coordinated to accommodate current and future needs.*

Strategies 1. *The Vision of Palm River-Progress Village Concept Map illustrates the unique qualities and land uses related to distinct areas of the community. Future development and redevelopment shall be consistent with the adopted Concept Map.*

DEFINITIONS SECTION

Neighborhood Serving Commercial/Neighborhood Commercial - Retail commercial and office development, usually located on a collector or arterial street at the edge of a neighborhood, serving the daily needs of contiguous neighborhoods, including convenience goods and personal services. Neighborhood serving commercial development shall be limited as to the intensity of the described use as provided in the locational criteria for neighborhood serving commercial uses. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood serving

HILLSBOROUGH COUNTY FUTURE LAND USE RZ 25-1026

Rezoning
STATUS



PENDING



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Parcels



Water



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-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 (0.1, .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/QUASH-PUBLIC



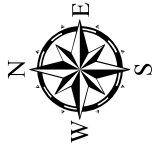
NATURAL PRESERVATION



WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

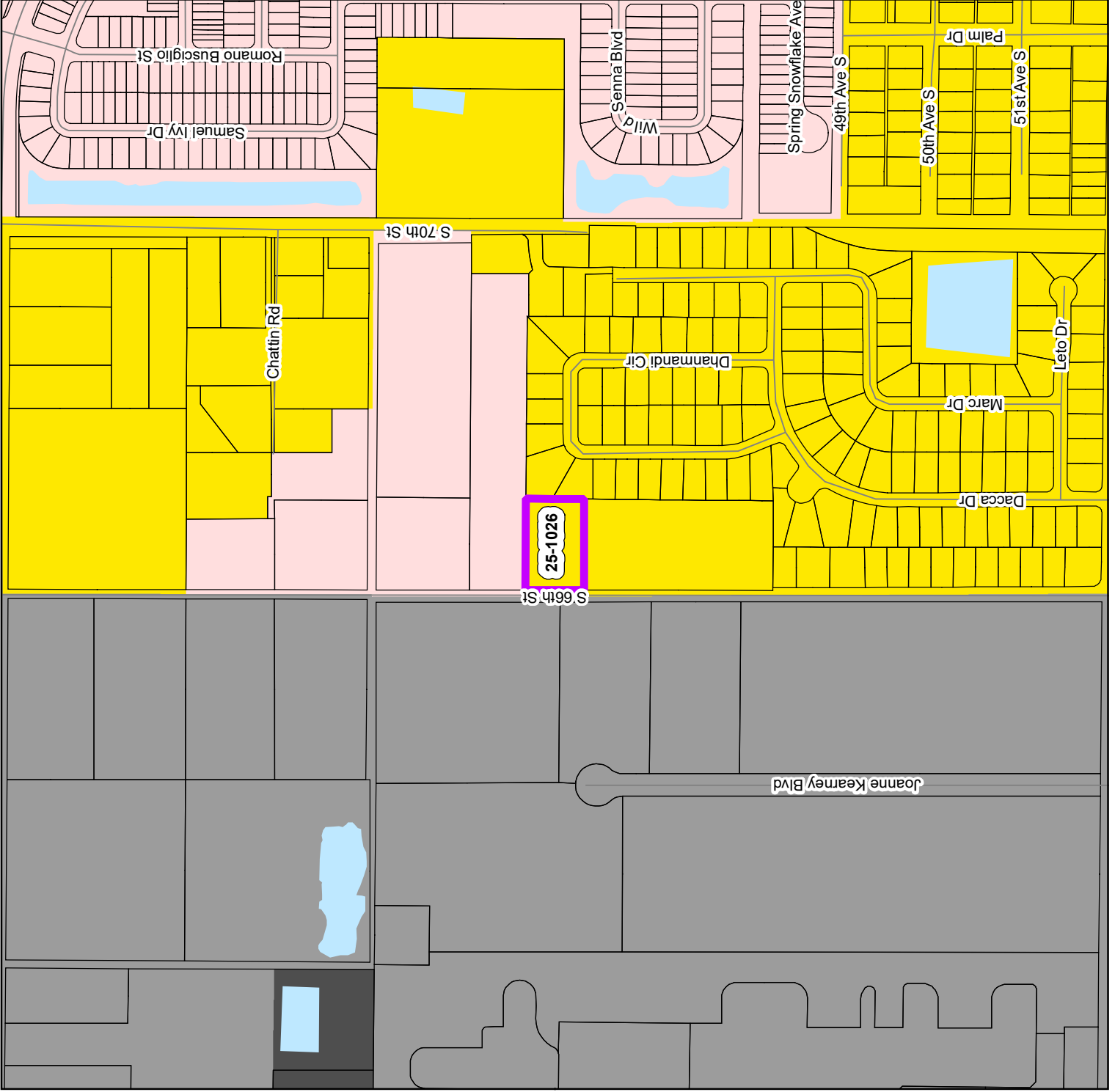


CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and should not be used for any legal or regulatory purposes without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended to be accurate to the best of the City-County Planning Commission's knowledge. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, use the appropriate source.

Map Printed from Rezoning System: 8/14/2025
 Author: J. Krzyznowski
 File: G:\Rezoning\System\Map\Projects\HCL\HCL\HCL\Rezoning.mxd



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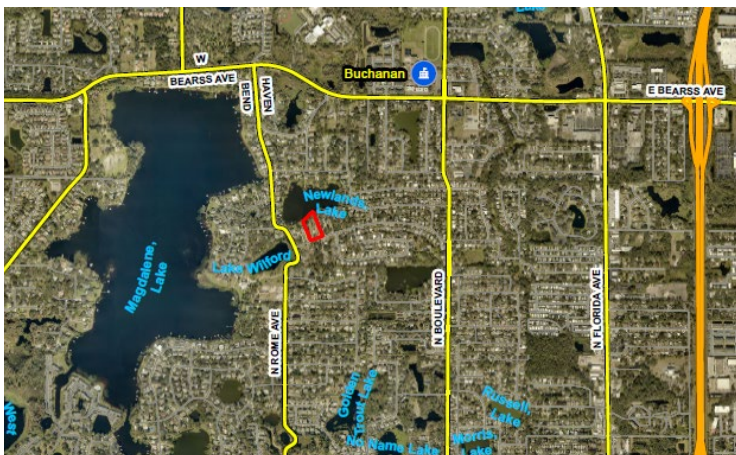
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Rezoning Application: RZ STD 26-0786
Zoning Hearing Master Date: 06/22/2026
BOCC Land Use Meeting Date: 08/11/2026

1.0 APPLICATION SUMMARY

Applicant: Jan De Luz
FLU Category: R-4
Service Area: Urban
Site Acreage: 1.88 acres
Community Plan Area: Greater Carrollwood Northdale
Overlay: None



Introduction Summary:
 The applicant requests to rezone from RSC-4 (Residential, Single-Family Conventional) to RSC-6 R (Residential, Single-Family Conventional with Restrictions). The applicant is proposing restriction limits development to 4 units per acre to be consistent with its R-4 Future Land Use destination.

Zoning:	Existing	Proposed
District(s)	RSC-4	RSC-6 (R)
Typical General Use(s)	Single-Family Residential (Conventional Only)	Single-Family Residential (Conventional Only) with Restrictions
Acreage	1.88	1.88
Density/Intensity	4 du/ga	4 du/ga
Mathematical Maximum*	7 dwelling units	7 dwelling units

*number represents a pre-development approximation

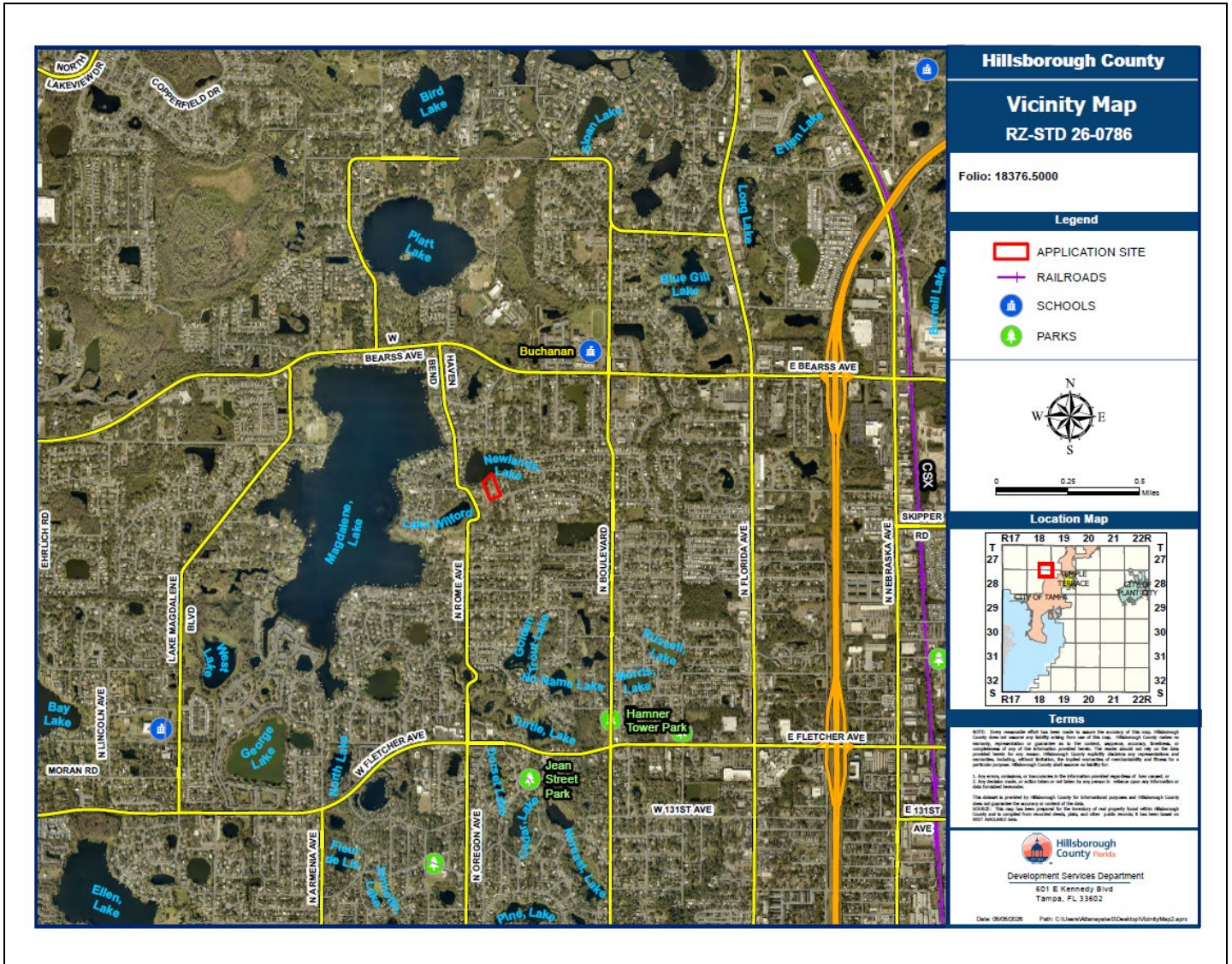
Development Standards:	Existing	Proposed
District(s)	RSC-4	RSC-6 (R)
Lot Size / Lot Width	10,000 sq ft / 75'	7,000 sq ft / 70'
Setbacks/Buffering and Screening	Front: 25' Side: 7.5' Rear: 25'	Front: 25' Side: 7.5' Rear: 25'
Height	35'	35'

Additional Information:	
PD Variation(s)	None requested as part of this application
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

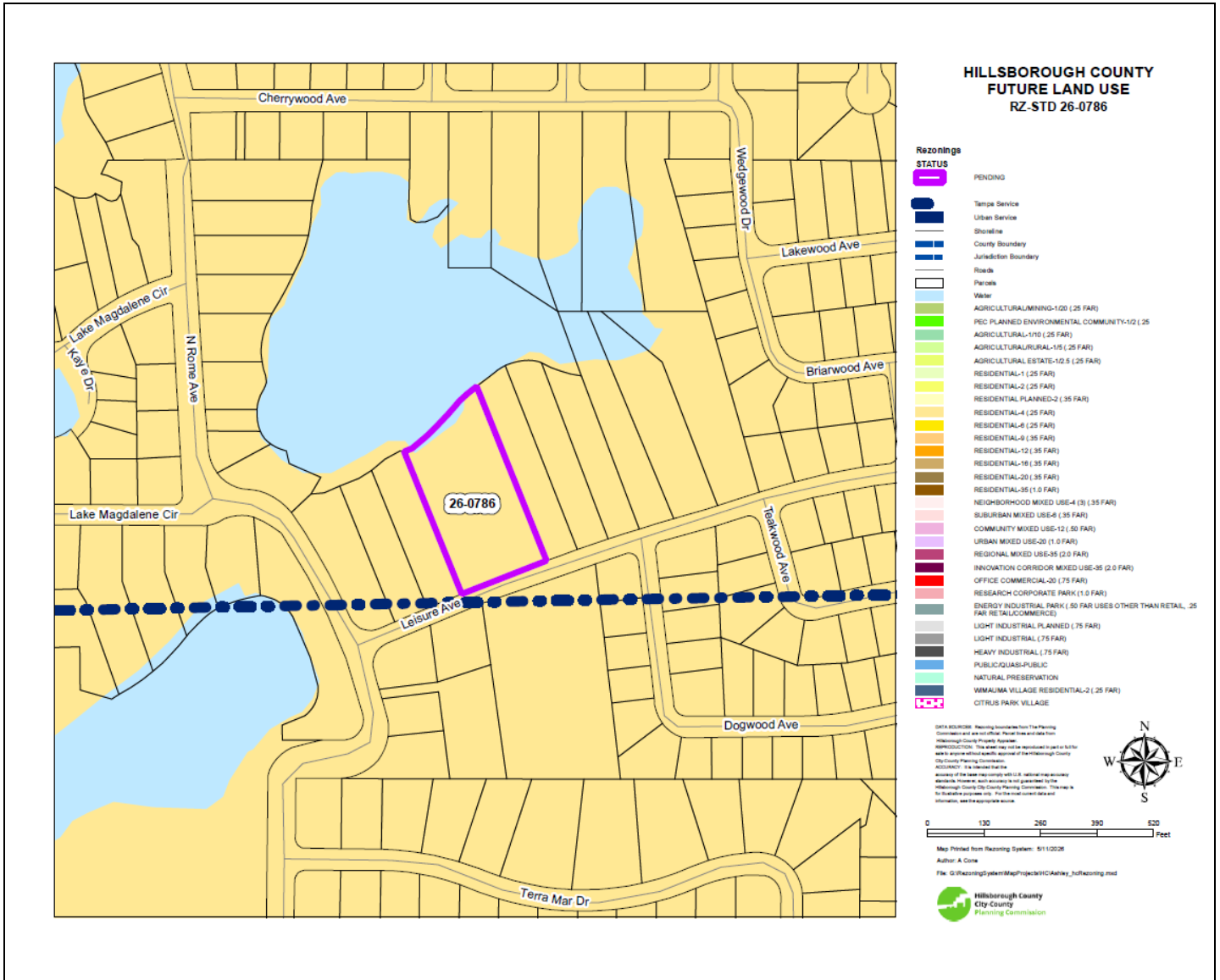


Context of Surrounding Area:

The site is located within the Greater Carrollwood Northdale Plan Area. The property is situated along Leisure Avenue, south of West Bears Avenue, north of West Fletcher Avenue, and west of Interstate 75. The surrounding area is comprised of residential development primarily with RSC-6 and RSC-4 zoning designations.

2.0 LAND USE MAP SET AND SUMMARY DATA

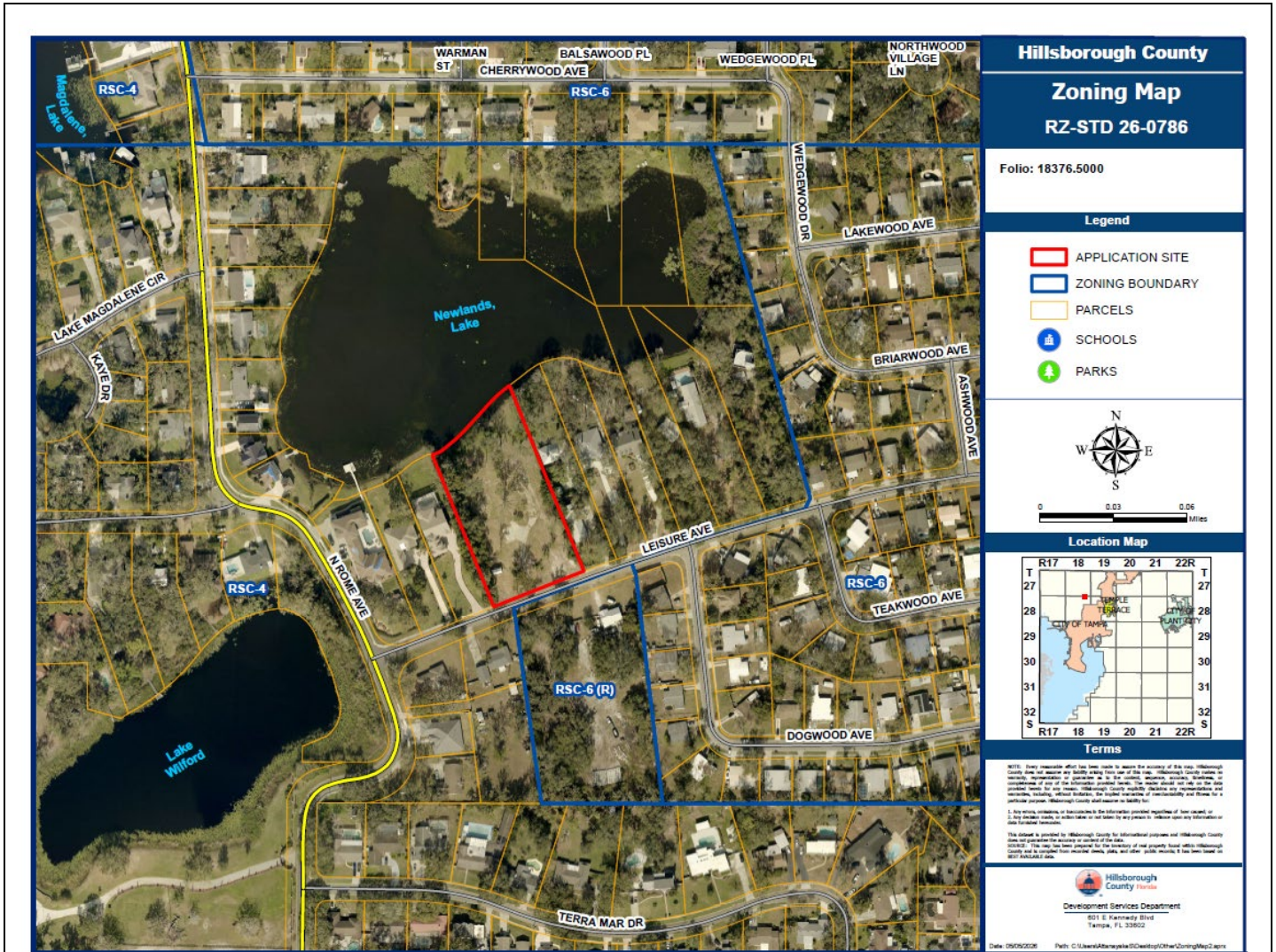
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential-4
Maximum Density/F.A.R.:	4 du/ga
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

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	RSC-4	4 du/ga	Single-Family Residential	Lake
South	RSC-6 (R) & RSC4	4 du/ga	Single-Family Residential	Single-Family Home
East	RSC-4	4 du/ga	Single-Family Residential	Single-Family Home
West	RSC-4	4 du/ga	Single-Family Residential	Single-Family Home

2.0 LAND USE MAP SET AND SUMMARY DATA

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

N/A

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF 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
Leisure Ave.	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" 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)

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	64	5	6
Proposed	64	5	6
Difference (+/-)	+0	+0	+0

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Meets LDC
South		Choose an item.	Choose an item.	Meets LDC
East		Choose an item.	Choose an item.	Meets LDC
West		Choose an item.	Choose an item.	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.

Notes:

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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A
Natural Resources	<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	N/A
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	N/A
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input 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	N/A

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant is requesting to rezone the property from RSC-4 (Residential, Single-Family Conventional) to RSC-6 (R) (Residential, Single-Family Conventional with Restrictions). The RSC-4 zoning district requires a minimum lot size of 10,000 square feet, while the RSC-6 zoning district permits a minimum lot size of 7,000 square feet and maintains the same setback and maximum height requirements as the RSC-4 district. The applicant is proposing a restriction limiting development to a maximum density of 4 units per acre, consistent with its R-4 Future Land Use destination.

The immediate surrounding area consists of residential development primarily zoned RSC-4 and RSC-6. A property directly south of the site was rezoned to RSC-6 (R), with the same restriction to density. The properties to the north, east, and west are zoned RSC-4, with properties further east and north zoned RSC-6. The rezoning of this property to RSC-6 (R) will maintain the maximum density and residential development pattern in the surrounding area.

Due to the above considerations, the proposed rezoning to RSC-6 (R) is compatible with the zoning districts, uses, and development patterns in the surrounding area.

5.2 Recommendation

Staff find the rezoning request approvable, subject to the following restriction:

1. Development shall be limited to 4 dwelling units per acre.

Zoning Administrator Sign Off:



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*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

8.0 PROPOSED SITE PLAN (FULL)

Not applicable.

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/10/2026

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA: GCN

PETITION NO: RZ 26-0786

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

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone one parcel totaling +/- 1.88 acres from residential Single Family Conventional – 4 (RSC-4) to Residential Single Family Conventional – 6 – Restricted (RSC-6-R). The restriction posed by the applicant would restrict the permitted density of the subject site to four (4) dwelling units an acre. The site is located +/- 275ft east of the intersection of N. Rome Ave. and Leisure Ave on the north side of the roadway. The Future Land Use designation of the site is Residential – 4 (R-4).

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), no transportation analysis was required to process the proposed rezoning. Staff have prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s *Trip Generation Manual, 12th Edition*.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-4, Single Family Detached (ITE 210) 7 Units	64	5	6

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM

RSC-6-R, Single Family Detached (ITE 210) 7 Units	64	5	6
------------------------------------------------------	----	---	---

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+0	+0	+0

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Leisure Ave., a 2-lane, undivided, substandard, urban county-maintained local roadway. The roadway is characterized by +/- 20ft of pavement in average condition, no paved shoulders on either side of the roadway within the vicinity of the project, a +/- 5ft sidewalk along the north side of the roadway, and within +/- 50ft of right of way.

SITE ACCESS

It is anticipated that the site will have access to Leisure Ave.

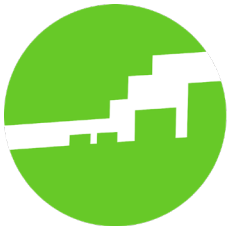
Generally, for projects with a Euclidean zoning designation, a project’s potential transportation impacts, site access requirements, substandard road issues, site layout and design, other issues related to project access, and compliance with other applicable Hillsborough County Comprehensive Plan, Hillsborough County Land Development Code (LDC) and Hillsborough County Transportation Technical Manual (TTM) requirements are evaluated at the time of plat/site/construction plan review. Given the limited information available as is typical of all Euclidean zoned properties and/or non-regulatory nature of any conceptual plans provided, Transportation Review Section staff did review the proposed rezoning to determine (to the best of our ability) whether the zoning is generally consistent with applicable policies of the Hillsborough County Comprehensive Plan, LDC and TTM (e.g. to ensure that the proposed rezoning would not result in a violation of the requirement whereby access to commercial properties cannot be taken through residentially or agriculturally zoned properties), and/or whether, in staff’s opinion, some reasonable level of development under the proposed zoning designation could be supported based on current access management standards (e.g. to ensure that a project was not seeking an intensification of a parcel which cannot meet minimum access spacing requirements).

Staff notes that the developer/property owner will be required to comply with all Comprehensive Plan, LDC, TTM and other applicable rules and regulations at the time of plat/site/construction plan review. As such, staff have no objection to this request.

Staff notes that any plans or graphics presented as a part of a Euclidean zoning case are non-binding and will have no regulatory value at the time of plat/site/construction plan review.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Leisure Ave. is not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: RZ 26-0786 Folio(s): 18376.5000 General Location: North of Leisure Avenue, west of Wedgewood Avenue
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Greater Carrollwood-Northdale
Rezoning Request	Residential Single-Family Conventional (RSC-4) to Residential Single-Family Conventional (RSC-6(R))
Parcel Size	1.88 ± acres
Street Functional Classification	Leisure Avenue – Local Wedgewood Avenue – Local
Commercial Locational Criteria	N/A
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	RSC-4	Vacant
North	Residential-4	RSC-4 + RSC-6	Single Family + Public/Quasi-Public/Institutional
South	Residential-4	RSC-4 + RSC-6	Single Family + Vacant Land
East	Residential-4	RSC-4 + RSC-6	Single Family
West	Residential-4	RSC-4	Single Family + Public Communications/Utilities

Staff Analysis of Goals, Objectives and Policies:

The approximately 1.88-acre subject site is located along Leisure Avenue and west of Wedgewood Avenue within the Urban Service Area (USA) and the boundaries of the Greater Carrollwood-Northdale Community Plan. The applicant is requesting a rezoning from Residential Single-Family Conventional (RSC-4) to Residential Single-Family Conventional (RSC-6(R)) to allow development of single-family detached residences at a maximum density of four dwelling units per acre.

The subject property is located within the Urban Service Area where Future Land Use Section (FLUS) Objective 1.1 directs the majority of the County's anticipated growth. Consistent with this objective, FLUS Policy 3.1.3 requires that new development be compatible with surrounding uses and development patterns. The subject site is surrounded by existing single-family residential development and vacant residential land, with the predominant zoning classifications in the area consisting of RSC-4 and RSC-6 directly to the south. The proposed rezoning maintains the site's single-family residential character and does not introduce a new or incompatible land use into the area. Therefore, the request is compatible with the surrounding development pattern and consistent with FLUS Objective 1.1 and FLUS Policy 3.1.3.

FLUS Objective 2.2 and Policy 2.2.1 establish the Future Land Use Map and the allowable range of uses within each Future Land Use category. The subject property is designated Residential-4 (RES-4), which allows residential development at a maximum density of four dwelling units per gross acre. The proposed rezoning does not seek to increase the allowable density beyond that permitted by the RES-4 designation and limits development to a maximum of four dwelling units per acre. Single-family residential development is an anticipated use within the RES-4 category, and the proposed rezoning remains

consistent with the intended character and development parameters of the designation. Accordingly, the request is consistent with FLUS Goal 2, Objective 2.2, and Policy 2.2.1.

The Comprehensive Plan requires that all development meet or exceed the applicable land development regulations of Hillsborough County pursuant to FLUS Objective 4.1 and Policies 4.1.1 and 4.1.2. Development of the subject property will be required to comply with all applicable development standards and regulatory requirements at the time of site development.

The proposal satisfies the intent of FLUS Objective 4.4 and Policies 4.4.1 and 4.4.3, which require new development and redevelopment to be compatible with surrounding neighborhoods and ensure that the lot size and density of new residential projects reflect the character of the surrounding residential area. The surrounding area is characterized by established single-family residential development at similar densities and lot configurations. While the proposed RSC-6(R) district allows reduced lot dimensions compared to RSC-4 zoning, the applicant has indicated a minimum lot size of 7,000 square feet and a maximum density consistent with the RES-4 Future Land Use designation. The proposed development pattern represents a logical residential infill opportunity that complements the existing neighborhood while maintaining compatibility with adjacent uses. As such, the request is consistent with FLUS Objective 4.4 and Policies 4.4.1 and 4.4.3.

FLUS Objective 3.2 and Policy 3.2.4 require adopted community plans to be implemented in a manner consistent with the Comprehensive Plan. The subject property is located within the Greater Carrollwood-Northdale Community Plan area. Goal 2 in the Community Plan emphasizes preserving neighborhood character while accommodating compatible growth and redevelopment opportunities. The proposed rezoning maintains the residential character of the area, supports appropriate infill development within the Urban Service Area, and is compatible with the surrounding residential development pattern. Therefore, the request is consistent with the goals and vision of the Greater Carrollwood-Northdale Community Plan.

Overall, staff finds that the proposed rezoning from RSC-4 to RSC-6(R) is compatible with the existing development pattern in the surrounding area. The request maintains development within the density limitations of the Residential-4 Future Land Use category and supports compatible residential infill development within the Urban Service Area. Therefore, the proposed rezoning 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 rezoning **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the restrictions proposed by the Development Services Department.

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.

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.*

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.*

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*

Policy 4.4.3: *Lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.*

LIVABLE COMMUNITIES ELEMENT: GREATER CARROLLWOOD-NORTHDALE

Goal 2: *Reinforce community identity through maintenance and enhancement of the community's unique characteristics, assets and physical appearance.*

Strategies:

- *Promote focal points and landmarks that reflect the uniqueness of the each neighborhood within community area.*
- *New development and redevelopment shall use compatibility design techniques to ensure the appearance (architectural style), mass and scale of development is integrated with the existing suburban nature of each neighborhood. (i.e. transitions, buffers etc).*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-STD 26-0786

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 FAR)

AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

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

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (50 FAR USES OTHER THAN RETAIL, 25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (75 FAR)

LIGHT INDUSTRIAL (75 FAR)

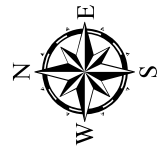
HEAVY INDUSTRIAL (75 FAR)

PUBLIC/QUASIPUBLIC

NATURAL PRESERVATION

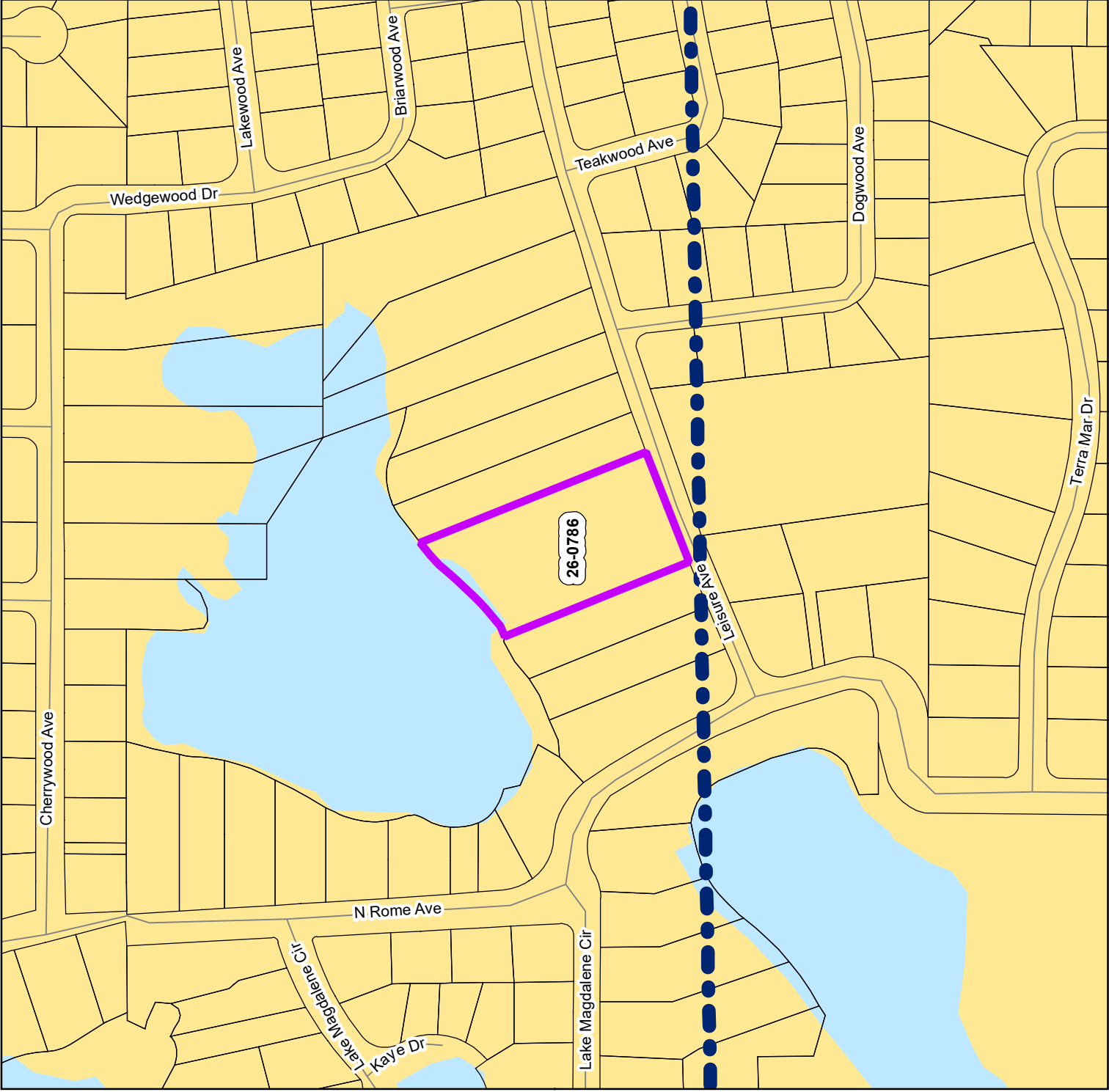
WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is provided as a guide for informational purposes only and does not constitute an offer for any rezoning. No warranty is made for the accuracy or completeness of the information. Hillsborough County Planning Commission. ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 5/11/2026
 Author: A. Cone
 File: G:\Rezoning\System\MapProjects\HC\Hobby_Hdr\Rezoning.mxd

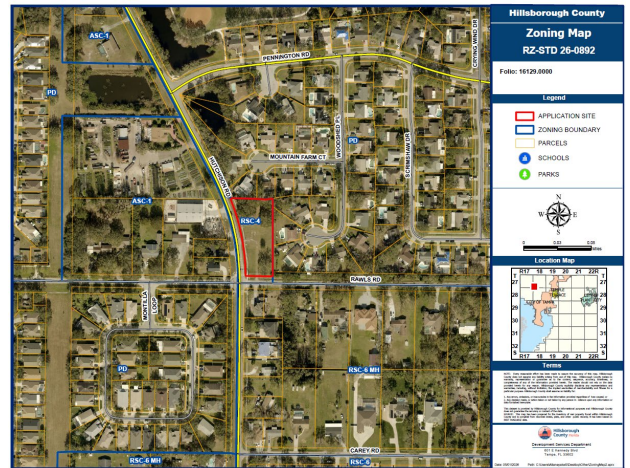




Rezoning Application: 26-0892
Zoning Hearing Master Date: 06-22-2026
BOCC Land Use Meeting Date: 08-11-2026

1.0 APPLICATION SUMMARY

Applicant: Princess G Holdings LLC
FLU Category: R-4
Service Area: Urban
Site Acreage: 0.87 acres
Community Plan Area: Greater Carrollwood/Northdale
Overlay: None
Special District: None
Request: Rezone to BPO



Introduction Summary:

The applicant is requesting to Rezone the subject property from Residential Single-Family Conventional (RSC-4) to Business Professional Office (BPO)

Zoning:	Existing	Proposed
District(s)	RSC-4	BPO
Typical General Use(s)	Single-Family Residential (Conventional Only)	Office
Acreage	0.87	0.87
Density/Intensity	4 units per acre	.20 FAR
Mathematical Maximum*	3 units	7,579 Sq ft

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-4	BPO
Lot Size / Lot Width	10,000 sq ft/ 75 ft wide	7,000 sq ft/ 70 ft wide
Setbacks/Buffering and Screening	25 ft Front, 7.5 ft side	30 ft Front, 20 ft Side with type B buffering and screening
Height	35 ft	50 ft Subject to 6.01.01 footnote 8

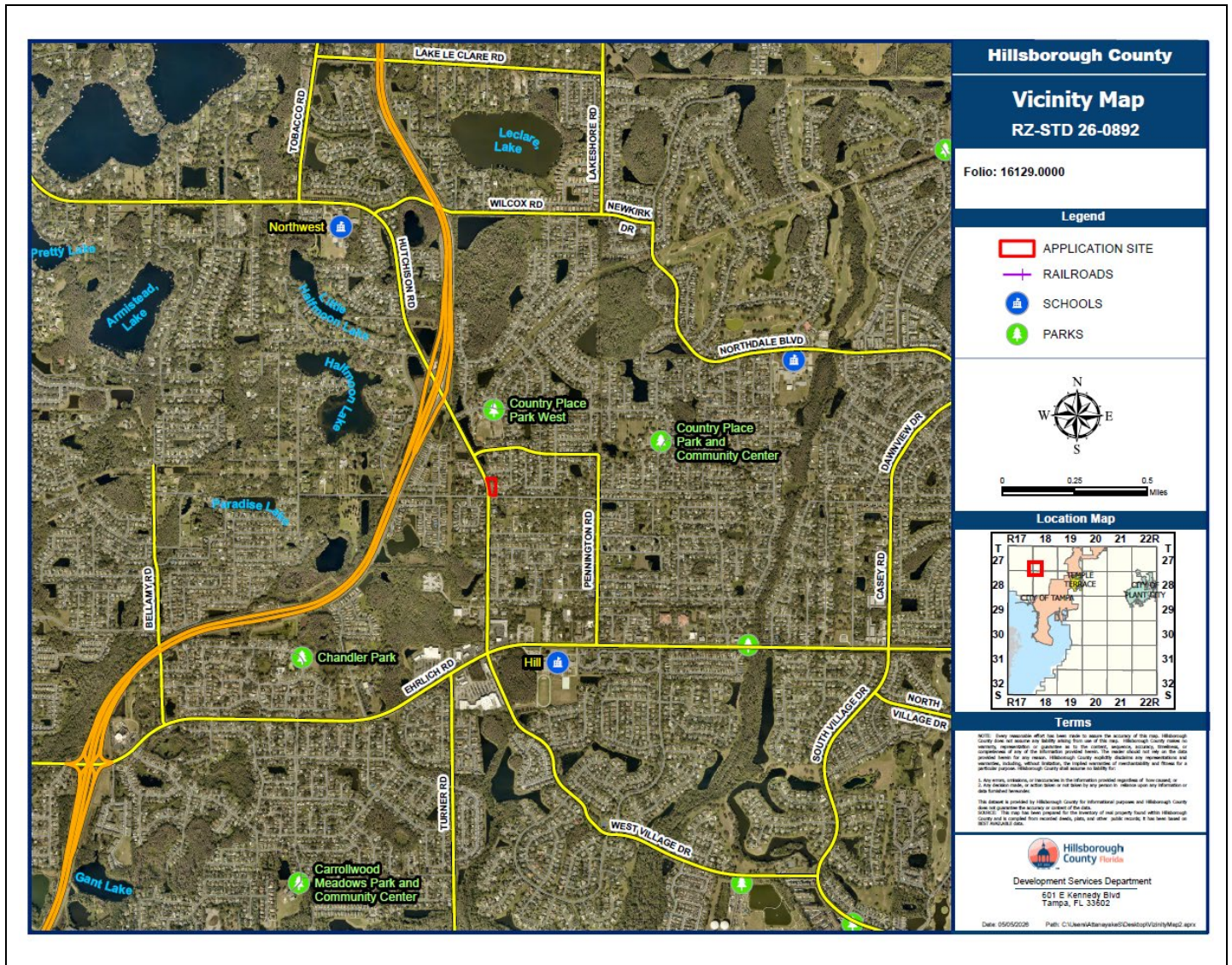
Additional Information:

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

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

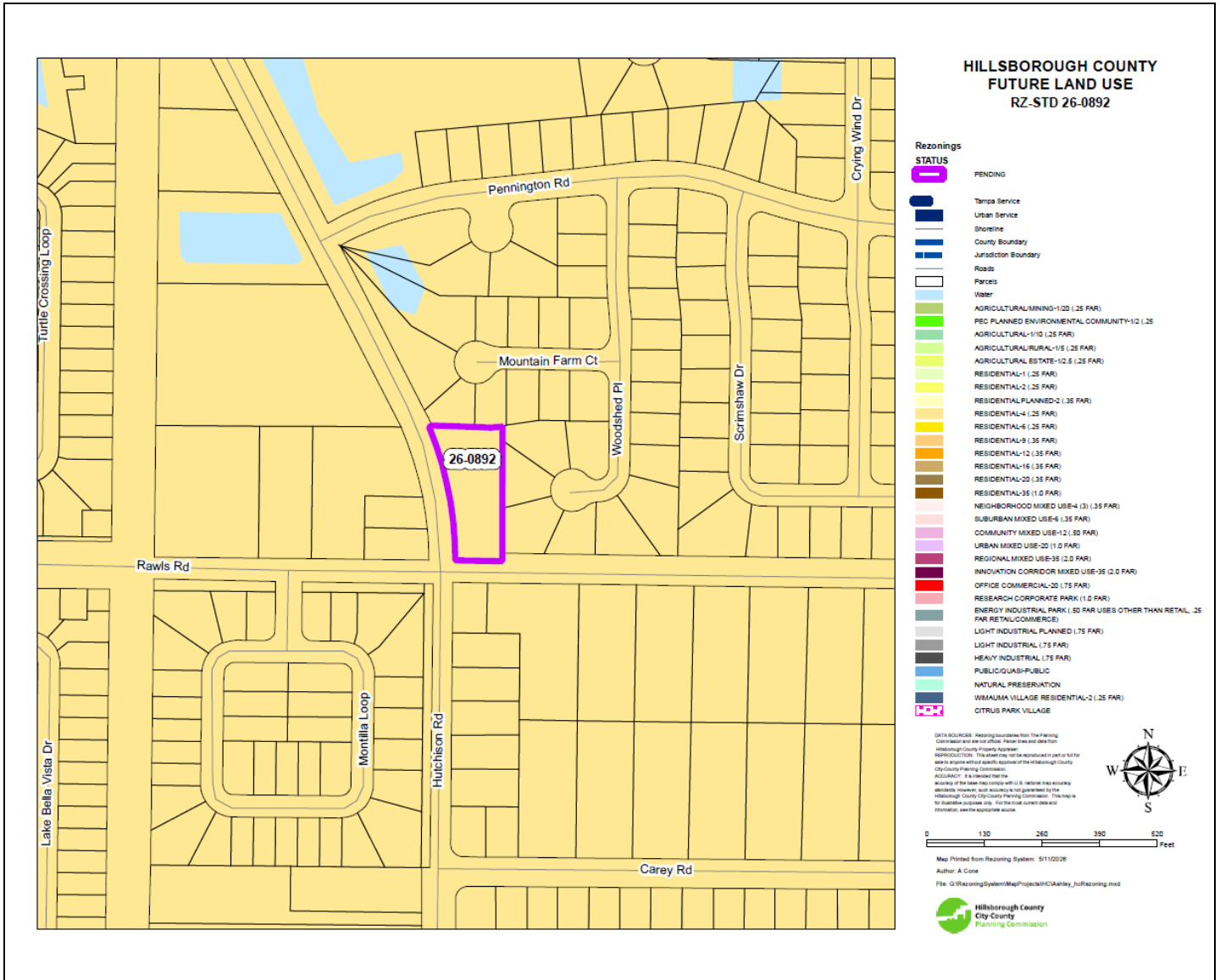


Context of Surrounding Area:

The property exists within the greater Carolwood Northdale Planning area, approximately half a mile north of Ehrlich Road and .3 miles south of the Veterans' Expressway along Hutchinson Road. The vicinity is primarily comprised of suburban neighborhoods and concentrated commercial activity along the major roadways.

2.0 LAND USE MAP SET AND SUMMARY DATA

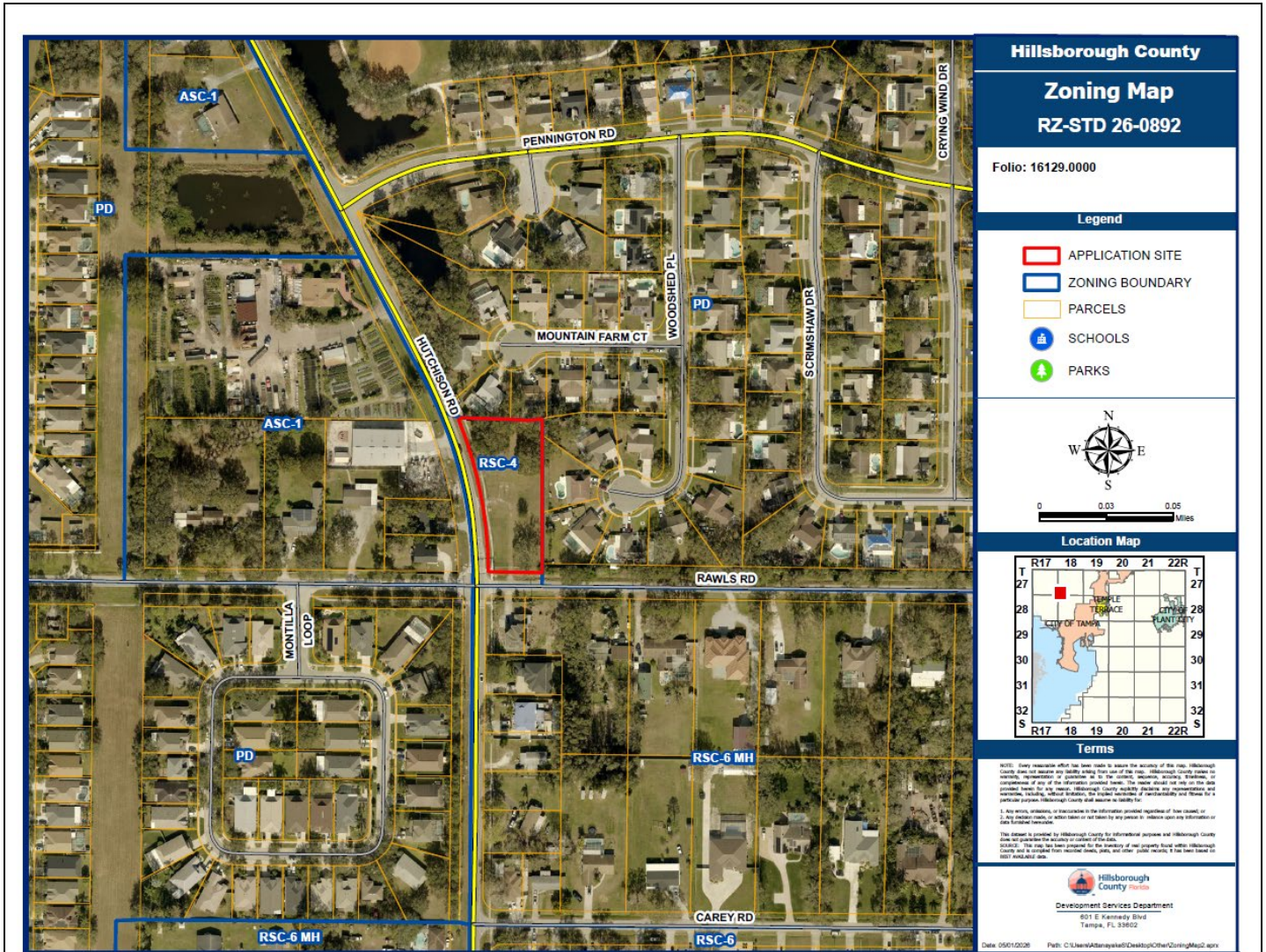
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4
Maximum Density/F.A.R.:	4 DU/GA or 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, multi-purpose and clustered residential and/or mixed-use projects. Office uses are not subject to locational criteria.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

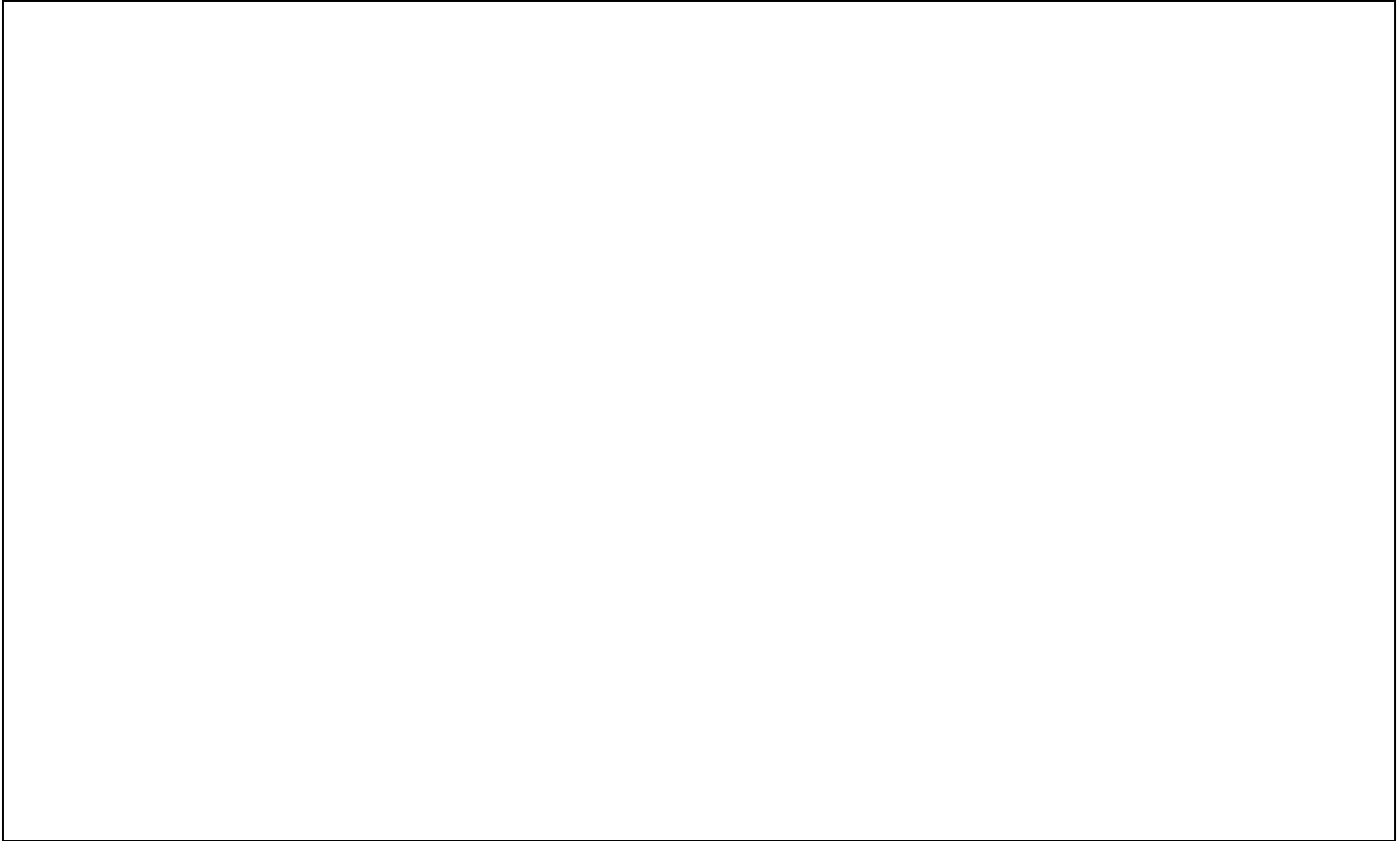


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 90-0190	6 du / ga	Residential single family conventional only	Residential single family conventional
East	PD 90-0190	6 du / ga	Residential single family conventional only	Residential single family conventional
South	RSC-6 MH	6 du / ga	Residential single family conventional and mobile home only	Residential single family conventional
West	ASC-1	1 du / ga	Agricultural, Single family conventional	Single family and Communication Facility Wireless

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

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
Hutchison Rd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
Rawls Rd.	County Collector - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	28	3	3
Proposed	233	23	22
Difference (+/-)	+205	+20	+19

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Meets LDC
South		Choose an item.	Choose an item.	Meets LDC
East		Choose an item.	Choose an item.	Meets LDC
West		Choose an item.	Choose an item.	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.

Notes:

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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	n/a
Natural Resources	<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	n/a
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 type="checkbox"/> No	n/a
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <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	n/a
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	n/a
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	n/a
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility


The subject property is surrounded by residential and agricultural zoning and uses, which can support BPO uses. Additionally, due to the property size, dimensions and location along a major roadway, use of the property as residential is not as viable as office or low intensity commercial uses. The development standards of the BPO zoning district will address compatibility with adjacent residential uses, such as setbacks, building height, and buffering and screening.

5.2 Recommendation

Approval

6.0 PROPOSED CONDITIONS

N/A

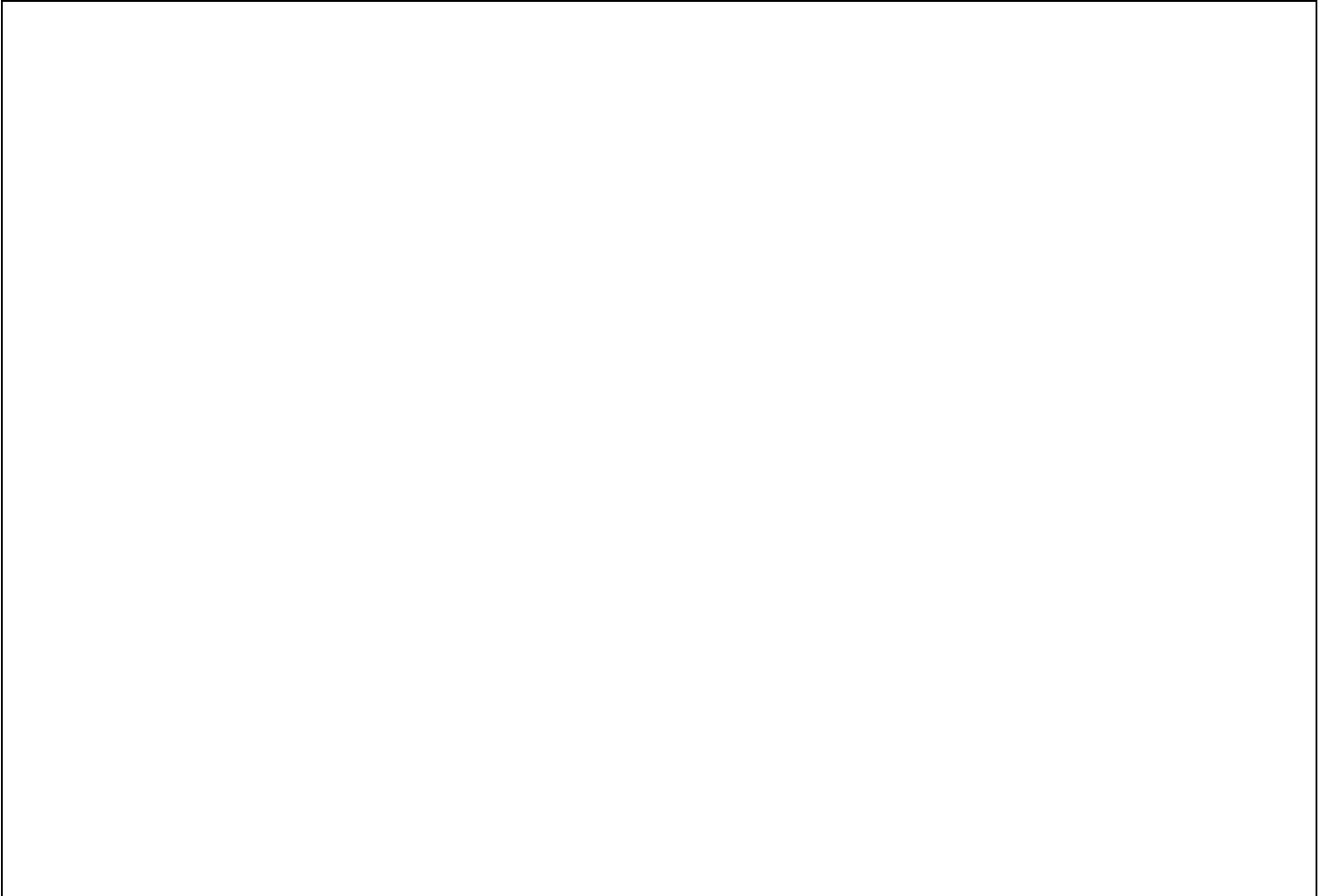
<p>Zoning Administrator Sign Off:</p>	
<p>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.</p> <p>Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive 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.</p>	

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Agency	Number	Violation	Status
Code Enforcement*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

8.0 PROPOSED SITE PLAN (FULL)

N/A



APPLICATION NUMBER: RZ 26-0892

ZHM HEARING DATE: 06-22-2026

BOCC LUM MEETING DATE: 08-11-2026

Case Reviewer: Logan Mckaig

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/11/2026

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA: GCN

PETITION NO: RZ 26-0892

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

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone one parcel totaling +/- 0.87 acres from Residential Single Family Conventional – 4 (RSC-4) to Business Professional Office (BPO). The site is located on the northeast quadrant of the intersection of Hutchison Rd. and Rawls Rd. The Future Land Use designation of the site is Residential – 4 (R-4).

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), no transportation analysis was required to process the proposed rezoning. Staff have prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s *Trip Generation Manual, 12th Edition*.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-4, Single Family Detached (ITE 210) 3 Units	28	3	3

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
BPO, Medical-Dental Office (ITE 720) 7,579sqft	233	23	22

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+205	+20	+19

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Hutchison Rd. and Rawls Rd.

Rawls Rd. is a 2-lane, undivided, substandard, urban county-maintained collector roadway. The roadway is characterized by +/- 10-foot-wide travel lanes, no bike lanes or sidewalks on either side of the roadway within the vicinity of the project, and within +/- 66ft of right-of-way.

Hutchison Rd. is a 2-lane, undivided, substandard, urban county-maintained collector roadway. The roadway is characterized by +/- 11-foot-wide travel lanes, no bike lanes on either side of the roadway within the vicinity of the project, +/- 4-foot-wide sidewalks along the east side of the roadway, and within a varying right of way width of +/- 60ft to +/- 64ft. Pursuant to the Hillsborough County Corridor Preservation Plan, Hutchison Rd. has been designated for a future 4-lane expansion. In accordance with Typical Section – 6 (TS-6) of the Hillsborough County Transportation Technical Manuel, which governs the design requirements for a 4-lane divided county collector roadway, a total right-of-way width of 110ft is required. When considering the existing right-of-way width, between 23ft to 25ft of additional right of way will be required to be preserved along the project’s Hutchison Rd. frontage to accommodate this expansion.

SITE ACCESS

It is anticipated that the site will have access to Hutchison Rd.

Both Rawls Rd. and Hutchison Rd. have been identified as 2-lane, Class 5, county collector roadways with a posted speed of 45MPH. In accordance with the spacing standards outlined in the table provided in Section 06.04.07 of the LDC, both Rawls Rd. and Hutchison Rd. have a minimum spacing requirement of 245ft. Due to the subject site’s limited frontage along Rawls Rd. (+/- 96ft), no access onto Rawls Rd. would be able to meet this minimum spacing requirement. As the project has ample frontage along Hutchison Rd. (+/- 300) onto Hutchison Rd. would be able to meet the minimum spacing requirement.

Staff notes that the developer/property owner will be required to comply with all Comprehensive Plan, LDC, TTM and other applicable rules and regulations at the time of plat/site/construction plan review. As such, staff have no objection to this request.

Staff notes that any plans or graphics presented as a part of a Euclidean zoning case are non-binding and will have no regulatory value at the time of plat/site/construction plan review.

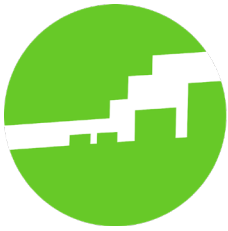
ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Rawls Rd. is not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.

Level of Service (LOS) information for Hutchison Rd. is reported below

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Hutchinson Rd.	Ehrlich Rd.	Wilcox Rd.	D	D

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: RZ 26-0892 Folio(s): 16129.0000 General Location: North of Rawls Road and east of Hutchinson Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Greater Carrollwood-Northdale
Rezoning Request	Residential Single-family Conventional (RSC-4) to Business Professional Office (BPO)
Parcel Size	0.87 ± acres
Street Functional Classification	Rawls Road – County Collector Hutchinson Road – County Collector
Commercial Locational Criteria	Meets
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	RSC-4	Vacant
North	Residential-4	PD	Single Family + Public/Quasi-Public/Institutional
South	Residential-4	RSC-6 + PD	Single Family + Vacant Land + Light Commercial
East	Residential-4	ASC-1 + RSC-4 +PD	Single Family
West	Residential-4	ASC-1 + PD	Single Family + Public/Quasi-Public/Institutional

Staff Analysis of Goals, Objectives and Policies:

The 0.87 ± acre subject site is north of Rawls Road and east of Hutchinson Road. The subject site is in the Urban Service Area (USA) and is within the limits of the Greater Carrollwood-Northdale Community Plan. The applicant is requesting a rezoning from Residential Single-family Conventional (RSC-4) to Business Professional Office (BPO).

The subject site is located within the Urban Service Area, where Objective 1.1 of the Future Land Use Section (FLUS) directs 80 percent of the County’s anticipated growth. Consistent with this objective, FLUS Policy 3.1.3 requires that new development be compatible with surrounding uses, recognizing that “compatibility does not mean ‘the same as,’ but rather refers to the sensitivity of development proposals in preserving the character of existing development.” The subject property is currently vacant and surrounded by single-family residential uses. Surrounding land uses consist primarily of single-family residential development with some public/quasi-public/institutional uses to the north and west and light commercial to the south of the site. Collectively, these existing land use patterns establish a predominantly residential context that supports the proposed development. The proposal is compatible with the surrounding area and consistent with FLUS Objective 1.1 and FLUS Policy 3.1.3.

FLUS Objective 2.2 and Policy 2.2.1 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 permitted within the land use designation. The Residential-4 (RES-4) Future Land Use category allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The RES-4 Land Use category allows for a maximum of 4 dwelling units per gross acre (du/ga) and a maximum Floor Area Ratio (FAR) of 0.25. With 0.87 acres, the subject site can be considered for a maximum of 9,474 square feet (0.87 acres x 43,560 square feet/acre = 37,897 square feet x 0.25 FAR = 9,474 square feet). The proposed rezoning is consistent with the uses allowed under the existing Residential-4 Future Land Use category, and the request is therefore consistent with FLUS Goal 2 and Objective 2.1.

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.

The proposal satisfies the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require new development to be compatible with the surrounding neighborhood. In this case, single-family, two-family and vacant land are prominently present in the immediate vicinity. FLUS Policy 4.4.1 specifies that any increase in density or intensity must be compatible with existing, proposed, or planned development, and that development or redevelopment should be integrated with adjacent uses through the establishment of like or complementary uses, mitigation of adverse impacts, provision of transportation and pedestrian connections, and a gradual transition of intensity. Business professional office uses are lower in intensity compared to many commercial uses. Additionally, FLUS Objective 4.7 and Policy 4.7.2 dictates where neighborhoods serving commercial uses should be located based on the plans established Commercial Locational Criteria. The site is located at the intersection of Rawl Road and Hutchinson Road, both of which are classified as County Arterial roadways; therefore, the site is well within the 1,000-foot distance from this intersection and meets the required locational criteria. The proposed rezoning aligns with these principles, complements the surrounding development pattern, and is consistent with FLUS Objective 4.4 and FLUS Policy 4.4.1 and meets the locational criteria established in FLUS Objective 4.7 and Policy 4.7.2.

FLUS Objective 3.2 and Policy 3.2.4 require that all adopted community plans within the County be consistent with the Comprehensive Plan. The subject property is located within the boundaries of the Greater Carrollwood-Northdale Community Plan. There are no goals that are applicable to this proposed rezoning request.

Overall, staff finds that the proposed rezoning is compatible with the existing development pattern found within the surrounding area. The proposed rezoning 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 rezoning **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the restrictions proposed by the Development Services Department.

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.

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.

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.

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 (see graphic).

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-STD 26-0892

Rezoning
STATUS

PENDING



Tampa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

Water

AGRICULTURAL/MINING-120 (.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)

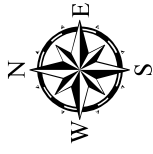
HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASIPUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

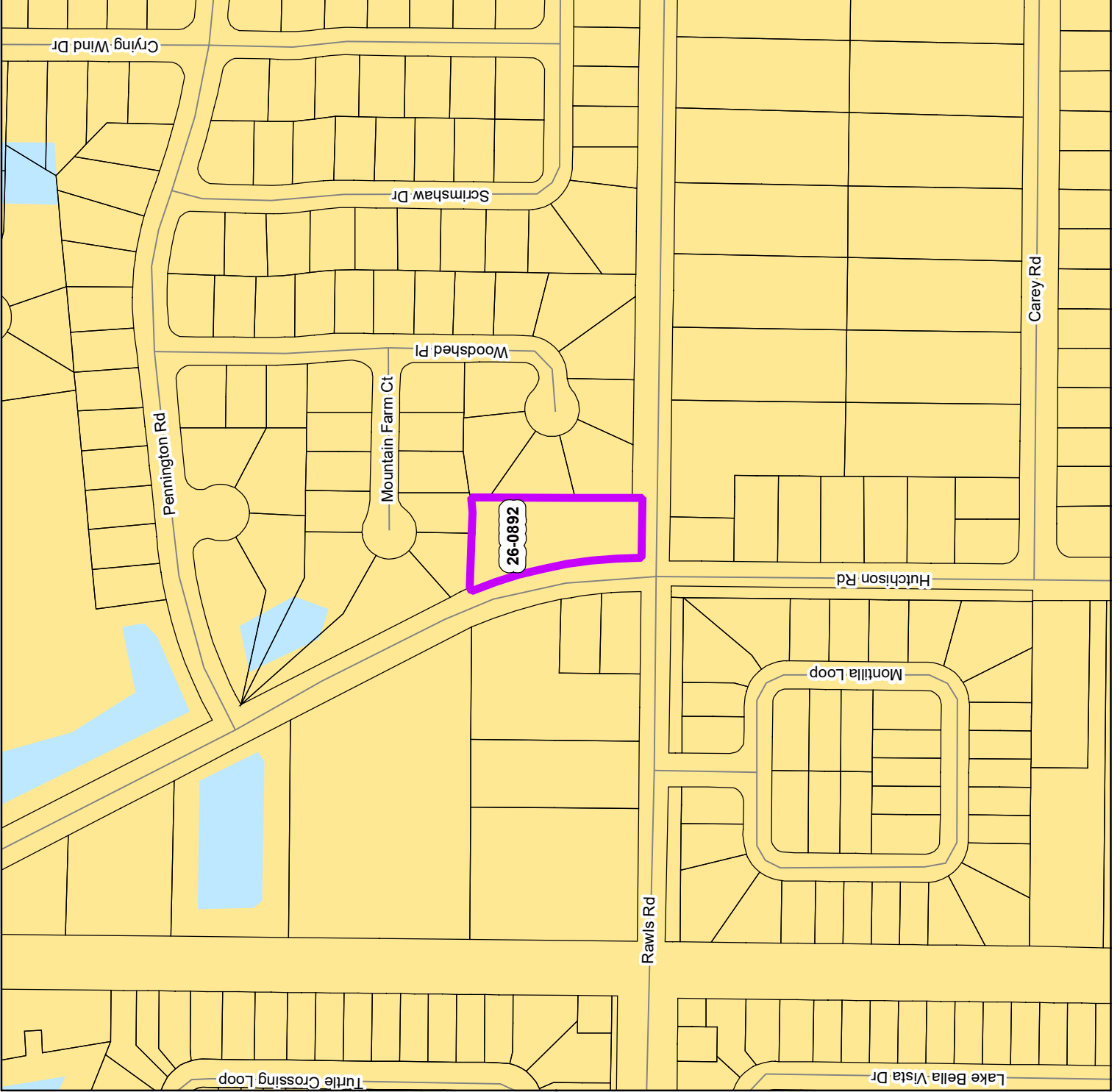
CITRUS PARK VILLAGE



Map Printed from Rezoning System: 5/11/2026

Author: A. Cone

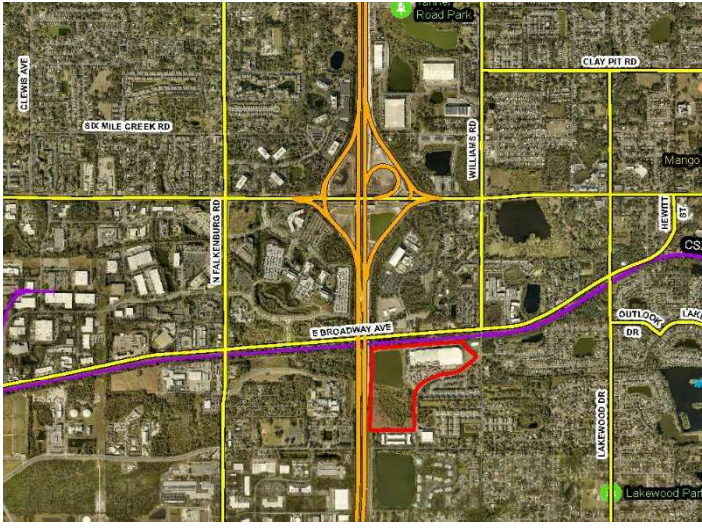
File: G:\Rezoning\System\MapProjects\HC\Healthy_HcRezoning.mxd



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is subject to approval without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.

1.0 APPLICATION SUMMARY

Applicant: Ashley Global Retail, LLC
FLU Category: CMU-12 (Community Mixed Use – 12)
Service Area: Urban
Site Acreage: 54.15
Community Plan Area: Brandon
Overlay: None



Introduction Summary

PD 90-0097, most recently modified under PRS 21-0081, was approved in 1990 to allow the property located at the southeast corner of I-75 and East Broadway Avenue to be developed for CN, Light Industrial, accessory office, stand-alone office and multi-family use. The applicant is requesting to modify the development tract configuration, access, and clarify and increase Light Industrial use entitlements by 52,817 square feet (SF) to accommodate a warehouse distribution expansion.

Existing Approvals		Proposed Modifications	
Site development to allow for CN, Light Industrial, mini warehouse, and lodging uses in Development Tracts A-1, A-2, and B as listed below.		Consolidate Tracts A-1, A-2, and a portion of Tract B into a new Tract A to be developed for the uses described below.	
Tract	Allowable Use & Development	Tract	Allowable Use & Development
A-1	Up to 10,000 SF of CN or Light Industrial use	A/B	Remove CN as an allowable use in Tract A-1, and consolidate Tracts A-1, A-2 and a portion of Tract B to allow for up to 620,610 SF of Light Industrial use.
A-2	Up to 110 lodging rooms or 65,000 SF of Light Industrial use.	A	Remove lodging as an allowable use from Tract A-2.
A-1, A-2, B	One access point along Broadway Center Boulevard.	A	Increase number of access points along Broadway Center Boulevard from one to two on the certified site plan.
A-1, A-2, B	Light Industrial uses permitted	A	Clarify that allowable “Light Industrial” uses are M district uses excluding heavy industrial uses.
B	A lake and wetland area is located in the northwest portion of the PD	A	Relocate the existing lake and wetland area to the southwestern portion of new Tract A.
B	Light Industrial use up to 800,000 SF inclusive of mini warehouse use with a maximum FAR of 0.75.	B	Reduce Light Industrial to 307,206.9 SF inclusive of mini warehouse use.

APPLICATION NUMBER: MM 26-0063

ZHM HEARING DATE: June 22, 2026

BOCC LUM MEETING DATE: August 11, 2026

Case Reviewer: Sam Ball

Additional Information

PD Variations

None

Waivers to the Land Development Code

None

Planning Commission Recommendation

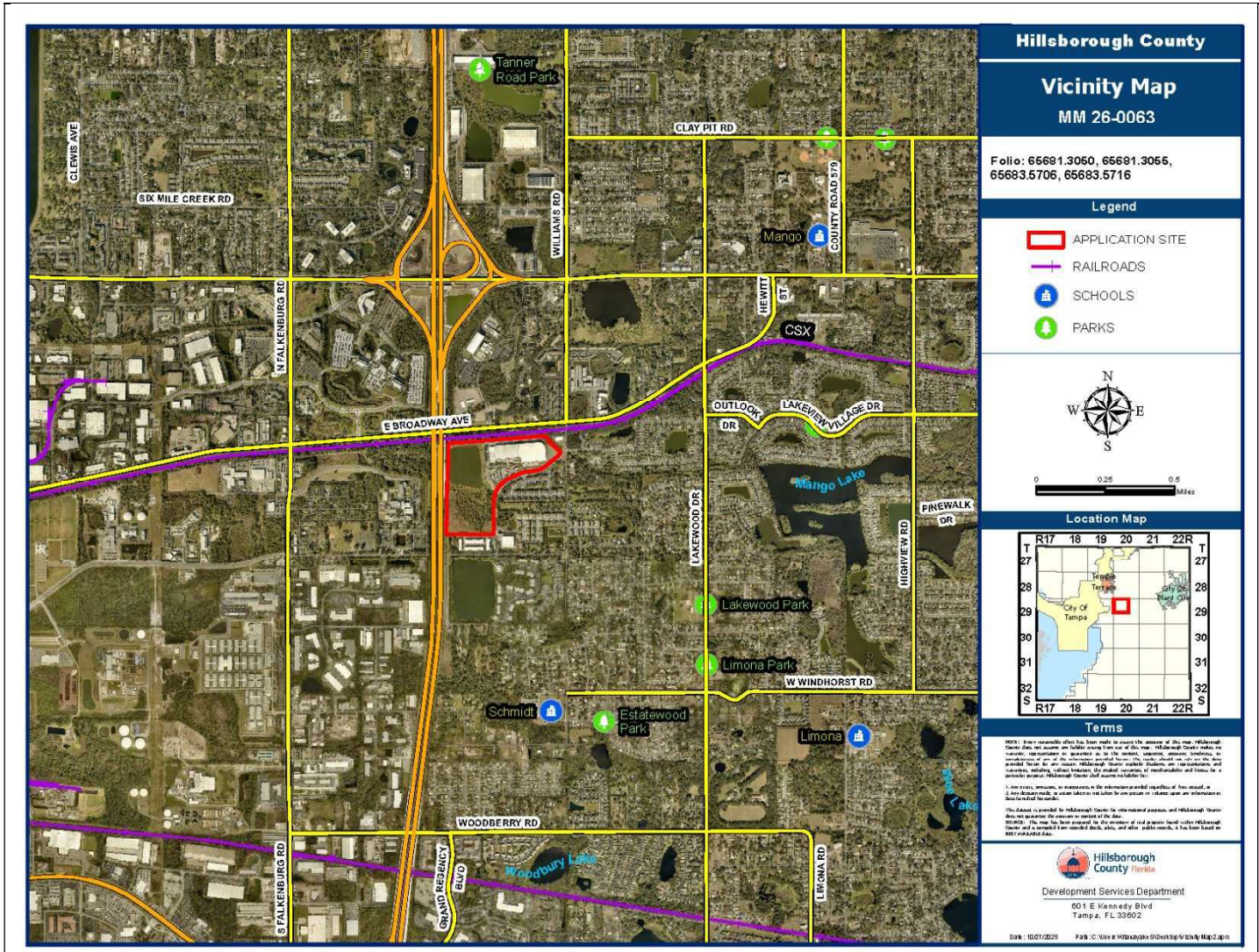
Consistent

Development Services Recommendation

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

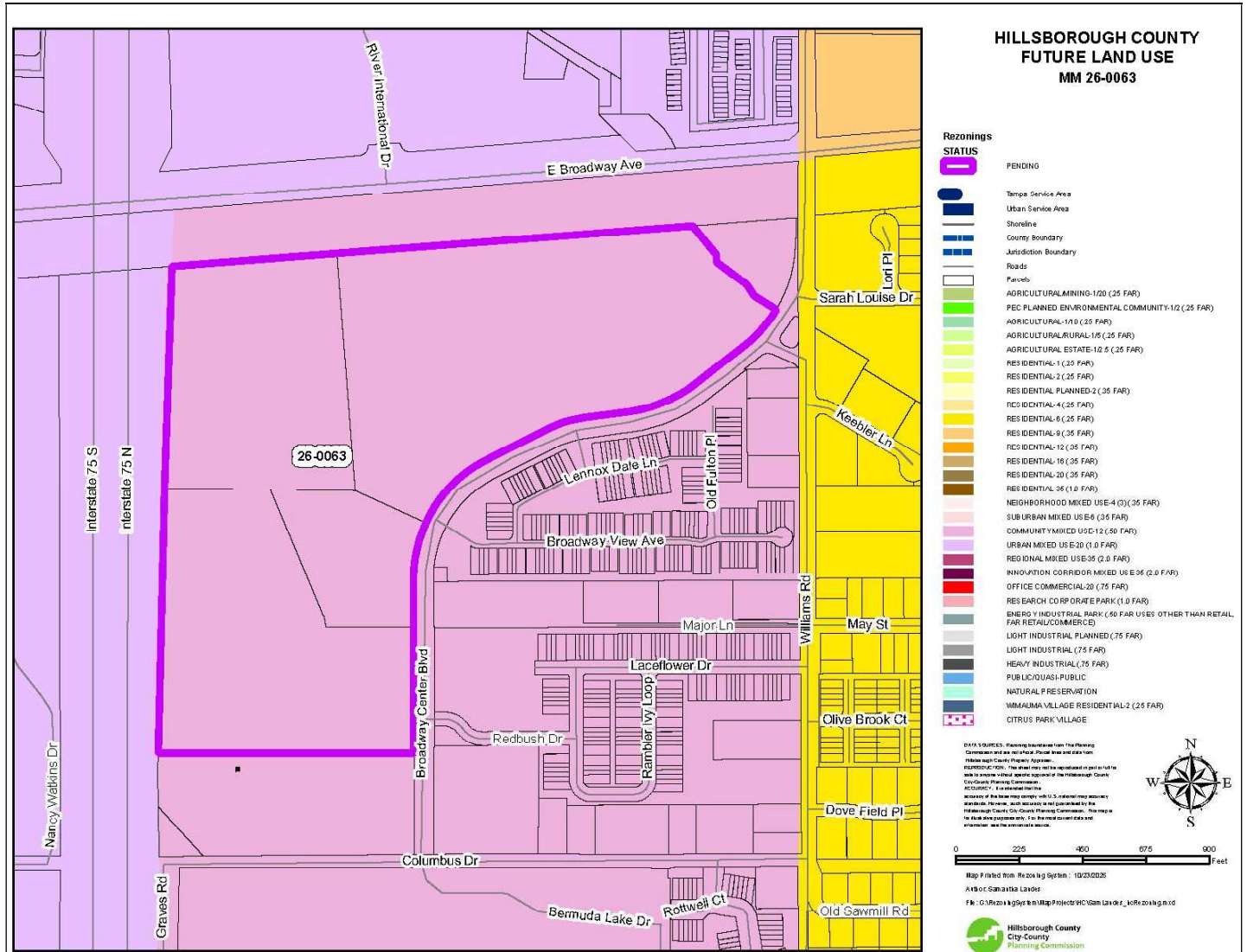


Context of Surrounding Area:

The subject property is located at the southeast corner of the I-75 right-of-way and East Broadway Avenue in the Brandon Community Plan Area. The uses in the immediate vicinity, east of I-75, include conventional single-family, multi-family, mini warehouse, an industrial flex space development and religious institutions. Uses to the west of I-75 include Hillsborough Community College and Citi Corporate Campus.

2.0 LAND USE MAP SET AND SUMMARY DATA

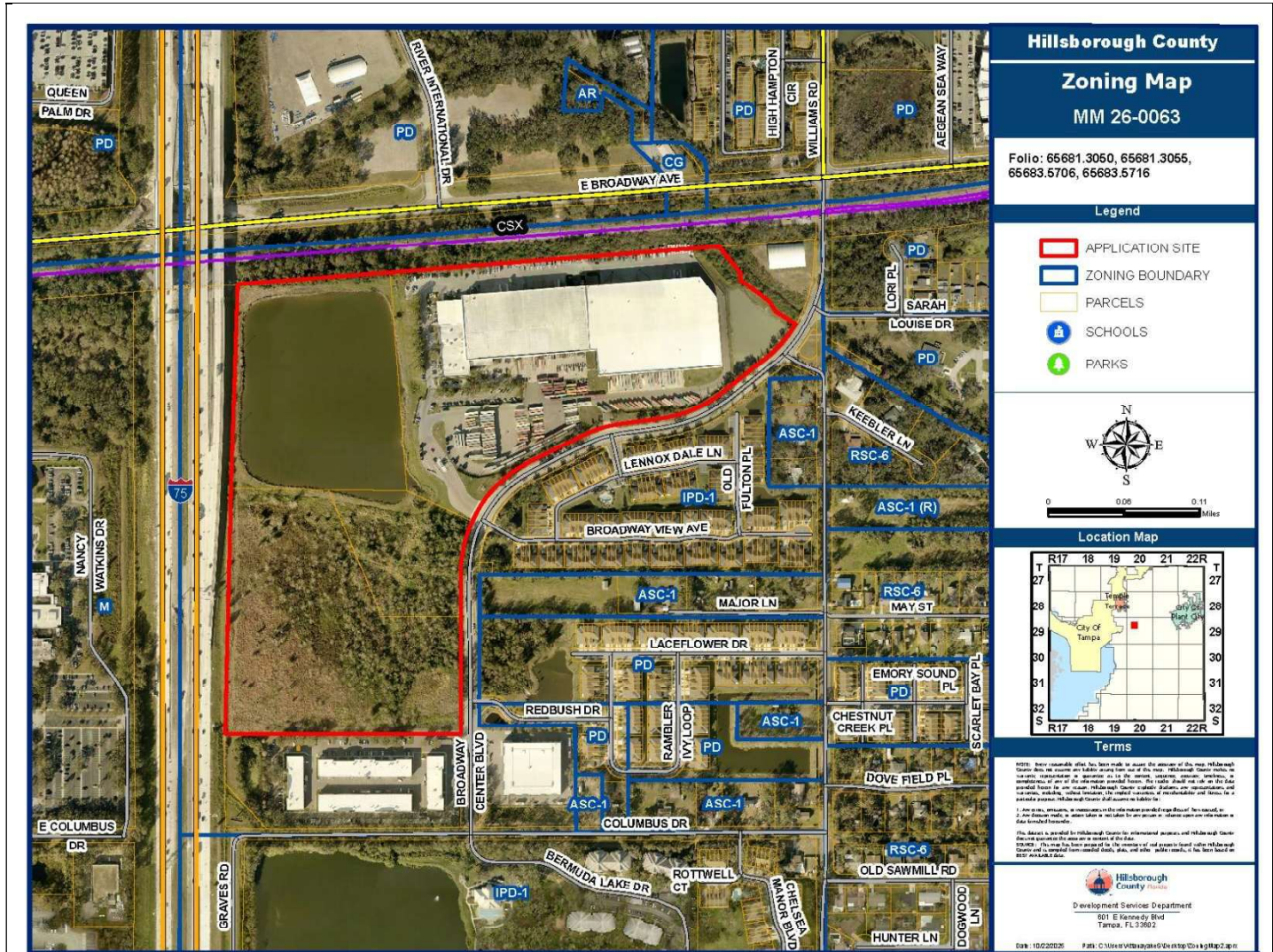
2.2 Future Land Use Map



Subject Site Future Land Use Category	Community Mixed Use – 12 (CMU-12)
Maximum Density/FAR	12 dwelling units per gross acre (DU/GA) / 0.50 FAR
Typical Uses	Agricultural, residential, commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses (Modification Area)

Location	Zoning	Maximum Density/ FAR Permitted by Zoning District	Allowable Use	Existing Use
North	PD 19-0432 (Pocket D)	20 DU/GA FAR: 1.0	School, dormitory and accessory clergy uses	Church
	CG	DU/GA: NA FAR: 0.27	Retail & services	Church
	PD 00415	20 DU/GA FAR: NA	Residential, multi-family	Multi-family (platted townhomes)
South	PD 90-0097 (Tract B)	1 DU/GA FAR: NA	Light industrial	Warehouse

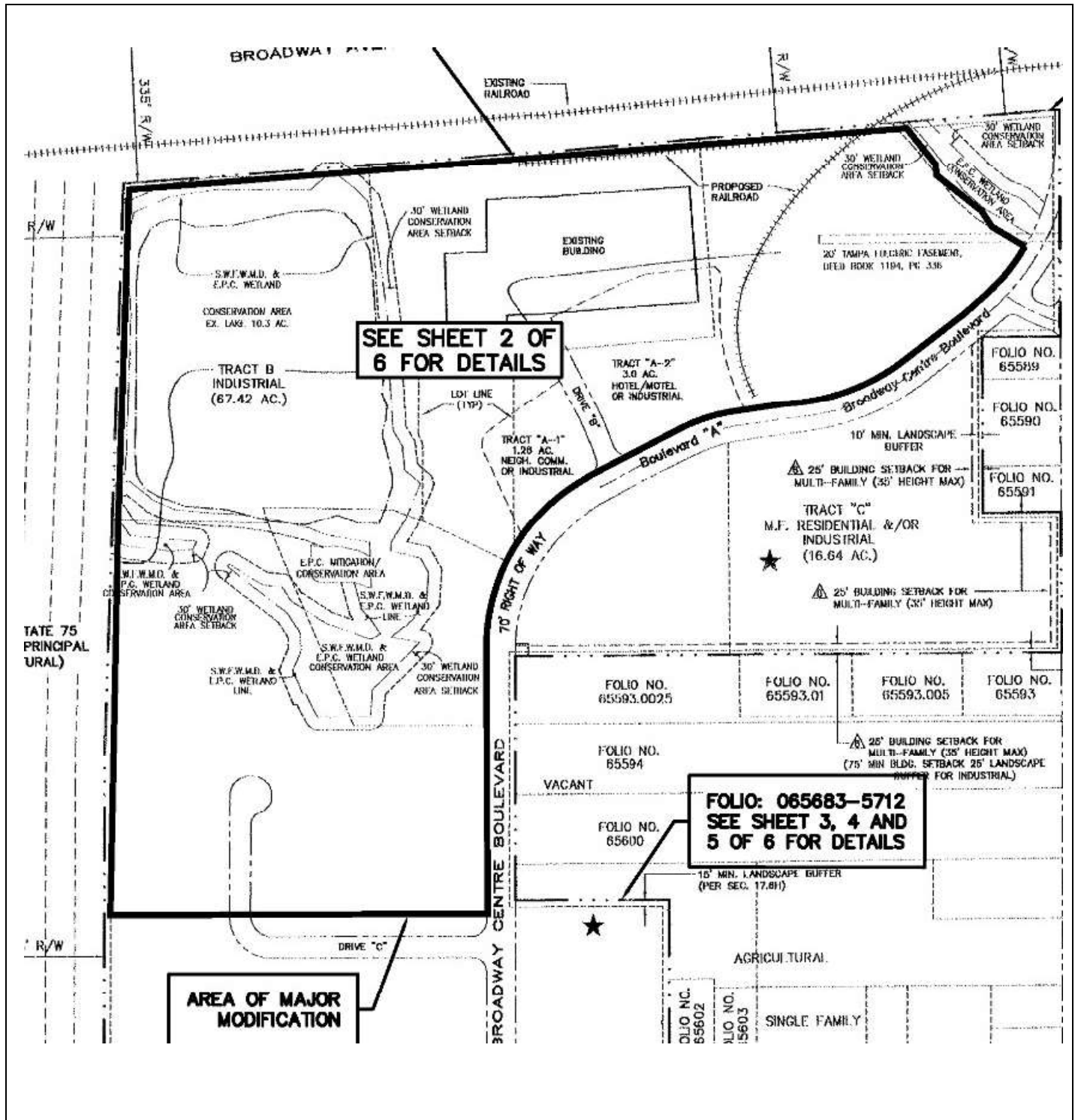
(adjacent zoning and uses continued on next page)

Adjacent Zonings and Uses (Continued)

East	ASC-1	1 DU/GA FAR: NA	Agriculture and related, and single-family, conventional	Single-family, conventional
	PD 90-0097 (Tract C)	12 DU/GA FAR: 0.50	Multi-family and light industrial	Multi-family (platted townhomes)
	ASC-1	1 DU/GA FAR: NA	Agriculture and related, and single-family, conventional	Undeveloped
	PD 04-0395	12 DU/GA FAR: NA	Single-family, conventional, and multi-family (platted townhomes)	Multi-family (platted townhomes)
West	M	DU/GA: NA FAR: 0.75	Manufacturing, processing or assembling, intensive commercial, and other industrial uses	Hillsborough Community College

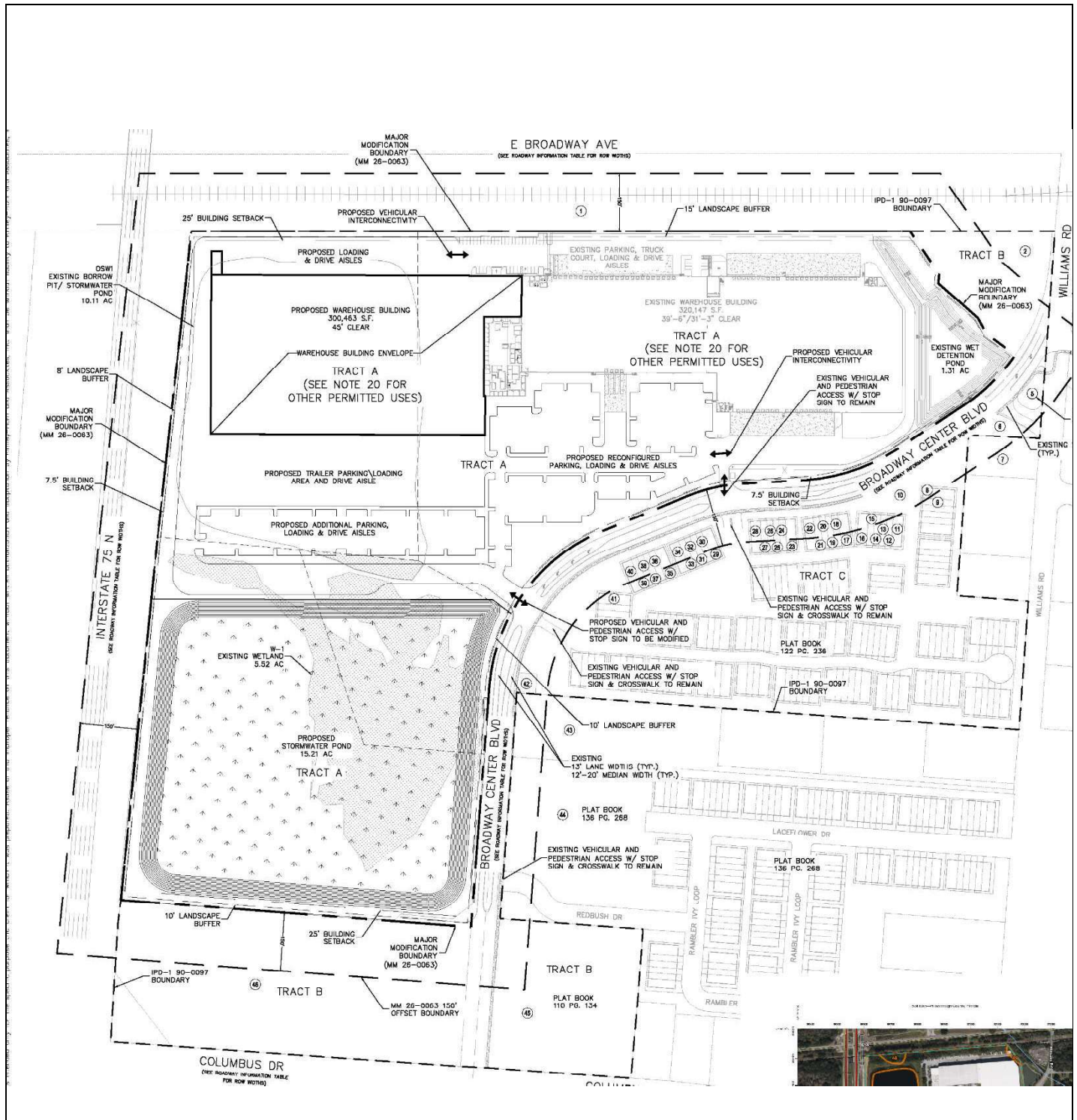
2.0 LAND USE MAP SET AND SUMMARY DATA

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
Broadway Center Blvd.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (TBD) <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,654	831	1,004
Proposed	3,010	236	223
Difference (+/-)	-2,644	-595	-781

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South	X	Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.

Notes:

Design Exception/Administrative Variance Not applicable for this request

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

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY													
Environmental	Comments Received	Objections	Conditions Requested	Additional Information/Comments									
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No										
Environmental Services Division	<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										
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: <ul style="list-style-type: none"> <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 type="checkbox"/> Other _____ 													
Public Facilities	Comments Received	Objections	Conditions Requested	Additional Information/Comments									
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report									
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No										
Impact/Mobility Fees: Urban Mobility, Central Fire – add 52,817 SF of Industrial Uses (Per 1,000 SF) <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Warehouse</td> <td style="width: 33%;">Manufacturing</td> <td style="width: 33%;">Light Industrial</td> </tr> <tr> <td>Mobility: \$1,337</td> <td>Mobility: \$3,315</td> <td>Mobility: \$4,230</td> </tr> <tr> <td>Fire: \$ 34</td> <td>Fire: \$ 34</td> <td>Fire: \$ 57</td> </tr> </table>					Warehouse	Manufacturing	Light Industrial	Mobility: \$1,337	Mobility: \$3,315	Mobility: \$4,230	Fire: \$ 34	Fire: \$ 34	Fire: \$ 57
Warehouse	Manufacturing	Light Industrial											
Mobility: \$1,337	Mobility: \$3,315	Mobility: \$4,230											
Fire: \$ 34	Fire: \$ 34	Fire: \$ 57											
Comprehensive Plan	Comments Received	Findings	Conditions Requested	Additional Information/Comments									
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Based on the immediate proximity of Interstate 75 and the northerly shift of allowable light industrial uses away from existing residential development, staff finds the proposed modification would reduce the impact on neighboring residential properties and would be compatible with the zoning and development pattern in the area.

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

Prior to site plan certification, applicant shall revise

Approval - Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted ~~March 22, 2021~~ February 2, 2026.

1. The development shall be approved for the maximum number of trips within this condition or the intensities or densities listed in subsequent conditions whichever is more restrictive. The external p.m. peak hour trips shall not exceed 920 (total inbound and outbound) based on current ITE Trip Generation rates or other approved studies.

A traffic analysis shall be submitted as part of all Preliminary Site Plan submittals to provide verification to the County that the trip generation within this condition is not exceeded. Each analysis shall include aggregate totals of previous approvals within this development and uses submitted for Site Plan approval.

2. Development shall be restricted as follows:

Tract "A-1" "~~A~~" ~~10,000~~ 620,610 square feet of ~~Neighborhood Commercial (CN)~~ or light industrial uses. (See Condition 2.2)

~~Tract "A-2" A maximum of 110 room, 65 ,000 square foot "all suites" hotel/motel, or 65 ,000 square feet of light industrial~~

Tract "B" A maximum of ~~800,000~~ 307,206.9 square feet of light industrial (inclusive of self-storage approved by Condition 2.1).

Tract "C" A maximum 200 multi-family dwelling units or light industrial in an amount that provides an equivalent level of traffic generation, but not to exceed 217,451 square feet.

The industrial square footage may be occupied by a maximum of 229,000 square feet of accessory office and 10,000 square feet of stand-alone office.

The following uses are prohibited east of Boulevard A: manufacturing; processing and assembly; open storage; railroad facilities serving industrial use.

- 2.1 The area subject to MM 17-0910 (Folio 65683.5712), located east of Boulevard A (Broadway Centre Boulevard) within Tract B, shall permit a mini-warehouse use in addition to the Tract B uses permitted under condition 2. The uses of manufacturing, processing and assembly, open storage and railroad facilities serving ~~an~~ and industrial use are prohibited. The following shall apply to folio 65683.5712:

2.1.1 The maximum F.A.R. shall be 0.75.

2.1.2 Any mini-warehouse use shall operate in accordance with Land Development Code Section 6.11 .60.

2.1.3 A 20 foot buffer with Type B screening shall be provided along the eastern boundary as depicted on Sheet 2 of MM 17-0910.

2.1.4 A 20 foot buffer with Type B screening shall be provided along the northern boundary where depicted on Sheet 2 of MM 17-0910. A 15 foot wide buffer with Type B screening shall be provided along the northern boundary where depicted on Sheet 2 of MM 17-0910.

2.1.5 The project shall provide a minimum 30 foot building setback along the south and west property lines and minimum 20 foot building setback along the north and east property lines.

2.1.6 Maximum building height shall be 50 feet with an additional setback of 2 feet for every 1 foot over 20 feet in height added to the northern and eastern building setbacks.

2.1.7 A 15 foot wide landscape buffer shall be provided along the western and southern boundary as depicted on Sheet 2 of MM 17-0910.

2.1.8 Buildings shall be architecturally finished on all sides with a façade treatment that replicates or is comparable with the elevations provided on Sheet 3 of MM 17-0910. Comparable elevations shall at a minimum provide the following: Facades shall incorporate vertical changes using projections, recesses or architectural feature such as pilasters. Facades shall also incorporate horizontal changes in mass, surface or finish such as stone, stucco, brick or split face blocks. Building color shall constitute a surface change for the purpose of this regulation. Unsurfaced cement or block shall not be utilized. When different surfaces or finishes are incorporated in the design of the façade, a distinctive horizontal band shall be used to mark their transition. Windows shall be provided on the western and southern façades. Parapets terminated with a cornice shall be required for flat roofs.

2.2 The area subject to MM 26-0063 designated Tract A and detailed on sheet 2 of 6 of the PD Plan set is specifically approved for Warehouse Distribution uses, any occupancy proposed for another allowed Manufacturing District use is subject to the Trip Cap for Tract A.

2.2.1 Tract A as detailed on sheet 2 of 6 of the PD Plan shall be permitted for uses consistent with Condition 2. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 3,010 daily (24 hour) trips or 236 AM or 223 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.

2.2.2 As Broadway Center Blvd. is a substandard collector roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway(s) and nearest roadway meeting County standards) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM.

2.2.3. With the next increment of (re)development of Tract A, a westbound right turn lane shall be constructed at the eastern project access on Broadway Center Blvd.

2.3 The area subject to MM 26-0063 designated Tract A shall also comply with the following requirements:

2.3.1 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.

2.3.2 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.

2.3.3 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).

2.3.4 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.

2.3.5 Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.

2.3.6 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.

2.3.7 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.

3. Manufacturing, processing and assembly operation shall conform with the performance standards of Part 6.09.00 of the Land Development Code.
4. Accessory office shall be on the same lot or in the same structure with and of a nature and extent customarily incidental and subordinate to, the industrial use of the project, lot or structure. The applicant shall note on Preliminary Site Plans the aggregate totals of approved accessory office uses to date within the entire industrial tract when seeking permitting for an accessory office.
5. The Industrial development shall be limited to 1999 parking spaces. The applicant shall note on each Preliminary Site Plan the aggregate totals of parking spaces for approved uses to date within the entire industrial tract.
6. For any portion of Tract C developed with industrial uses, a buffer area with a minimum width of 75 feet shall be provided along the east boundary of the tract, and a 25 foot buffer and 75 foot building setback should be provided along the southern property boundary. Additionally, the developer shall install 5 feet from the exterior boundary of the tract a six-foot-high solid masonry wall or PVC fence. The exterior of the wall shall be landscaped with 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 two inches at time of planting, placed not more than 20 feet apart on centers. If uses to the south or east changes to a use similar to that on the subject site, said buffering and screening shall not be required, and buffering and screening shall comply only with the requirements of the Land Development Code.
 - 6.1 Any portion of Tract C developed for multi-family shall have a maximum density of 12 units per acre.
7. All multi-family structures and accessory structures shall have the following development standards:

Minimum Setback from Property Line:	25 feet
Maximum Building Height:	35 feet
8. If multi-family development abuts the eastern property line, a 10 foot buffer shall be provided along said boundary. Said buffer shall be contained within the required 25 foot setback. This setback shall include the following screening within:
 - 8.1 A berm and planting combination with the berm an average height of three feet and dense plantings which will, when combined with the berm, achieves a minimum height of six feet and seventy-five percent opacity within two years; and a row of evergreen trees, excluding exempted trees, which are not less than six feet in height at the time of planting and are spaced not more than twenty feet apart; OR
 - 8.2 A fence and planting combination with a six foot fence or wall, a continuous 3 foot high hedge and a row of evergreen trees, excluding exempted trees, which are not less than six feet in height at the time of planting and are spaced not more than twenty feet apart. The fence or wall, when combined with the plantings, shall achieve a minimum height of six feet and fifty percent opacity at the time of planting.
9. If developed for hotel use, building height of the hotel shall be 50 feet.

10. There shall be on the east side of Boulevard A where abutting multi-family development one of the following screenings:
- 10.1 A berm and planting combination with berm an average height of three feet at a minimum and dense plantings which will, when combined with the berm, achieved a minimum height of six feet and seventy-five percent opacity within two years; OR
- 10.2 A fence and planting combination with a six foot fence or wall, a continuous 3 foot high hedge and a row of evergreen trees, excluding exempted trees, which are not less than six feet in height at the time of planting and are spaced not more than twenty feet apart. The fence or wall, when combined with the plantings, shall achieve a minimum height of six feet and fifty percent opacity at the time of planting.
- This screen shall be implemented prior to issuance of any Certificates of Occupancy for multifamily construction.
- ~~11. The Hotel and Commercial components shall be restricted to the locations shown on General Site Plan. The final design of the internal roadway system may require slight locational adjustments of the components, nevertheless, their location shall remain internal to the project at the intersection of Drive Band Boulevard A.~~
- ~~12.~~11. The development may be allowed one full access point onto Columbus Drive. The location of this curb cut shall align with the northern access to Chelsea Manor (RZ 89-0127-C) on Columbus Drive. The construction of this curb cut is subject to approval by Hillsborough County. A second access point onto Columbus Drive may be permitted (as depicted on Sheet 2 of MM 17-0910) if approved by Hillsborough County in accordance with Section 6.04 (Access Management).
- ~~13.~~12. The applicant shall provide internal access to any existing or future out parcels on the site.
- ~~14.~~13. The developer has provided a traffic analysis signed and sealed on ~~July 18, 2005~~ June 1, 2026 showing ~~turn lanes~~ site access analysis improvements required to serve development traffic. The developer shall provide improvements to the Williams/Broadway intersection ~~unless otherwise approved by the County Engineer consistent with the attached drawing dated August 12, 2005. These improvements shall include dedicated left and right turn lanes on the eastbound approach to the Broadway/Williams intersection, as well as dedicated left turn lanes on the northbound, southbound and westbound approaches.~~ All design and construction shall conform to the Hillsborough County Transportation Technical Manual, FDOT Plans Production Manual, and FDOT Florida Design Manual Standard Index. Any deviation from these design specifications will require a design exception from Hillsborough County Public Works.
- ~~The developer shall dedicate any necessary right-of-way for said improvements along the east side of Williams Road.~~
- ~~15. The general design, location, and number of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s).~~
- ~~15.~~14. The developer shall dedicate to Hillsborough County 10 feet of additional right-of-way on the north side of Columbus Drive extending from the intersection with Boulevard A to the western project boundary, to accommodate the potential future extension of Boulevard A. The right-of-way shall be provided prior to the issuance of the first Certificate of Occupancy for Broadway Centre or upon request of the County to coincide with infrastructure improvements.
- ~~16.~~15. With the exception of development within folio 65683.5702, all internal access to the driveways must be a minimum of 100 feet from the edge of pavement of the public roadway.
- ~~17.~~15.1 Prior to or concurrent with development within folio 65683.5702, the developer shall clear all trees and vegetation necessary to maintain clear site distance from the proposed Williams Road entrance to the parcel. Mitigation of any removed trees or vegetation (as well as continued maintenance necessary to maintain visibility) will be the responsibility of the owner/developer of folio 65683.5702.
- ~~17.~~15.2- If PRS 21-0081 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated March 25, 2021) which was found approvable by the County Engineer (on March 25, 2021).

Approval of this Administrative Variance will reduce the minimum spacing requirement for the access from Williams Road to folio 65683.5702, such that a minimum +/- 138-foot spacing from Sarah Louise Drive shall be permitted.

- ~~17.16.~~ The applicant shall, at his expense, be responsible for the removal and replacement of any traffic control signage which may be displaced as a result of this development.
- ~~18.17.~~ All non-residential buildings shall be architecturally finished on all sides and when they are finished with stucco they shall be painted.
- ~~19.18.~~ Unless otherwise specified, the required screening, buffering and front yards internal to the mixed-use IPD-1 project shall be as required in the applicable Single Use Interstate Planned Development Districts at a minimum.
- ~~20.19.~~ The developer shall be required to connect to a public wastewater system and shall pay all costs for service delivery. The developer shall submit to the Development Services Department, prior to the issuance of Building Permits, or Final Plat approval, whichever comes first, evidence of commitment from the County and evidence of agreement to pay necessary costs.
- ~~21.20.~~ No septic tanks shall be used.
- ~~22.21.~~ The developer shall be required to utilize public water and shall pay all costs for service delivery. The developer shall submit to the Development Services Department, prior to the issuance of Building Permits, or Final Plat approval, whichever comes first, evidence of commitment from the County and evidence of agreement to pay all necessary costs.
- ~~23.22.~~ 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.
- ~~24.23.~~ Development shall be in accordance with all applicable regulations in the Hillsborough County Land Development Code and in accordance with all other applicable regulations and ordinances.
- ~~25.24.~~ 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.
- ~~27.26.~~ If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
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:



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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Tracts A and B Entitlements Impact Summary:

Because the proposed entitlements for Tract A would allow Tract B to be developed or redeveloped to the maximum extent (307,206.9 SF) allowed under the Comprehensive Plan, the proposed increase in GFA would not reduce the development rights for the remainder of Tract B . The following summary table shows how the allowable GFA for each parcel within Tract B would be allotted.

Remainder of Tract B				
Folio	Max. GFA (SF)	Use	Acreage GIS	FAR Max.
65683.5653	157,687.2	Office	7.24	0.5
65681.3000	6,969.6	Vacant	0.32	0.5
65683.5712	107,484.3	Mini WH	3.29	0.75
65683.5702	35,065.8	Slam Ball	1.61	0.5
Total Tract B Max. GFA	307,206.9			

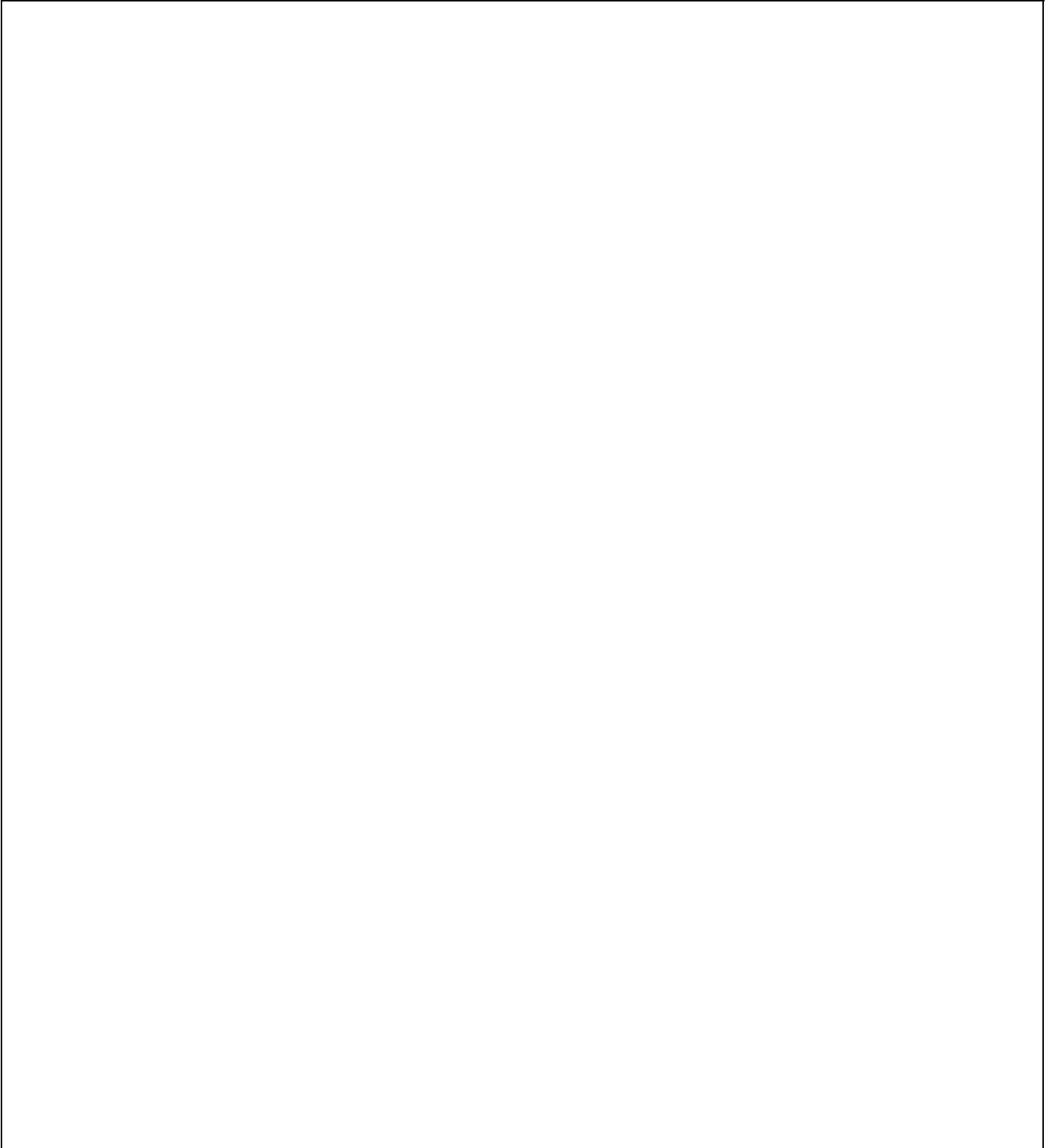
The following summary table shows that the proposed development of 620,610 square feet is less than the maximum allowed in the CMU-12 Comprehensive Plan designation. The amount of wetland areas in Tract A and for the entire PD, each being less than 25%, does not have an impact on the maximum GFA tabulations.

Maximum Tract A Entitlements Based on Future Land Use						
Acreage	Square Feet	Max. FAR (CMU-12)	Max. GFA	Proposed GFA	Wetlands Acreage*	Wetlands (%)
54.15	2,358,774	0.5	1,179,387	620,610	5.52	10.19

*Wetland impacts reviewed by EPC without objection

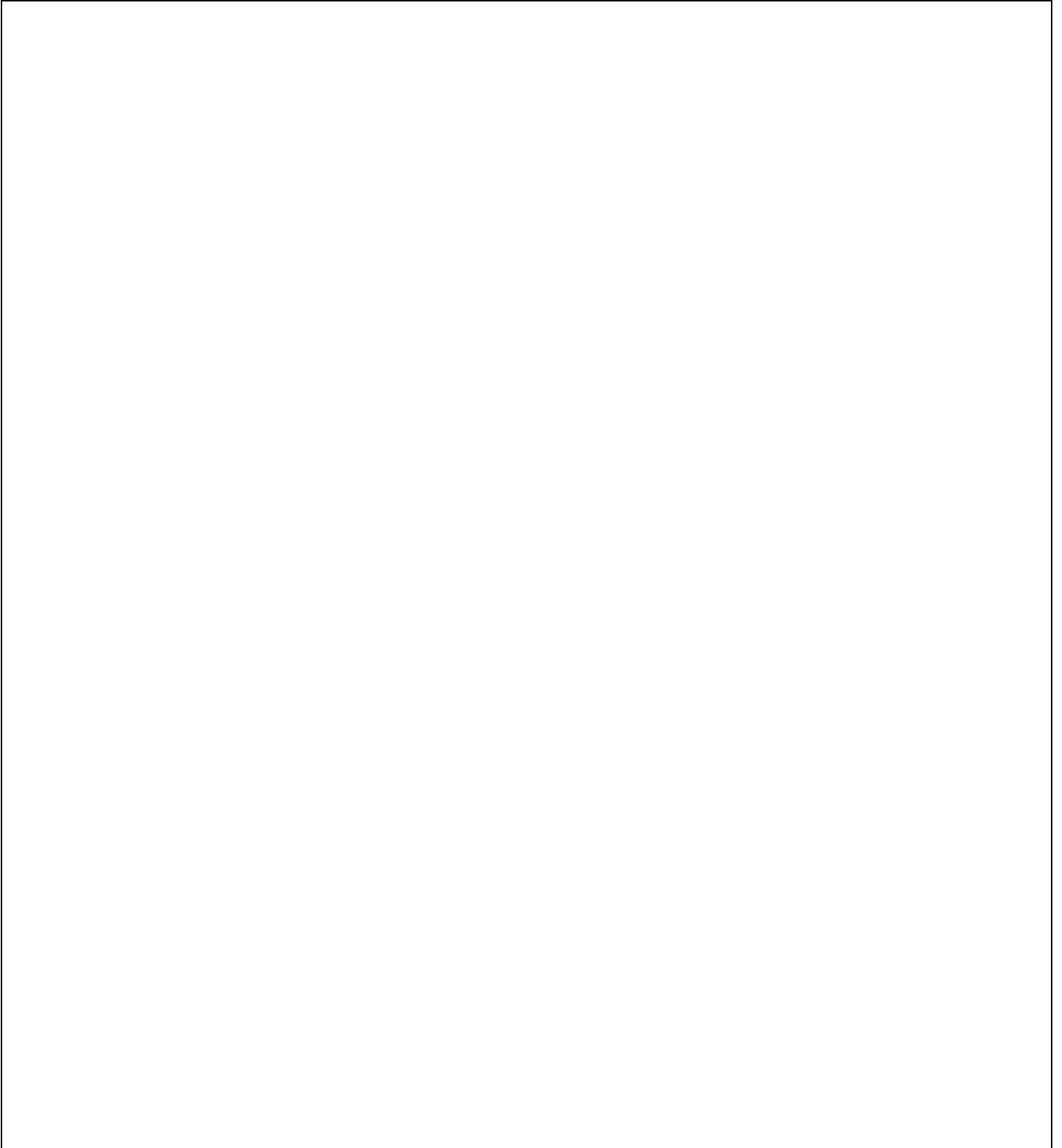
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



MAJOR MODIFICATION
MM 26-0063

ASHLEY FURNITURE
EXPANSION

AREA OF MAJOR
MODIFICATION
SITE PLAN

HILLSBOROUGH COUNTY
SHEET NUMBER
2 OF 6

NO.	REASONS	DATE	BY

200 S. ORANGE AVENUE, SUITE 600, ORLANDO, FL 32801
WWW.KIMLEY-HORN.COM | PHONE: 407-898-1511
Kimley-Horn

CHECKED BY	DESIGNED BY	SCALE	DATE	PROJECT NO.
JCM	JCM	AS SHOWN	6/17/2026	26050000
JCM	JCM	AS SHOWN	6/17/2026	26050000

MAJOR MODIFICATION
MM 26-0063

ASHLEY FURNITURE
EXPANSION

AREA OF MAJOR
MODIFICATION
SITE PLAN

HILLSBOROUGH COUNTY
SHEET NUMBER
2 OF 6

MAJOR MODIFICATION
MM 26-0063

AREA OF MAJOR
MODIFICATION
SITE PLAN

HILLSBOROUGH COUNTY
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AREA OF MAJOR
MODIFICATION
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HILLSBOROUGH COUNTY
SHEET NUMBER
2 OF 6

MAJOR MODIFICATION
MM 26-0063

AREA OF MAJOR
MODIFICATION
SITE PLAN

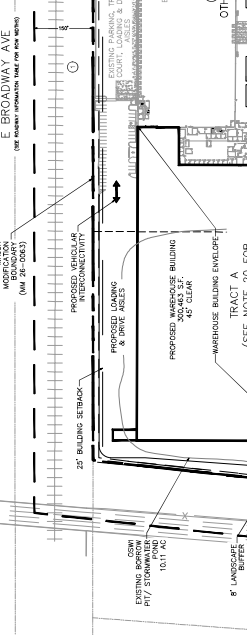
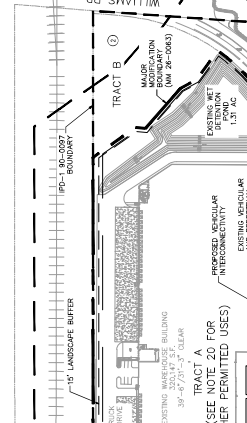
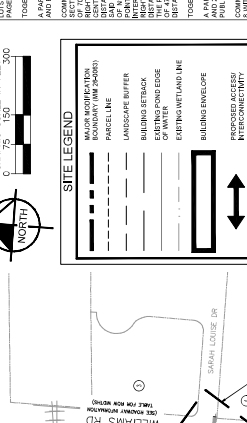
HILLSBOROUGH COUNTY
SHEET NUMBER
2 OF 6

MAJOR MODIFICATION
MM 26-0063

AREA OF MAJOR
MODIFICATION
SITE PLAN

HILLSBOROUGH COUNTY
SHEET NUMBER
2 OF 6

MAJOR MODIFICATION
MM 26-0063



ROADWAY INFORMATION TABLE

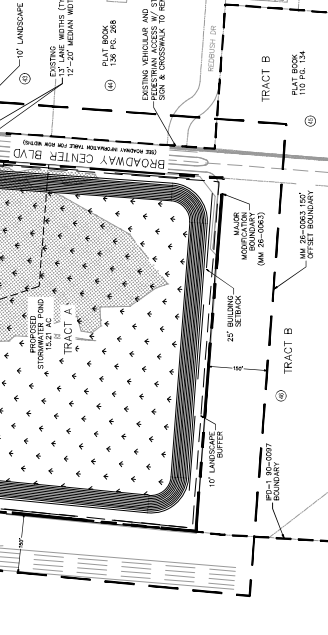
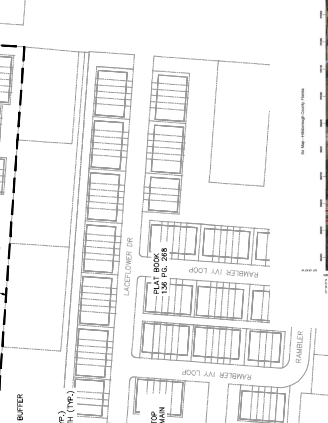
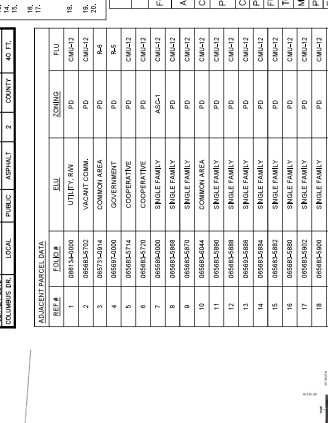
NAME	FUNCTIONAL CLASSIFICATION	WIDTH	NUMBER OF LANES	TYPE	CONCRETE	STREET LIGHTS	STREET FURNITURE
WILLIAMS RD	LOCAL	60 FT	2	LANE	NO	NO	NO
COLUMBUS DR	LOCAL	60 FT	2	LANE	NO	NO	NO
BROADWAY AVE	LOCAL	75 FT	2	LANE	NO	NO	NO
BROADWAY CENTER BLVD	LOCAL	75 FT	2	LANE	NO	NO	NO

ADJACENT PARCEL DATA

REF #	ESD#	USE	ZONING	FUO
1	08954009	UTILITY	DM-1	PS
2	08954010	VACANT COM	PS	DM-1
3	08954011	COOPERATIVE	PS	DM-1
4	08954012	COOPERATIVE	PS	DM-1
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SOIL SURVEY

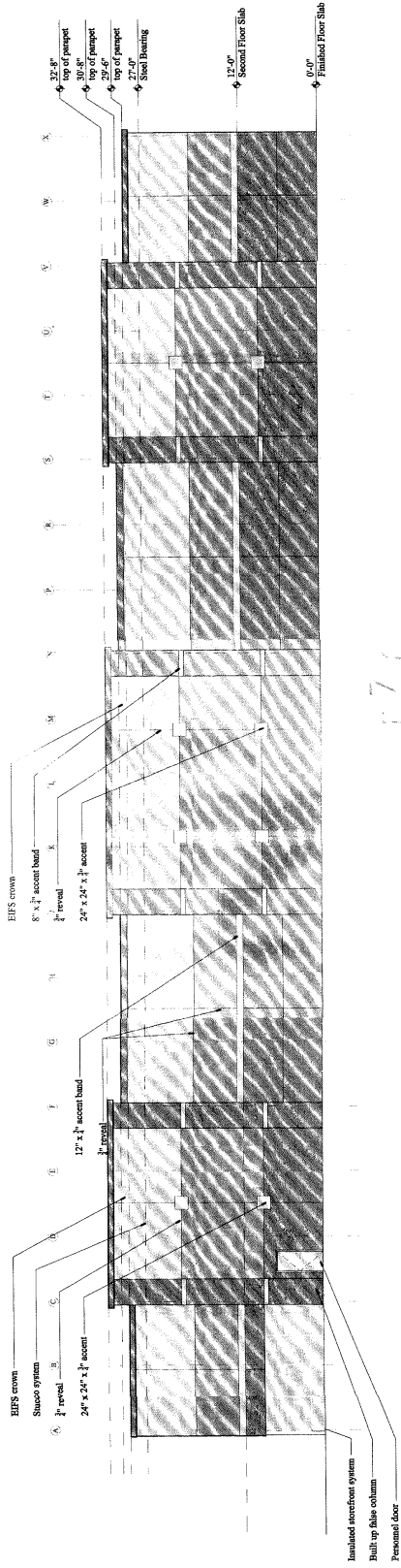
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2	Map Unit 2	1.8	18.0%
3	Map Unit 3	1.0	10.0%
4	Map Unit 4	0.8	8.0%
5	Map Unit 5	0.8	8.0%



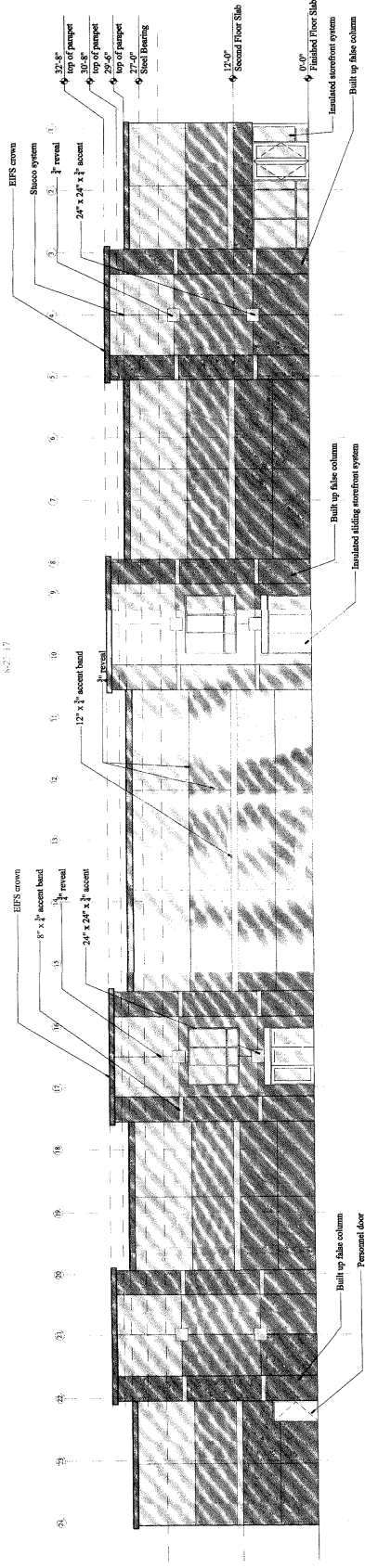
MAJOR MODIFICATION
MM 26-0063

HILLSBOROUGH COUNTY
SHEET NUMBER
2 OF 6

MAJOR MODIFICATION
MM 26-0063



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P.L.S. LTD.
ARCHITECTS
1000 17th St. S.
Calgary, Alberta T2M 4K6
403.243.1177



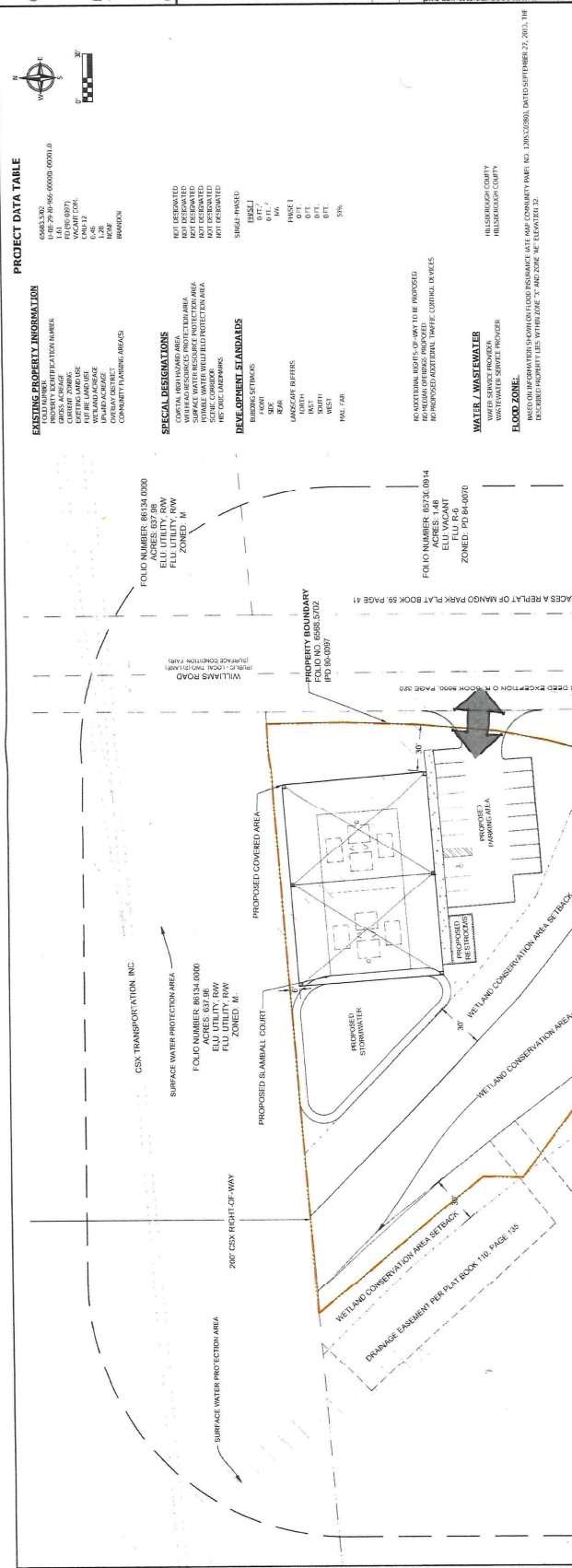
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CLERK DOC # 17-1288
PAGE 3 OF 4

17-0010
RECEIVED
DEC 15 2017
Development Services
Department



3110 BENTONVILLE BLVD.
TAMPA, FL 33610
OFFICE: 813-989-7494
PROJECT: 21-0081-0006

NO.	DESCRIPTION	DATE	BY
1	ISSUED FOR PERMIT	06/02/2026	DEVANS



PROJECT DATA TABLE

EXISTING PROPERTY INFORMATION
 FOLIO NUMBER: 86134-0000
 COUNTY ZONING: ELU
 FUTURE LAND USE: COMMERCIAL
 UP AND AHEAD: COMMERCIAL
 CONVEYANCE INSTRUMENT: PLAT BOOK 110, PAGE 155
 CONVEYANCE INSTRUMENT: PLAT BOOK 110, PAGE 155

SPECIAL DESIGNATIONS
 COASTAL BARRIER AREA: NO
 VULNERABLE ECOSYSTEMS PROTECTION AREA: NO
 POTABLE WATER WELL FLOOD PROTECTION AREA: NO
 HISTORIC LANDMARKS: NO

DEVELOPMENT STANDARDS
 MINIMUM SETBACKS:
 FRONT: 10 FT.
 SIDE: 5 FT.
 REAR: 5 FT.
 HEIGHT: 35 FT.
 FLOOR AREA: 50%

WATER / WASTEWATER
 WATER SERVICE PROVIDER: HILLSBOROUGH COUNTY
 WASTEWATER SERVICE PROVIDER: HILLSBOROUGH COUNTY

FLOOD ZONE
 BASED ON INFORMATION SHOWN ON FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 120102000A, DATED SEPTEMBER 22, 2013, THE DESCRIBED PROPERTY LIES WITHIN ZONE "X" AND ZONE "AE" ELEVATION 12.

LEGAL DESCRIPTION (BY DEED)
 DEVELOPER: PASQUALE RAIMONDO
 EMAIL: PASQUALE@X8ASPORTS.COM
 PLANNER/CIVIL ENGINEER: LANDIS EVANS AND PARTNERS, INC.
 3810 NORTHDALE BLVD., SUITE 100
 TAMPA, FL 33611
 CONTACT: DALLAS EVANS, P.E.
 EMAIL: DEVANS@LANDISEVANS.COM

SLAMBALL TAMPA - GENERAL SITE PLAN
 0 MILLIAMS ROAD, BRANDON FL 33510
 FOLIO NO. 65683-5706

21-0081
 PRS
 6 OF 6



APPLICATION NUMBER: MM 26-0063

ZHM HEARING DATE: June 22, 2026

BOCC LUM MEETING DATE: August 11, 2026

Case Reviewer: Sam Ball

9.0 FULL TRANSPORTATION REPORT (SEE FOLLOWING PAGES)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/11/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Brandon

PETITION NO: MM 26-0063

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

CONDITIONS OF APPROVAL

New Conditions

- 2.2.1 Tract A as detailed on sheet 2 of 6 of the PD Plan shall be permitted for uses consistent with Condition 2. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 2,016 daily (24 hour) trips or 209 AM or 209 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
- 2.2.2 As Broadway Center Blvd. is a substandard collector roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway(s) and nearest roadway meeting County standards) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM.
- 2.2.3. With the next increment of (re)development of Tract A, a westbound right turn lane shall be constructed at the eastern project access on Broadway Center Blvd.

Revised Conditions

- ~~14.~~ 13. The developer has provided a traffic analysis signed and sealed on ~~July 18, 2005~~ June 1, 2026 showing ~~turn lanes~~ site access analysis improvements required to serve development traffic. The developer shall provide improvements to the Williams/Broadway intersection unless otherwise approved by the County Engineer. ~~consistent with the attached drawing dated August 12, 2005. These improvements shall include dedicated left and right turn lanes on the eastbound approach to the Broadway/Williams intersection, as well as dedicated left turn lanes on the northbound, southbound and westbound approaches.~~ All design and construction shall conform to the Hillsborough County Transportation Technical Manual, ~~FDOT Plans Production Manual,~~ and FDOT Florida Design Manual Standard Index. Any deviation from these design specifications will require a design exception from Hillsborough County Public Works.
- ~~15.~~ The general design, location, and number of the access point(s) shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04). ~~The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department. Final design, if approved by Hillsborough~~

~~County Development Services Department may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s).~~

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification (MM) to Planned Development, (PD) zoning #90-0097, as most recently modified by Minor Modification (PRS) 21-0081. The PD consists of multiple parcels totaling +/-85.26 acres approved for a mix of uses, including Industrial, Commercial, Hotel/Motel, and Multi-Family Residential, within 4 separate development tracts.

The request proposes to modify four (4) parcels, totaling 54.15 acres of the PD to allow for a maximum of 620,583 square feet of warehouse/distribution and manufacturing uses, and reconfigure the planned development tracts from four (4) to three (3) tracts. The modification area is currently approved for the following uses:

- Tract A-1: 10,000 sf of Neighborhood Commercial or Industrial
- Tract A-2: 65,000 sf of Hotel/Motel or Industrial
- Tract B: 800,000 sf of Industrial

All three tracts will be reconfigured into one new tract (Tract A).

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 reflect a worst-case analysis that represents the maximum potential trip impacts of the 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 may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g. 620,610 s.f. of certain types of applicable uses such as manufacturing, 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 the 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 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 that 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 trip 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 (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 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 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 trips potentially generated under the approved entitlements allowed under the current PD zoning and proposed modification, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 12th Edition.

Approved Uses (for Modification Area)

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD Tract A-1: 10,000sf (16 VFP) Gas Station w/ Convenience (ITE 945)	3,254	371	337
PD Tract A-2: 65,000sf (143 Rooms) Hotel (ITE 310)	835	52	25
PD Tract B: 800,000sf Manufacturing (ITE 140)	1,565	408	642
TOTAL TRIPS	5,654	831	1,004

Proposed Uses (for Modification Area):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD Tract A: 620,610 sf - Per Applicant’s Traffic Study*	3,010	236	223

Trip Generation Difference (between approved Development Plan 1 and Proposed Development Plan 2):

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-2,644	-595	-781

* The trip cap data is based on the figures presented in the applicant’s traffic study.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Broadway Center Blvd/Williams Rd. is a 2-lane, substandard, County urban collector roadway with pavement in good condition. The roadway is characterized by +/- 12-foot wide travel lanes, lying within +/- 70 feet of right of way along the project’s frontage. There are no bicycle facilities in the vicinity of the proposed project. There is +/- 5-foot-wide sidewalk along the south side of the roadway.

The applicant will be required to improve the roadway to County typical standards, from the project accesses to the closest segment of roadway meeting standards, at the time of site development, unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

SITE ACCESS AND CONNECTIVITY

The proposed modification PD site plan shows two (2) full access connections to Broadway Center Blvd. serving the new Tract A.

The applicant’s site access analysis concluded that a westbound right turn lane is warranted at the easternmost access (identified as Access A in said analysis) on Broadway Center Blvd. consistent with the requirements of County Land Development Code (LDC), Sec. 6.04.04. D.

Since all project traffic travels through the Williams Rd. and Broadway Ave. intersection, immediately northeast of the subject site, the intersection is considered the primary site access. Existing condition of approval#14 requires site access improvements. The applicant’s submitted site access analysis also finds that warrants are met for auxiliary lanes. However, additional analysis provided by the applicant traffic engineer demonstrates significant constraints at the intersection, such as limited right of way and intervening CSX right of way, that may impede implementation of typical turn lane improvements. Condition of Approval #14 is proposed to be revised to allow for further consideration of potential site access improvements at the time of site construction plan review.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for applicable adjacent roadway sections is reported below.

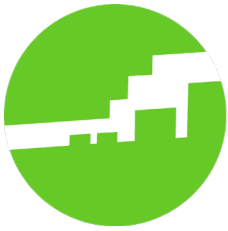
Broadway Center Blvd. is not included in the Hillsborough County 2024 Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Broadway Ave	Falkenburg Rd	Willimas Rd	D	D
Broadway Ave	Willimas Rd	M L King Blvd	D	C

Source: Hillsborough County 2024 Level of Service Report.

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Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: MM 26-0063 Folio(s): 65683.5706, 65683.5716, 65681.3055 & 65681.3050 General Location: South of East Broadway Avenue, east of Interstate 75 and west of Broadway Center Boulevard
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Community Mixed Use-12 (12 du/ga; 0.50 FAR)
Service Area	Urban
Community Plan(s)	Brandon
Rezoning Request	Major Modification (MM) to Planned Development (IPD-1) 90-0097 to revise approved Tracts A-1, A-2 and a portion of Tract B
Parcel Size	54.15 ± acres
Street Functional Classification	East Broadway Avenue – County Collector Interstate 75 – State Principal Arterial Broadway Center Boulevard – County Collector
Commercial Locational Criteria	N/A

Evacuation Area	A portion in E
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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	IPD-1 90-0097	Light Industrial + Vacant Land
North	Urban Mixed Use-20	PD + AR + RMC-16 + CG	Public/Quasi-Public/Institutions + Multi-Family + HOA/Common Property + Single Family
South	Community Mixed Use-12 + Residential-6	IPD-1 + ASC-1 + PD + RSC-6	HOA/Common Property + Single Family + Light Industrial + Multi-Family
East	Community Mixed Use-12 + Residential-6	IPD-1 + ASC-1 + PD + RSC-6	Single Family + HOA/Common Property + Vacant Land + Public/Quasi-Public/Institutions
West	Urban Mixed Use-20 + Community Mixed Use-12 + Public/Quasi-Public	M + RSC-9 + BPO	Public/Quasi-Public/Institutions + Vacant Land + Single Family + Light Industrial + Heavy Industrial + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The 54.15 ± acre subject site is south of East Broadway Avenue, east of Interstate 75 and west of Broadway Center Boulevard. The subject site is in the Urban Service Area (USA) and is within the Brandon Community Plan, specifically the Light Industrial Character District. The applicant is requesting a Major Modification (MM) to Planned Development (IPD-1) 90-0097 to revise approved Tracts A-1, A-2 and a portion of Tract B.

According to the revised request, which was uploaded into Optix on February 3, 2026, the request will:

- a) Show the relocation of an existing lake and wetland area to accommodate the consolidation of available land in Tract B into one contiguous development tract with Tracts A-1 and A-2;

- b) Coordinate location of existing and proposed access points for the consolidated tract;
- c) Consolidate a portion of Tract B and Tracts A-1 and A-2 into a single, revised Tract A;
- d) Add 52,817 square feet of Industrial uses to new Tract A;
- e) Modify development plan for new Tract A for warehouse distribution uses
- f) Eliminate Hotel/Motel and Neighborhood Commercial uses previously allowed in Tracts A-1 and A-2;
- g) Amend Land Use Data table to reflect allocation of approved entitlements to the new Tract A and Tract B and deletion of optional uses identified in “e)” above (note that the table maintains existing entitlements for the remaining Tract B land not part of this application so that that property is unaffected);
- h) Correct existing site note #6 to reflect all Manufacturing (M) zoning district uses not considered heavy industrial as permitted opposed to current erroneous reference to Manufacturing Light (ML) district; and
- i) Revise the zoning conditions of Approval to reflect the modifications set forth in a) – h) above.

The subject site is located within the Urban Service Area, where Objective 1.1 of the Future Land Use Section (FLUS) directs 80 percent of the County’s anticipated growth. Consistent with this objective, FLUS Policy 3.1.3 requires that new development be compatible with surrounding uses, recognizing that “compatibility does not mean ‘the same as,’ but rather refers to the sensitivity of development proposals in preserving the character of existing development.” The subject property currently consists of vacant land and light industrial uses. Similar light industrial uses are located to the south, with vacant land to the east and west. Residential development is predominantly located to the south and east, while public/quasi-public/institutional uses are situated to the north across East Broadway Avenue, to the east across Williams Road, and to the west across Interstate 75. Considered collectively, this mix of surrounding land uses establishes a development pattern that supports the proposed use. Accordingly, the proposed development is compatible with the surrounding area and consistent with FLUS Objective 1.1 and FLUS Policy 3.1.3.

FLUS Goal 2 and FLUS Objectives 2.1 and 2.2, together with their implementing policies, establish the Future Land Use Map (FLUM) and define the allowable range of uses for each Future Land Use category. The character of each land use category is shaped by building type, residential density, functional use, and the physical composition of the land. Collectively, these factors establish the overall atmosphere and development character intended for each designation. Each Future Land Use category provides a range of potentially permissible uses. These uses are not intended to be exhaustive, but rather illustrative of the types of development consistent with the intent and character of the designation. The Community Mixed Use-12 (CMU-12) Future Land Use category allows for the consideration of agricultural, residential, commercial, office, research and corporate park, light industrial multi-purpose, and clustered residential and/or mixed-use developments. The CMU-12 designation permits a maximum residential density of 12 dwelling units per gross acre and a maximum development intensity of 0.50 Floor Area Ratio (FAR). Based on a site area of 54.15 acres, the maximum allowable development intensity under the CMU-12 designation is 1,179,387 square feet (54.15 acres x 43,560 square feet x 0.50 FAR = 1,179,387 square feet). The proposed development intensity of 620,610 square feet is well below this maximum threshold. Correspondingly, the proposed Major Modification is consistent with the range of uses and development intensity permitted under the existing Community Mixed Use-12 Future Land Use designation and is therefore consistent with FLUS Goal 2 and FLUS Objective 2.2

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.

The proposal satisfies the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require new development to be compatible with the surrounding neighborhood. The immediate vicinity of the subject site includes a mix of light industrial, residential, vacant, and public/quasi-public/institutional uses, establishing a diverse development context. FLUS Policy 4.4.1 provides that any increase in density or intensity must be compatible with existing, proposed, or planned development and that new development or redevelopment should be integrated with adjacent uses through the establishment of like or complementary uses, mitigation of potential adverse impacts, the provision of adequate transportation and pedestrian connections, and the incorporation of a gradual transition of intensity. According to the revised site plan, the applicant will comply with the required landscape buffering standards, proposing a 15-foot buffer along the northern property line, 10 feet along the southern and eastern property lines, and 8 feet along the western property line. Additionally, the applicant indicated that the building would maintain a 25-foot setback from the northern and southern property lines, and a 7.5-foot setback from the eastern and western property lines. The proposed Major Modification adheres to these compatibility criteria by complementing the surrounding development pattern and appropriately integrating with adjacent land uses. Accordingly, the proposal is consistent with FLUS Objective 4.4 and FLUS Policy 4.4.1.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed Major Modification and determined that wetlands are present on the subject site. The Environmental Protection and Resiliency component of the Future Land Use Section (FLUS), Objective 6.1, promotes growth that is both sustainable and resilient while ensuring the protection of environmentally sensitive resources. FLUS Policy 6.1.1 requires that land development be regulated in a manner that safeguards the attributes, functions, and amenities of the natural environment under all projected growth scenarios. This includes the continued review, amendment, and implementation of land development regulations to ensure long-term environmental protection. FLUS Objective 6.2 further provides that new development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems, as described in the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan. Additionally, Objective 3.5 of the Environmental and Sustainability Section (ESS) of the Comprehensive Plan calls for the application of adopted criteria, standards, methodologies, and procedures to manage and maintain wetlands and other surface waters for optimal fisheries and environmental values, in consultation with the EPC. ESS Policy 3.5.1 emphasizes collaboration with the EPC to conserve and protect wetlands and surface waters from detrimental physical and hydrological alterations. It further requires a comprehensive planning-based approach to wetland ecosystem protection, ensuring no net loss of ecological values provided by wetlands and other authorized surface waters within Hillsborough County. The EPC provided comments on November 12, 2025, indicating that a resubmittal is not necessary at this time. Because the proposed Major Modification preserves the on-site wetlands and avoids adverse impacts, the request is consistent with the applicable Comprehensive Plan Objectives and Policies governing growth in environmentally sensitive areas.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the County be consistent with the Comprehensive Plan. The subject site is located within the boundaries of the Brandon Community Plan. Strategy 5 under Goal 6 of the Brandon Community Plan identifies the general characteristics of each Character District within the Brandon community. These design characteristics are intended to be descriptive of the overall character of the area and its surrounding context and do not alter the Future Land Use designation or zoning of properties in effect at the time of adoption of the Brandon Community

Plan. Any proposed zoning changes may proceed in accordance with the Land Development Code. The subject site is located within the Light Industrial Character District, which encompasses the northwestern portion of Brandon and is primarily devoted to business parks, light industrial, and government uses. A significant portion of this district includes the Falkenburg Government Complex, which contains a concentration of Hillsborough County government facilities as well as Hillsborough Community College's Brandon Campus. The Brandon Community Plan encourages the use of landscape plantings, including trees and shrubs, to soften the visual appearance of buildings and to screen less visually attractive activities from major thoroughfares. The proposed Major Modification to the existing light industrial use is consistent with FLUS Objective 3.2, FLUS Policy 3.2.4, the Brandon Community Plan, and the Livable Communities Element.

Overall, staff finds that the proposed Major Modification is compatible with the existing development pattern found within the surrounding area and supports the vision of the Brandon Community Plan. The proposed Major Modification 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 Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

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.*

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.*

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.

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

Environmental Protection and Resiliency

Objective 6.1: Encourage growth that is both sustainable and resilient while protecting environmentally sensitive resources.

Policy 6.1.1: Regulate land development to protect the attributes, functions and amenities of the natural environment. Continue to review, amend and implement land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

Environmental Considerations

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

ENVIRONMENTAL & SUSTAINABILITY SECTION

Objective 3.5: Apply adopted criteria, standards, methodologies, and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.

Policy 3.5.1: Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.

LIVABLE COMMUNITIES ELEMENT: BRANDON COMMUNITY PLAN

Goal 6: Re-establish Brandon's historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.

5. General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.

*c. **Light Industrial** – Northwest area of Brandon devoted primarily to business parks, light industrial and government uses. A large part of this area is the Falkenburg Government Complex, a concentration of Hillsborough County government buildings as well as Hillsborough Community College’s Brandon Campus. Landscape plantings of trees and shrubs are encouraged to soften the look of these buildings and screen less visually appealing activities from the view of the main thoroughfares.*

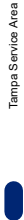
HILLSBOROUGH COUNTY FUTURE LAND USE

MM 26-0063

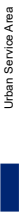
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STATUS**



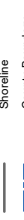
PENDING



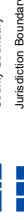
Tampa Service Area



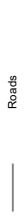
Urban Service Area



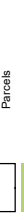
Shoreline



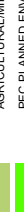
County Boundary



Jurisdiction Boundary



Roads



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-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 (9) (.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)

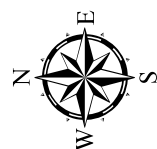
HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASH-PUBLIC

NATURAL PRESERVATION

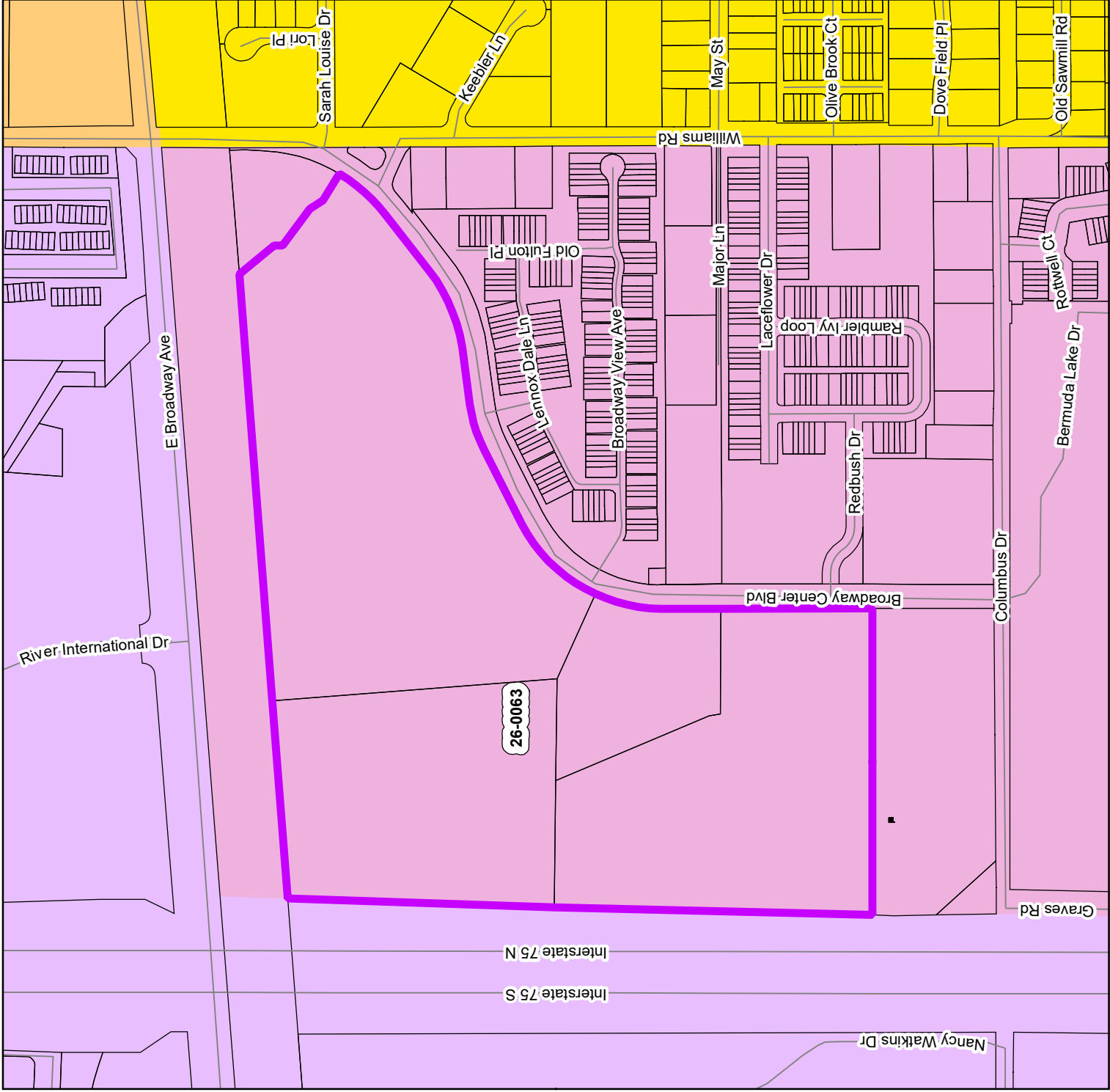
WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and is not intended for use as a legal document. The user should consult the City/County Planning Commission for more information. ACCURACY: It is intended to be accurate to the standards of the City/County Planning Commission. This map is for informational purposes only. For the most current data and information, see the appropriate source.

Map Printed from Rezoning System: 10/23/2025
 Author: Samantha Landis
 File: G:\Rezoning\System\Map\Projects\HC\SamLandis_HillsRezoning.mxd



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Rezoning Application: PD 26-0095

Zoning Hearing Master Date: June 22, 2026

BOCC Land Use Meeting Date: August 11, 2026

1.0 APPLICATION SUMMARY

Applicant: Church Arbor Lux LLC c/o Jeff Sardisco
 FLU Category: R-20
 Service Area: Urban
 Site Acreage: 2.49 +/-
 Community Plan Area: None
 Overlay: None



Introduction Summary:

The applicant requests to rezone the parcels from RMC-20 and PD 85-0325 to PD (Planned Development). The project area contains two parcels, each of which are split zoned RMC-20 and PD 85-0325. The boundary of PD 85-0325 is within the northern half, which has been developed with six condominium units. The southern half is zoned RMC-20 and has been developed with four condominium units. Vacant areas of both parcels are proposed for 25 townhome units, resulting in an overall number of 35 dwelling units. Under the new PD, the developed area will be noted as Phase 1, while the undeveloped area will be noted as Phase 2.

Zoning:	Existing		Proposed
District(s)	RMC-20	PD 85-0325	PD 26-0095
Typical General Use(s)	Residential, Multi-Family Conventional	Residential, Multi-Family	Residential, Multi-Family
Acreage	1.1 +/-	1.47 +/-	2.47 +/-
Density/Intensity	20 DU per GA (10 units)	12 DU per GA (18 units)	14.06 DU per GA (35 units)
Mathematical Maximum*	20 DU per GA (10 units)	20 DU per GA (29 units)	20 DU per GA (49 units)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed	
District(s)	RMC-20	PD 85-0325	PD 26-0095	
Lot Size / Lot Width	6,540 Sq Ft / 70'	NA	1,868.67 Sq Ft/ 22.46' (Townhomes) N/A (Condominium)	
Setbacks/Buffering and Screening	25' Front 20' Rear 10' Sides	12' North 20' West 55' South 49' East	Townhome Lots: 25' Front 10' Rear 10' Side	Condominium Building: 16' North 25 - 75' East
Height	45'	35', 2 stories	35', 3 stories	25', 2 stories

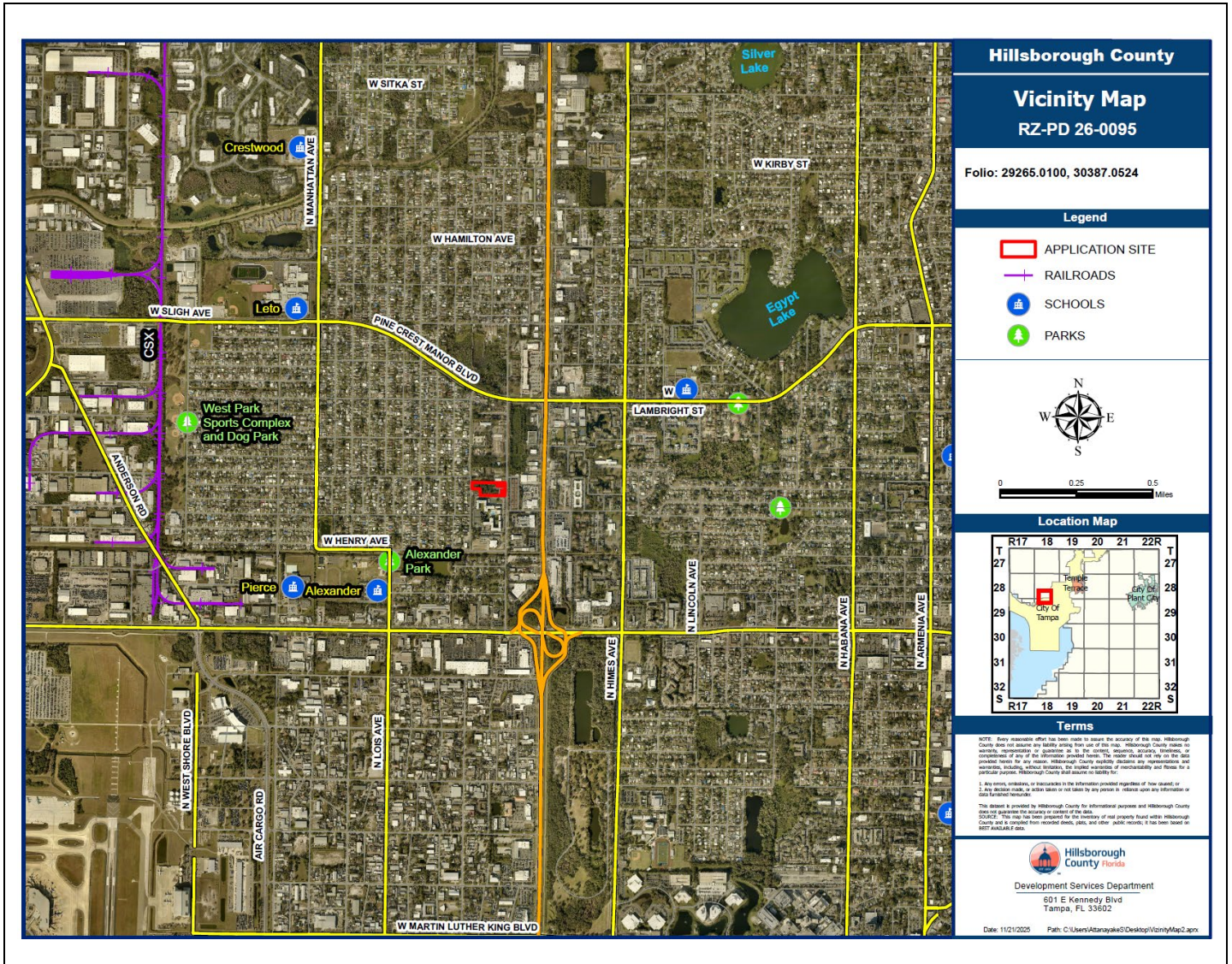
Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
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Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

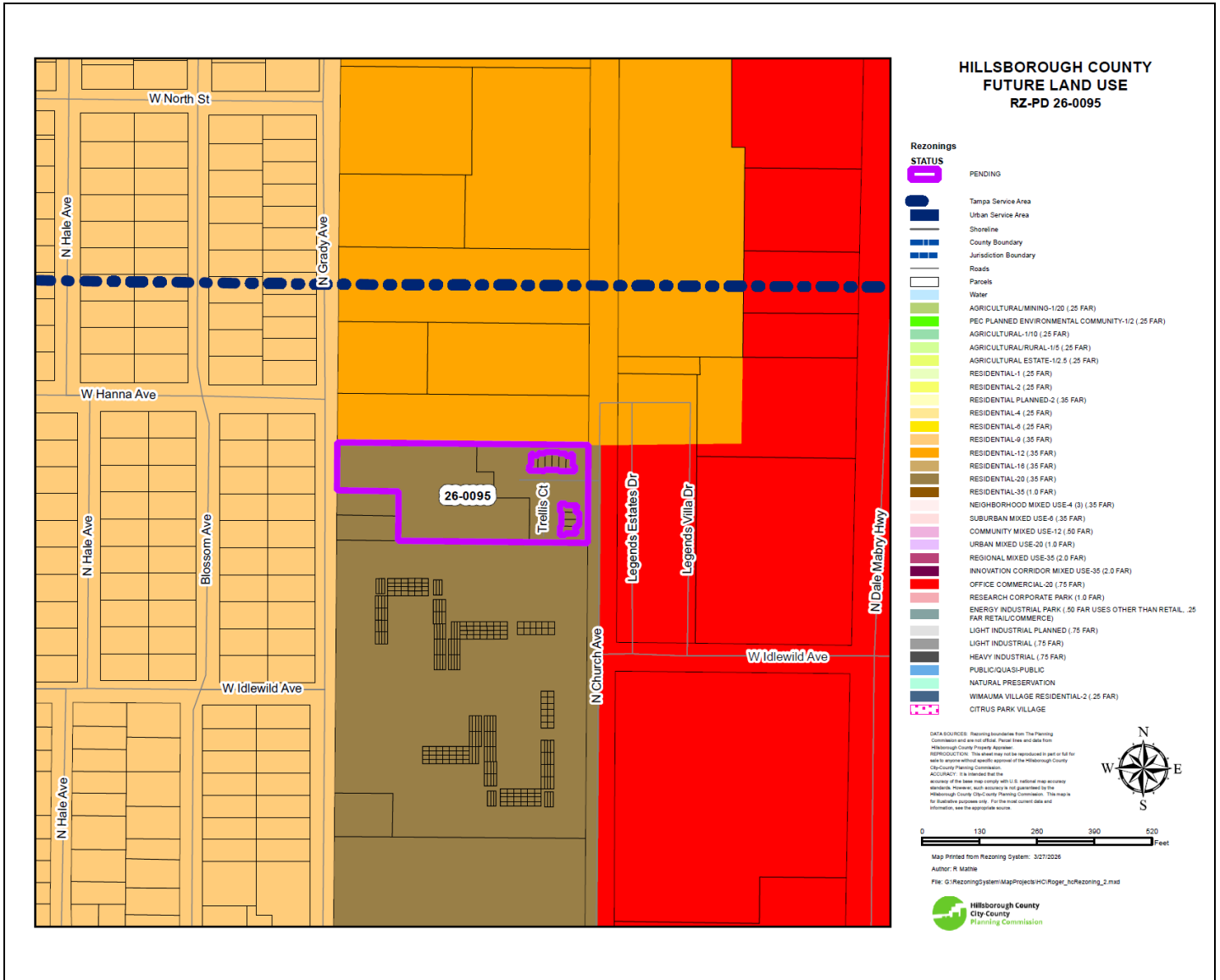


Context of Surrounding Area:

The property is located between N Grady Ave and N Church Ave north of W Henry Ave and south of Pine Crest Manor Blvd. The adjacent property to the north is zoned RDC-12 developed with a church. The adjacent parcels to the south are zoned RDC-12 and RMC-20 with existing multifamily and single family residential uses. The majority of the properties in close proximity are developed with residential uses at various lot sizes. While there are properties zoned for commercial uses on the east side of N Church Ave.

2.0 LAND USE MAP SET AND SUMMARY DATA

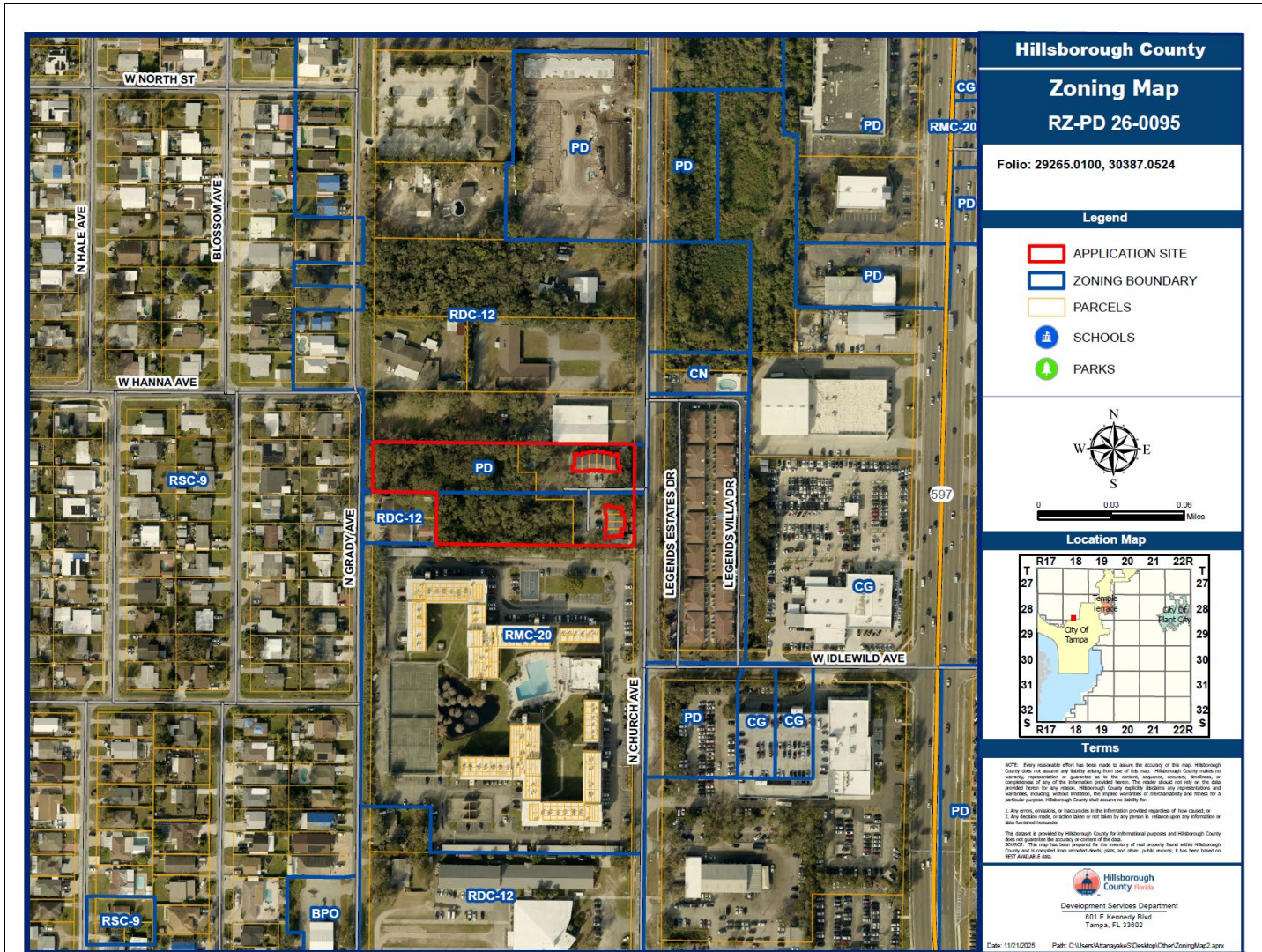
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-20
Maximum Density/F.A.R.:	20 DU per GA/ 0.35 or 0.75 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

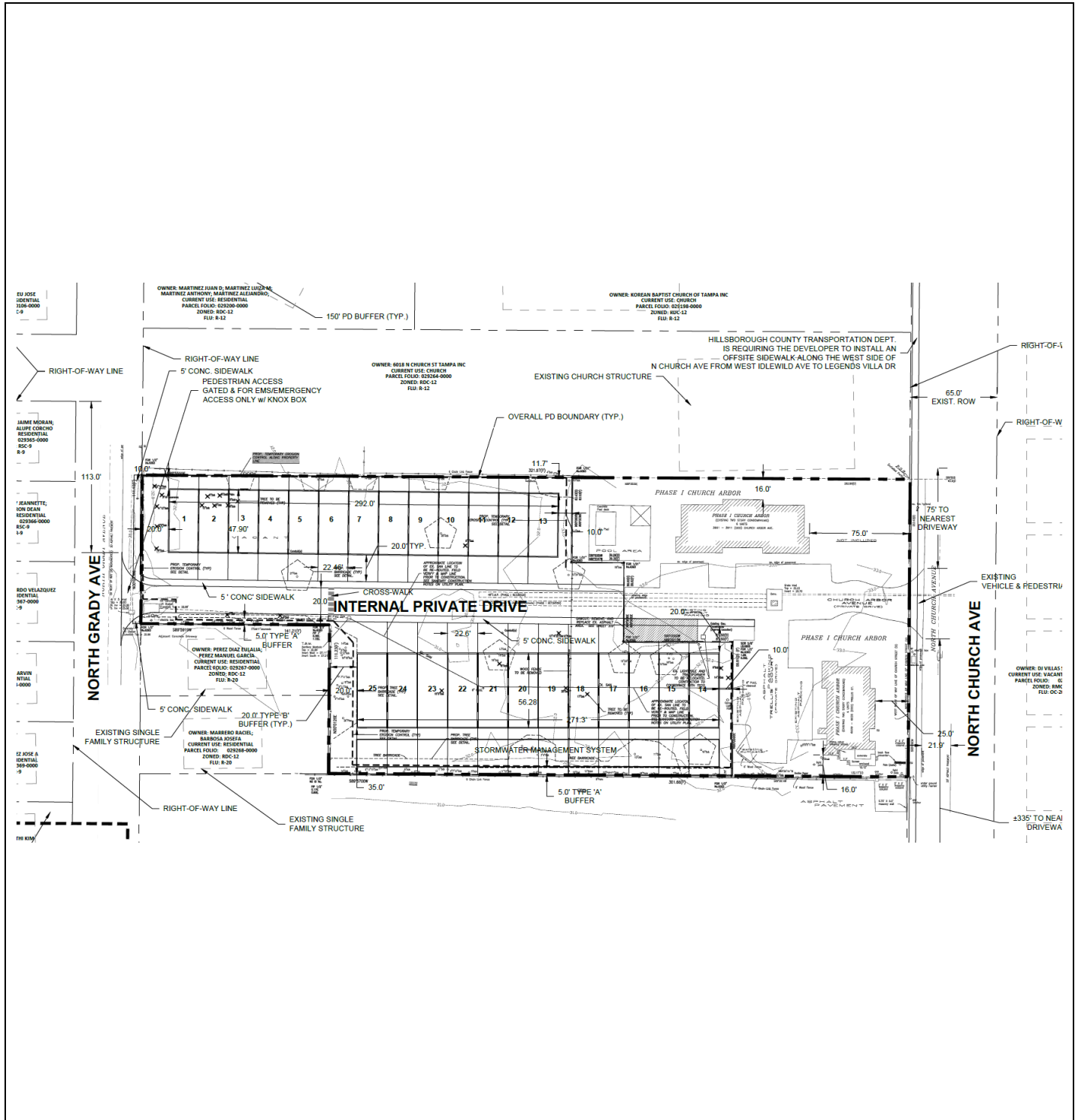


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RDC-12	12 DU per GA/NA	Residential, Duplex Conventional	Churches
South	RMC-20, RDC-12	20 DU per GA/ NA, 12 DU per GA/NA	Residential, Duplex, Single-Family and Multi-Family Conventional	Multi-Family Residential, Single Family Residential
East	RMC-20	20 DU per GA/ NA	Residential, Multi-Family Conventional	Multi-Family Residential
West	RSC-9	9 DU per GA/NA	Residential, Single-Family Conventional	Single Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
N Church Avenue	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
N Grady Avenue	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" 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 Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	466	40	34
Proposed	341	28	25
Difference (+/-)	- 125	-12	-9

*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	Access/Additional Connectivity	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West		Pedestrian and Gated Emergency	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N Church Avenue/Substandard Road	Design Exception Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<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	
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$6,661 * 253 = \$1,685,233 Parks: \$1,957 * 253 = \$495,121 School: \$7,027 * 253 = \$1,777,831 Fire: \$249 * 253 = \$62,997 Total Townhouse: \$15,894 * 253 = \$4,021,182				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

<p>Planning Commission</p> <p><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Locational Criteria Waiver Requested</p> <p><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><input type="checkbox"/> Inconsistent</p> <p><input checked="" type="checkbox"/> Consistent</p>	<p><input type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	
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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development is located within an area developed with multi-family and single-family uses and does not exceed the maximum density which can be considered in the Future Land Use Category.

Phase 1 of the site has been developed with six of the approved 18 units (Building B) in compliance with the development standards found in PD 85-0325 and four units within the RMC-20 zoned area. Thirteen of the Phase 2 townhome units will be developed where approved for Buildings D, F and G (12 units) in PD 85-0325. The remaining 12 townhome units in Phase 2 will be developed within the RMC-20 zoned area, which currently permits the proposed use.

Property to the north is developed with a church on property zoned RMC-20. Units will be setback 11 – 16 feet from the northern PD boundary. A setback of 20 feet will be provided from Grady Avenue (west), which is in keeping with the setback established for PD 85-0325. A setback of 25 feet will be provided from North Church Avenue (east), which complies with the RMC-20 minimum front yard setback. Single-family residential is developed to the southwest of the project. A 20-foot wide buffer with Type B screening to the east of the single-family residential area is proposed, which complies the minimum per the Land Development Code. A 5-foot wide buffer with Type A screening is proposed to the north of the single-family area. Residential units will be setback a minimum of 20 feet; however, the internal private drive precludes provision of a full 20 feet of buffer area. Under PD 85-0325, a distance of 5 feet from the single-family residential was approved due to the internal drive.

Phase 2 development proposes a maximum building height of 35 feet, which is 10 feet less than permitted in the RMC-20 zoning district. This height would require a 30 foot setback, in addition to the required buffer, for an overall setback of 50 feet. Single-family residential is present to the southwest of the project, which is zoned RDC-12 permitting a maximum building height of 35 feet. The project will provide the required buffer with required Type B screening, and buildings will have a 20 foot setback from this area along the west. Due to the orientation of the proposed townhomes relative to the existing single-family, the townhome’s side façade will be parallel to the single-family’s rear yards, minimizing the bulk and massing. To the north, a setback of 40 feet is provided with a 5-foot wide buffer and Type A screening. This setback is comparable to the approved layout under PD 85-0325, which also did not require the 2:1 setback. The adjacent RDC-12 zoned parcel contains a 4-6 foot high wall and vegetation along the north.

5.2 Recommendation


Approvable, subject to proposed conditions of approval.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 29, 2026.

1. The project shall be developed as 2 phases with a maximum of 35 residential units.
 - a. Phase 1 shall be developed with a maximum of 10 multi-family/condominium units.
 - b. Phase 2 shall be developed with a maximum of 25 townhome units.
2. Phase 1 development standards shall be as follows:
 - a. Minimum North setback: 16 feet
 - b. Minimum West setback: 20 feet
 - c. Minimum East setback: 25 – 75 feet
 - d. Minimum South setback: 16 feet
 - e. Maximum building height: 25 feet / 2-stories (no 2:1 setback due to height shall be required)
3. Phase 2 development standards shall be as follows:
 - a. Minimum lot size: 1,868 Sq. Ft.
 - b. Minimum lot width: 22.46 feet
 - c. Maximum building height: 35 feet, 3 stories (no 2:1 setback due to height shall be required)
 - d. Minimum front yard setback: 25 feet
 - e. Minimum side yard setback: 10 feet for building, 0 feet between units
 - f. Minimum rear yard setback: 10 feet
- 3.1. Phase 2 development/lots shall be located a minimum of 11 feet from the northern PD boundary, a minimum of 20 feet from the western PD boundary, and a minimum of 35 feet from the southern PD boundary.
- 3.2. A 5-foot wide buffer with Type A screening shall be provided where noted on the general site plan. The buffer shall be platted as a separate tract to be owned and maintained by the HOA or similar entity for screening installation and maintenance purposes.
- 3.3. A 20-foot wide buffer with Type B screening shall be provided where noted on the general site plan. The buffer shall be platted as a separate tract to be owned and maintained by the HOA or similar entity for screening installation and maintenance purposes.
4. 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.
5. 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.
6. The construction and location of any proposed environmental impacts are not approved by this rezoning, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.

7. The project shall be served by and limited to one (1) access connection to N Church Ave and one (1) emergency access and pedestrian connection to N Grady Ave.
8. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
9. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
10. If PD 26-0095 is approved, the County Engineer will approve a Design Exception (dated March 9, 2026, and revised June 11, 2026) which was found approvable by the County Engineer (on June 12, 2026) for the N Church Ave substandard road improvements. If approved, the developer will be required to construct +/- 255 linear feet of a minimum 5-foot-wide sidewalk along the west side of N Church Ave between the site's southern property line and the access connection for Tampa Racquet Club Condo (folio # 30387.5470). Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.02.08 of the LDC.
11. In cases where the approved certified site plan graphic and/or notes are in conflict with specifically approved zoning conditions, the more restrictive requirement shall prevail. Where there are conflicts between the certified site plan graphics or list of conditions and non-district related regulations in the LDC, the most restrictive requirement shall prevail unless a variance has been requested by the applicant and approved with the appropriate findings by the Board of County Commissioners, as provided by Section 5.03.06.B.6.
12. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C

Zoning Administrator Sign Off:	
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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

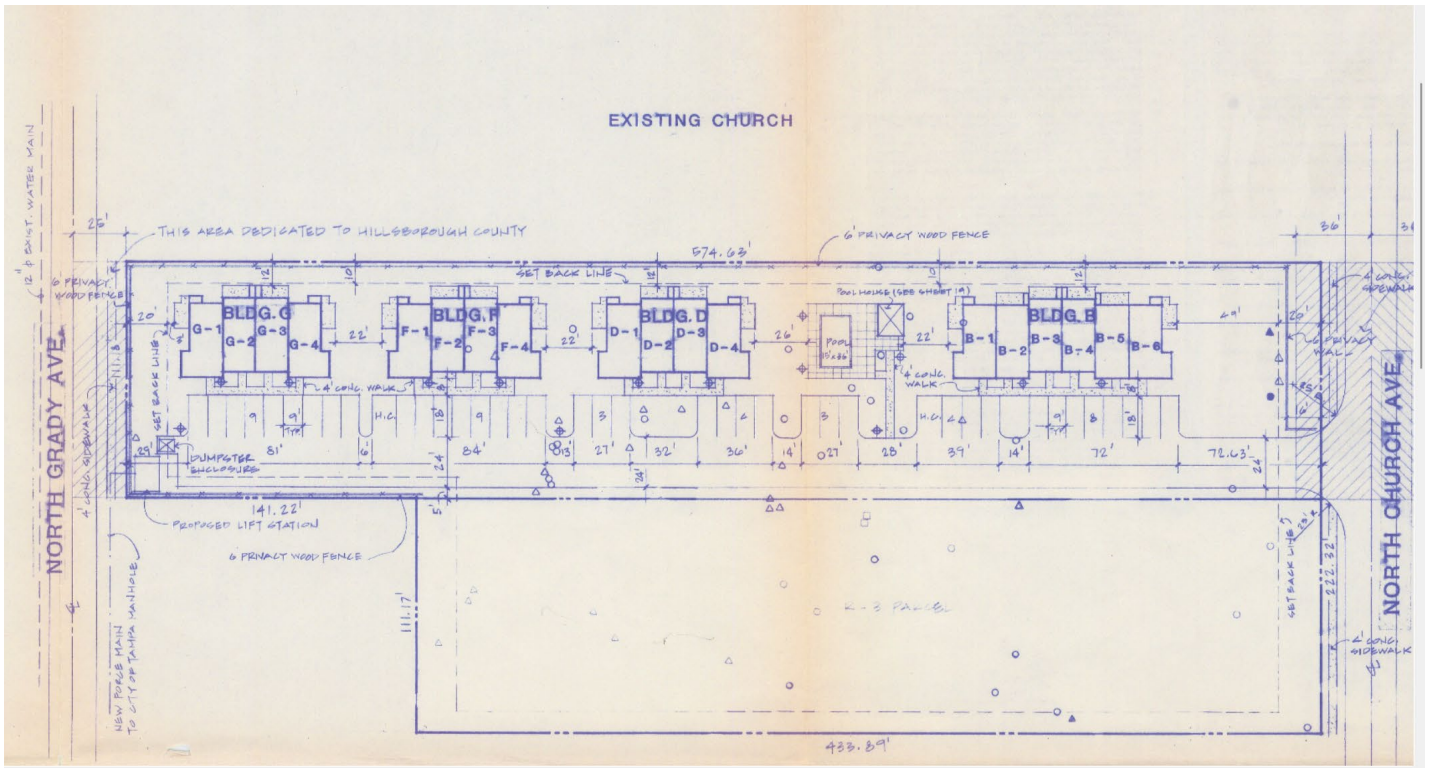
PD Variation Request:

Where abutting the northern property of RDC-12 zoning, a 20 foot wide buffer with Type B screening is required. The applicant proposes a 5-foot wide buffer with Type A screening. See Section 5.1 for additional analysis information. Staff does not object to the PD Variation request.

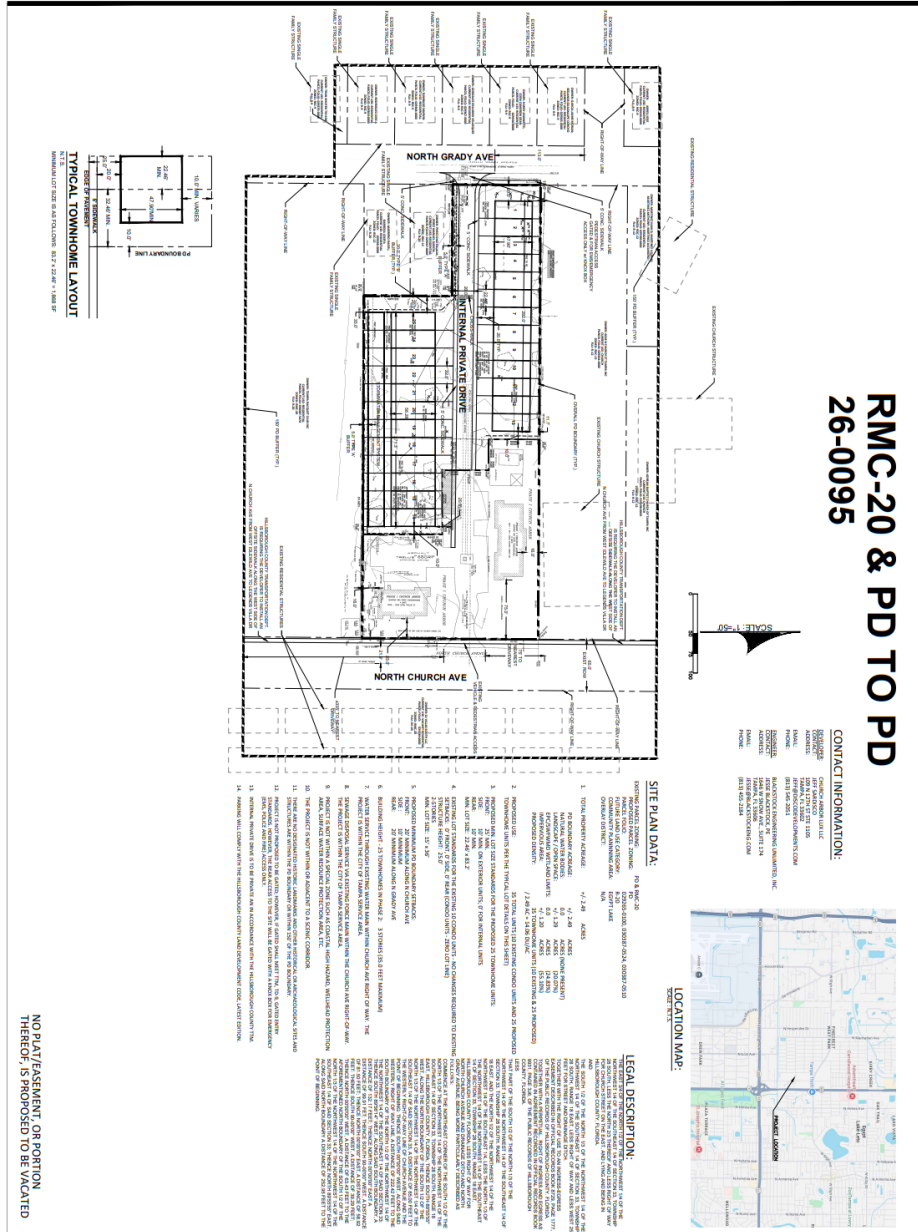
Property Violations:

Agency	Number	Violation	Status
Code Enforcement*			
<input checked="" type="checkbox"/> None current or pending	HC-CE-25-002331	Contact: Hole developed at the intersection of Church Arbor Avenue and Trellis Court.	No violation, closed.
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

PD 85-0325 Certified Site Plan:

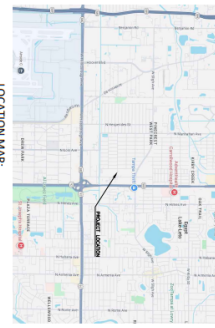


8.0 PROPOSED SITE PLAN (FULL)



RMC-20 & PD TO PD 26-0095

CONTACT INFORMATION:
 PROJECT: RMC-20 & PD TO PD 26-0095
 CLIENT: BE+U
 ARCHITECT: JEFFREY HARRIS ARCHITECTS, LLC
 ENGINEER: BLACKSTOCK ENGINEERING UNLIMITED, INC.
 ADDRESS: 1546 W SNOW AVE., SUITE 114
 TAMPA, FL 33606
 PHONE: 813.465.2186



SITE PLAN DATA:

- 1. TOTAL IMPROVEMENT AREA: 47,249 SQ. FT.
- 2. TOTAL LOT AREA: 47,249 SQ. FT.
- 3. TOTAL IMPROVEMENT COEFFICIENT: 1.00
- 4. TOTAL NUMBER OF UNITS: 20
- 5. TOTAL GARAGE SPACES: 20
- 6. TOTAL PARKING SPACES: 20
- 7. TOTAL LANDSCAPING AREA: 1,500 SQ. FT.
- 8. TOTAL BIOWALL AREA: 1,500 SQ. FT.
- 9. TOTAL BIOWALL VOLUME: 1,500 CU. YD.
- 10. TOTAL BIOWALL PERCENTAGE: 100%
- 11. TOTAL BIOWALL HEIGHT: 4 FT.
- 12. TOTAL BIOWALL LENGTH: 1,500 FT.
- 13. TOTAL BIOWALL WIDTH: 4 FT.
- 14. TOTAL BIOWALL AREA: 1,500 SQ. FT.
- 15. TOTAL BIOWALL VOLUME: 1,500 CU. YD.
- 16. TOTAL BIOWALL PERCENTAGE: 100%
- 17. TOTAL BIOWALL HEIGHT: 4 FT.
- 18. TOTAL BIOWALL LENGTH: 1,500 FT.
- 19. TOTAL BIOWALL WIDTH: 4 FT.
- 20. TOTAL BIOWALL AREA: 1,500 SQ. FT.
- 21. TOTAL BIOWALL VOLUME: 1,500 CU. YD.
- 22. TOTAL BIOWALL PERCENTAGE: 100%
- 23. TOTAL BIOWALL HEIGHT: 4 FT.
- 24. TOTAL BIOWALL LENGTH: 1,500 FT.
- 25. TOTAL BIOWALL WIDTH: 4 FT.
- 26. TOTAL BIOWALL AREA: 1,500 SQ. FT.
- 27. TOTAL BIOWALL VOLUME: 1,500 CU. YD.
- 28. TOTAL BIOWALL PERCENTAGE: 100%
- 29. TOTAL BIOWALL HEIGHT: 4 FT.
- 30. TOTAL BIOWALL LENGTH: 1,500 FT.
- 31. TOTAL BIOWALL WIDTH: 4 FT.
- 32. TOTAL BIOWALL AREA: 1,500 SQ. FT.
- 33. TOTAL BIOWALL VOLUME: 1,500 CU. YD.
- 34. TOTAL BIOWALL PERCENTAGE: 100%
- 35. TOTAL BIOWALL HEIGHT: 4 FT.
- 36. TOTAL BIOWALL LENGTH: 1,500 FT.
- 37. TOTAL BIOWALL WIDTH: 4 FT.
- 38. TOTAL BIOWALL AREA: 1,500 SQ. FT.
- 39. TOTAL BIOWALL VOLUME: 1,500 CU. YD.
- 40. TOTAL BIOWALL PERCENTAGE: 100%

LEGAL DESCRIPTION:

ALL RIGHTS RESERVED BY THE ARCHITECT. THIS PLAN IS THE PROPERTY OF THE ARCHITECT AND IS NOT TO BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT MAKES NO WARRANTY, EXPRESS OR IMPLIED, FOR THE ACCURACY, COMPLETENESS, OR SUITABILITY OF THIS PLAN. THE ARCHITECT'S LIABILITY IS LIMITED TO THE PROFESSIONAL SERVICES PROVIDED HEREIN. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION OBTAINED FROM ANY SOURCE OTHER THAN THE ARCHITECT'S OWN RESEARCH AND INVESTIGATION. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION OBTAINED FROM ANY SOURCE OTHER THAN THE ARCHITECT'S OWN RESEARCH AND INVESTIGATION. THE ARCHITECT IS NOT RESPONSIBLE FOR THE ACCURACY OF ANY INFORMATION OBTAINED FROM ANY SOURCE OTHER THAN THE ARCHITECT'S OWN RESEARCH AND INVESTIGATION.

NO PLATFEMENT OR PORTION THEREOF IS PROPOSED TO BE VACATED

PD SITE PLAN
SHEET 1 OF 1

Revision		
No.	Date	Description

PROJECT: 30017121.00
 DATE: 05/08/2025

**CHURCH ARBOR
TOWNHOMES**

CHURCH AVE
HILLSBOROUGH COUNTY, FLORIDA

BE→U
 BLACKSTOCK ENGINEERING UNLIMITED, INC.
 1546 W SNOW AVE., SUITE 114
 TAMPA, FL 33606
 813.465.2186

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/15/2026

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Egypt Lake

PETITION NO: PD 26-0095

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

CONDITIONS OF APPROVAL

- The project shall be served by and limited to one (1) access connection to N Church Ave and one (1) emergency access and pedestrian connection to N Grady Ave.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
- Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
- If PD 26-0095 is approved, the County Engineer will approve a Design Exception (dated March 9, 2026, and revised June 11, 2026) which was found approvable by the County Engineer (on June 12, 2026) for the N Church Ave substandard road improvements. If approved, the developer will be required to construct +/- 255 linear feet of a minimum 5-foot-wide sidewalk along the west side of N Church Ave between the site’s southern property line and the access connection for Tampa Racquet Club Condo (folio # 30387.5470). Such sidewalk is in addition to the sidewalk required along the project’s frontage per Sec. 6.02.08 of the LDC.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 2.49-acre site from Residential, Multi-Family Conventional (RMC-20) and Planned Development (PD) to Planned Development (PD). The existing PD (85-0325) is approved for 18 multi-family units, of which 6 have been constructed within the PD area of the site. The overall site has been developed with 10 multi-family units. The PD request is for 35 residential units which includes the existing 10 multi-family units and proposing 25 townhome units. The site’s Future Land Use (FLU) is Residential-20 (RES-20).

Trip Generation Analysis

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

Approved Zoning:

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips

		AM	PM
PD, 18 Multifamily Housing (Low-Rise) units (ITE LUC 220)	222	19	16
RMC-20, 22 Multifamily Housing (Low-Rise) units (ITE LUC 220)	244	21	18
Total	466	40	34

Proposed Zoning:

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 10 Multifamily Housing (Low-Rise) units (ITE LUC 220)	177	16	12
PD, 25 Single-Family Attached Housing units (ITE LUC 215)	164	12	13
Total	341	28	25

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	- 125	- 12	- 9

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on N Church Ave and N Grady Ave.

N Church Ave is a 2-lane, substandard, local rural roadway. The roadway is characterized by +/- 11-foot-wide travel lanes in average condition, +/- 5-foot-wide sidewalks on the east side of the roadway, and between +/- 4 and +/- 5-foot-wide sidewalks intermittently along the west side of the roadway within the vicinity of the proposed project. The roadway lies within a varying +/- 65 to +/- 75-foot-wide right of way.

N Grady Ave is a 2-lane, undivided, substandard local rural roadway. The roadway is characterized by +/- 20 feet of pavement in average condition and no sidewalks on either side of the roadway within the vicinity of the proposed project. The roadway lies within a +/- 50-foot-wide right of way.

SUBSTANDARD ROADS

N Church Ave

According to the Hillsborough County Transportation Technical Manual (TTM) a residential serving TS-3 local urban (2-lane undivided) typical section has 11-foot-wide lanes with 8-foot-wide shoulders and 5-foot-wide sidewalks on both sides within a minimum 50-foot-wide right of way. The applicant's requested Design Exception for the proposed N Church Ave substandard road improvements is discussed below.

N Grady Ave

According to the Hillsborough County Transportation Technical Manual (TTM) a residential serving TS-3 local urban (2-lane undivided) typical section has 11-foot-wide lanes with 8-foot-wide shoulders and 5-foot-wide sidewalks on both sides within a minimum 50-foot-wide right of way.

As the proposed access to N Grady Ave is intended to be gated for emergency-only access, no substandard road improvements are required.

SITE ACCESS

The PD site plan proposes one full vehicular access connection to N Church Ave and one gated emergency access connection to N Grady Ave. Pedestrian access will be provided from both N Church Ave and N Grady Ave into the project site.

REQUESTED DESIGN EXCEPTION, SUBSTANDARD ROAD: N Church Ave

Given that N Church Ave is a substandard local roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated March 9, 2026, and revised June 11, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception Request, the County Engineer found the Design Exception approvable (on June 12, 2026) authorizing deviations from the Transportation Technical Manual (TTM) Type TS-7 Typical Section (for 2-lane, Undivided Local Rural Roads) including:

- The developer shall be permitted to preserve the 11-foot-wide travel lanes; and,
- The developer shall construct a 5-foot-wide sidewalk on the west side of Sligh Ave connecting the existing sidewalk at the access connection for folio 30387.5470 (Tampa Racquet Club Condo) to the proposed sidewalk at the property’s southern edge, totaling approximately 255 linear feet. Such sidewalk is in addition to the sidewalk required along the project’s frontage per Sec. 6.02.08 of the LDC

If 26-0095 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above-referenced Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

N Church Ave and N Grady Ave are not included in the *2024 Hillsborough County Level of Service (LOS) Report*. As such, no LOS information for these roadways is provided.



FW: RZ-PD 26-0095 - Design Exception Review

From Williams, Michael <WilliamsM@hcfl.gov>

Date Fri 6/12/2026 1:31 PM

To jesse@blackstockeng.com <jesse@blackstockeng.com>

Cc jeff@discodevelopments.com <jeff@discodevelopments.com>; Peddle, Carolanne <PeddleC@hcfl.gov>; Heinrich, Michelle <HeinrichM@hcfl.gov>; Kowal, Jessica <KowalJ@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>

 1 attachment (3 MB)

26-0095 DEAdd 06-11-26.pdf;

Jesse,

I have found the attached Design Exception (DE) for PD 26-0095 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

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)



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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Friday, June 12, 2026 12:02 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Kowal, Jessica <KowalJ@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: RZ-PD 26-0095 - Design Exception Review

Hello Mike,

The attached Design Exception is **Approvable** to me. Please include the following people in your response:

- jesse@blackstockeng.com
- jeff@discodevelopments.com
- peddle@hcfl.gov
- heinrichm@hcfl.gov
- kowalj@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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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)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input checked="" type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Road - Church Ave <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Chruch Arbor - RZ-PD 26-0095
<p>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.</p>	
Folio Number(s)	029265-0100, 030387-0524, 030387-0510
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>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").</p>	
Name of Person Submitting Request	Jesse Blackstock
<p>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.</p>	
Current Property Zoning Designation	PD & RMC-20
<p>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.</p>	
Pending Zoning Application Number	RZ-PD 26-0095
<p>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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>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".</p>	



BLACKSTOCK ENGINEERING UNLIMITED, INC.

March 9, 2026
Revised June 11, 2026

Mr. Michael Williams, PE
Hillsborough County
Development Review Director
County Engineer
601 E Kennedy Blvd, 20th Floor
Tampa, FL 33602

**Reference: Design Exception Request – N Church Avenue
N Church Avenue
029265-0100, 030387-0524, 030387-0510
PD-26-0095**

Mr. Williams:

Please allow this letter to serve as our justification for the design exception per TTM Section 1.7 to meet the requirements of Hillsborough County LDC Section 6.04.03.L (existing facility). The PD rezoning request is to allow for up to 25 single family attached dwelling units on the currently vacant property located at N Church Ave, as depicted on Exhibit A. Additionally, there are 10 existing condominium units located on the eastern portion of the overall PD, which are part of this rezoning request. Therefore, overall total unit count is 35 for the requested PD.

The project proposes to utilize the existing single full access connection onto N Church Avenue. Also, there is a second access that will be gated and kept locked (with knox box) for EMS vehicles only via full access connection to N Grady Ave along the western side of the PD property.

N Church Avenue is identified in the Hillsborough County Comp. Plan as a local roadway and it was determined that this roadway is Substandard. Church Avenue has a posted speed limit of 30 mph between Pine Crest Manor Blvd and W Henry Ave. Church Avenue currently has 11.0 foot travel lanes, with a 5' concrete sidewalk along the eastside of the roadway which is not consistently currently existing within this portion of Church Ave. No bike lanes are currently present on either side of Church Avenue.

This request is a design exception to the Hillsborough County TTM for N Church Avenue from W Idlewild Ave to the southern property corner of Folio No. 029264-0000.

BE→U

*March 9, 2026
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Zoning Intake
N Church Ave
PD-26-0095
Page 2 of 6*

The requested exceptions are to the TS-7 typical section and the justifications are as follows:

1. The existing ROW along Church Avenue is approximately 65 feet; however, there is existing development along this entire ROW corridor along both sides of the roadway. The typical TS-7 section for a rural, two-lane undivided roadway requires a minimum of 96 feet of ROW with 12 foot travel lanes, 5 foot paved shoulder, open drainage, and a 5 foot sidewalk.
2. The request is to maintain the existing 11.0 foot travel lanes and relatively flat unpaved shoulder/open drainage. The missing segments of the 5.0' concrete sidewalk on the west side of N Church Avenue will be completed, which will add approximately 366 linear feet of sidewalk, of which 255 LF is additional sidewalk proposed as part of the requested Design Exception and 111 LF is LDC required sidewalk along the frontage of the project site. Based on Table 210.2.1 of the FDOT Design Manual, the 10-foot travel lanes identified as acceptable.

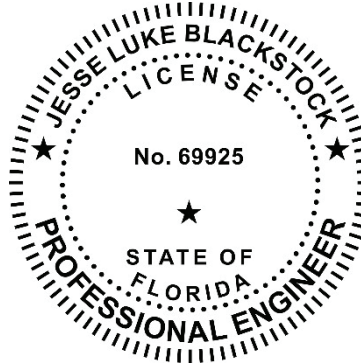
BE→U

March 9, 2026
Revised June 11, 2026
Zoning Intake
N Church Ave
PD-26-0095
Page 3 of 6

Please do not hesitate to contact me directly with any questions or concerns.

Respectfully Submitted,
Blackstock Engineering Unlimited, Inc.

Jesse Blackstock, PE
President



Jesse
Blackstock
k

Digitally signed
by Jesse
Blackstock
Date: 2026.06.11
14:00:44 -04'00'

This item has been electronically signed and sealed by Jesse L Blackstock, PE on 6/11/2026 using a SHA-1 authentication code. Printed copies of this document are not considered signed and sealed and the SHA-1 authentication code must be verified on any electronic copies.

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

Disapproved

Approved with Conditions

Approved

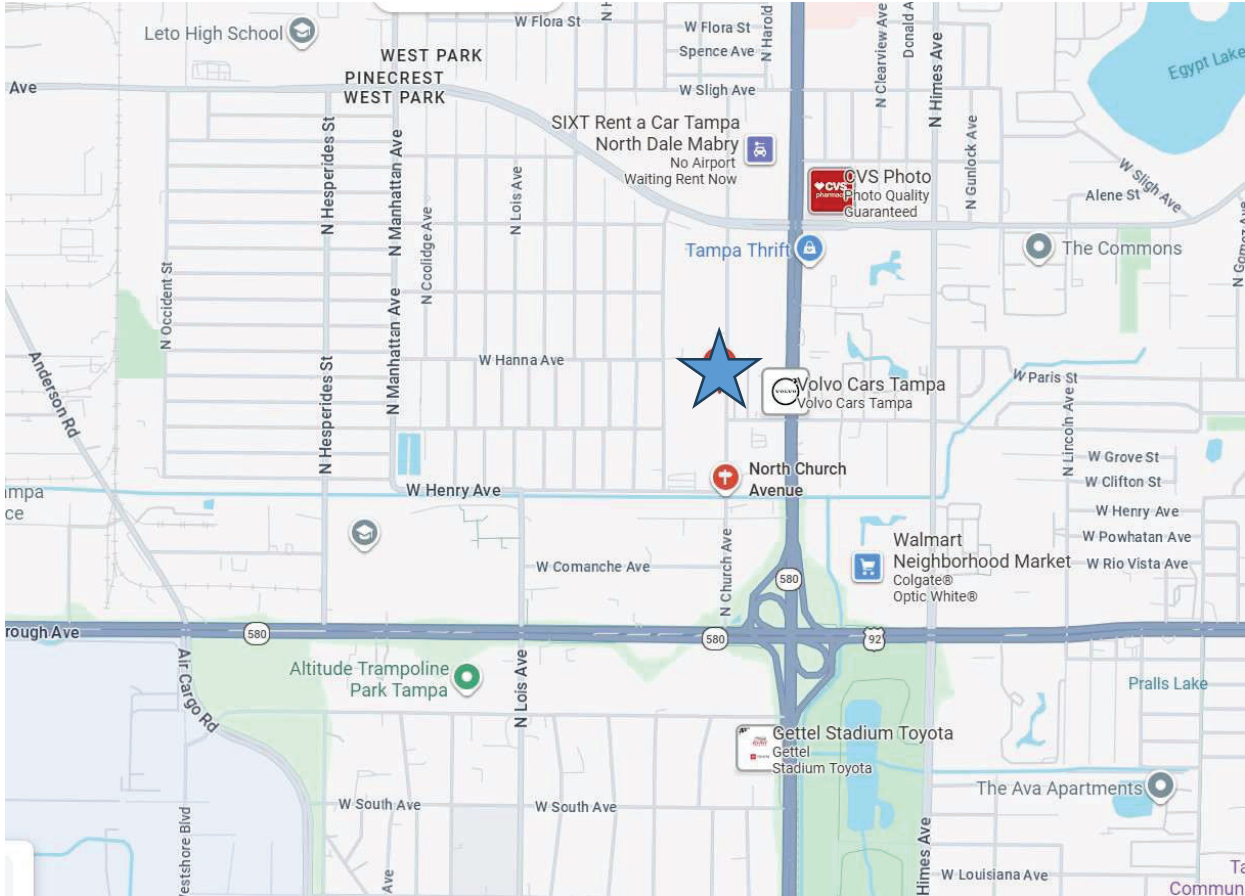
If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.

Sincerely,
Michael J. Williams, PE
Hillsborough County Engineer

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Exhibit 1 – LOCATION MAP



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Exhibit 2 – Proposed Sidewalk Improvements

5' sidewalk along western ROW



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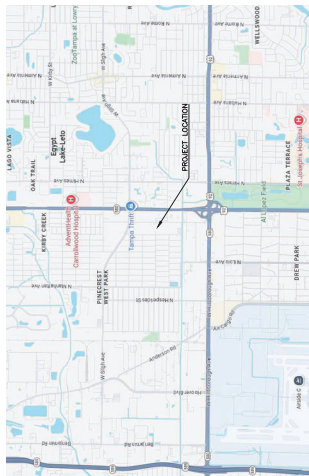
Exhibit 3 – PD Site Plan

RMC-20 & PD TO PD 26-0095

CONTACT INFORMATION:

DEVELOPER:
CHURCH ARBOR LUX LLC
CONTACT:
JESSIE BLACKSTOCK
ADDRESS:
TAMPA, FL 33602
PHONE:
(813) 595-2051

ENGINEER:
BLACKSTOCK ENGINEERING UNLIMITED, INC.
CONTACT:
JESSIE BLACKSTOCK, PE
ADDRESS:
TAMPA, FL 33602
PHONE:
(813) 595-2051



LOCATION MAP:
SCOTT TRLS.

SITE PLAN DATA:

EXISTING PARCEL ZONING: PD & RMC20
PROPOSED PARCEL ZONING: PD
FUTURE LAND USE CATEGORY: R-20
COMMUNITY PLANNING AREA: EAST LAKE
OVERALL DISTRICT: NPA

1. TOTAL PROPERTY AVERAGE: 47.249 ACRES
PD BOUNDARY AVERAGE: 47.249 ACRES
NATURAL WATER BODIES: 0.0 ACRES (NONE PRESENT)
LANDSCAPE / OPEN SPACE: 47.129 ACRES (20.07%)
IMPROVISED AREA: 47.120 ACRES (55.19%)
PROPOSED DENSITY: 32 TOWNHOME UNITS (10 EXISTING & 22 PROPOSED)
7.26 ACRES (15.36%)

2. PROPOSED USE: 10 CONDO UNITS AND 25 PROPOSED TOWNHOME UNITS PER THE TYPICAL LOT DETAIL ON SHEET 11.

3. PROPOSED MIN. LOT SIZES STANDARDS FOR THE PROPOSED 25 TOWNHOME UNITS:
FRONT: 25 MIN. ON EXTERIOR UNITS; 0' FOR INTERNAL UNITS
SIDE: 10 MIN. ON EXTERIOR UNITS; 0' FOR INTERNAL UNITS
MIN. LOT SEE: 22.46 X 83.2

4. EXISTING LOT STANDARDS FOR THE EXISTING 10 CONDO UNITS - NO CHANGES REQUIRED TO EXISTING SETBACKS: 0' FRONT, 0' SIDE, 0' REAR (CONDO UNITS - ZERO LOT LINE)
2-5 STORES
MIN. LOT SEE: 15' X 38'

5. PROPOSED MINIMUM PD BOUNDARY SETBACKS:
FRONT: 10' MINIMUM
SIDE: 10' MINIMUM
REAR: 20' MINIMUM ALONG N GRADY AVE

6. BUILDING HEIGHT - 25 TOWNHOMES IN PHASE 2: 3 STORES (35.0 FEET MAXIMUM)

7. WATER SERVICE THROUGH EXISTING WATER MAIN WITHIN CHURCH AVE RIGHT-OF-WAY. THE PROJECT IS WITHIN THE CITY OF TAMPA SERVICE AREA.

8. SEWAGE DISPOSAL SERVICE VIA EXISTING FORCE MAIN WITHIN CHURCH AVE RIGHT-OF-WAY. THE PROJECT IS WITHIN THE CITY OF TAMPA SERVICE AREA.

9. PROJECT IS NOT WITHIN SPECIAL ZONES SUCH AS COASTAL HIGH HAZARD, WELHEAD PROTECTION AREA, SURFACE WATER RESOURCE PROTECTION AREA, ETC.

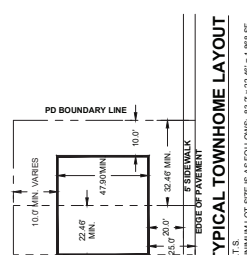
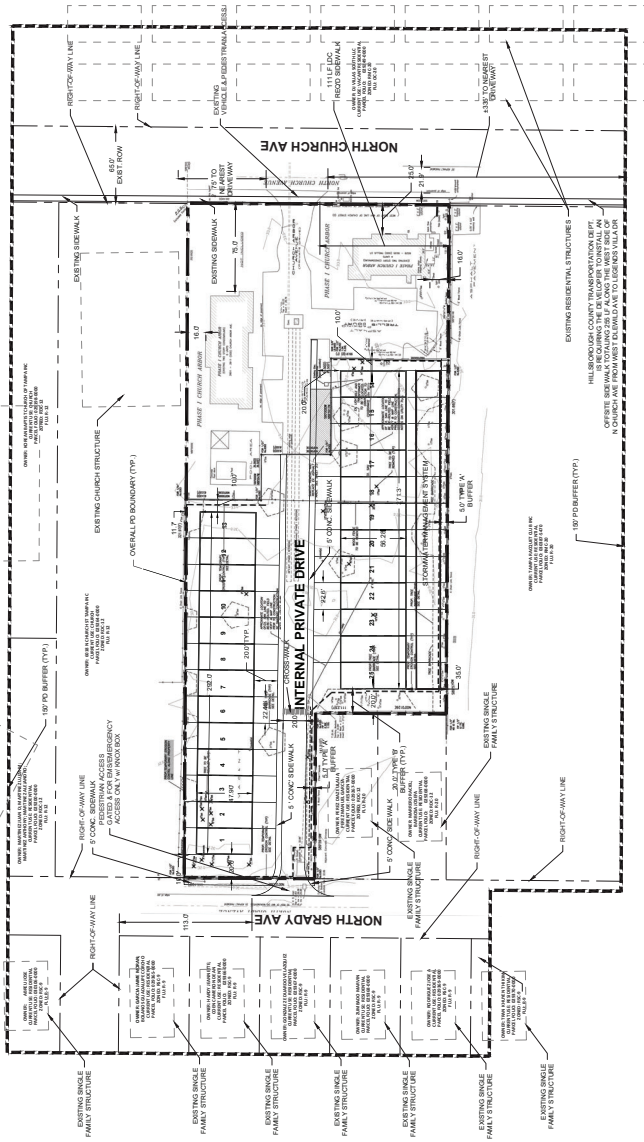
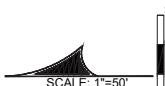
10. THE PROJECT IS NOT WITHIN OR ADJACENT TO A SCENIC CORRIDOR.

11. THERE ARE NO DESIGNATED HISTORIC LANDMARKS AND OTHER HISTORICAL OR ARCHIOLOGICAL SITES AND STRUCTURES WITHIN THE PD BOUNDARY OR WITHIN 50' OF THE PD BOUNDARY.

12. STANDARDS: HOWEVER, THE PARK ACCESS TO THE SITE WILL BE GATED WITH A GOLF BOX FOR EMERGENCY EVACUATION AND FIRE ACCESS ONLY.

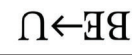
13. INTERNAL PRIVATE DRIVE IS TO BE PRIVATE IN ACCORDANCE WITH THE HILLSBOROUGH COUNTY T.M.

14. PARKING WILL COMPLY WITH THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE, LATEST EDITION.



TYPICAL TOWNHOME LAYOUT
MINIMUM LOT SIZE IS AS FOLLOWS: 83.2 X 22.46' = 1,869 SF

BLACKSTOCK ENGINEERING UNLIMITED, INC.
1646 W SNOW AVE., SUITE 174
TAMPA, FL 33606
813.455.2184



CHURCH ARBOR TOWNHOMES

CHURCH AVE
HILLSBOROUGH COUNTY, FLORIDA

PD SITE PLAN

No.	Date	Description
1	11/19/2025	Revision

PROJECT: 10017122.00
DATE: 11/19/2025

PD SITE PLAN SHEET 1 OF 1

NO PLAT/EASEMENT, OR PORTION THEREOF, IS PROPOSED TO BE VACATED



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: PD 26-0095 Folio(s): 29265.0100 & 30387.0524 General Location: East of Grady Avenue North and west of Church Avenue North
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	N/A
Rezoning Request	Residential Multi-Family Conventional (RMC-20) and Planned Development (PD) to PD for an additional 25 townhomes
Parcel Size	+/- 2.49 acres
Street Functional Classification	Grady Avenue North – Local Church Avenue North – Local
Commercial Locational Criteria	Not applicable
Evacuation Zone	Zone E

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-20	PD + RMC-20	Vacant + HOA/Common Property
North	Residential-12	RDC-12	Public/Quasi Public/Institutional
South	Residential-20	RMC-20	Multi-Family Residential
East	Residential-20 + Office Commercial-20	RMC-20	Single-Family Residential
West	Residential-9	PD+ RSC-9 +RDC-12	Multi-Family Residential + Heavy Commercial + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The ±2.49-acre subject site is located east of Grady Avenue North and west of Church Avenue North. The property is currently zoned Planned Development (PD) and Residential Multi-Family Conventional-20 (RMC-20) and is designated Residential-20 (RES-20) on the Future Land Use Map. The applicant is requesting a Planned Development rezoning to allow for the development of up to 25 townhome units on Folio 29265-0100 while incorporating the existing 10 condominium units located on Folio 30387-0524 into a unified Planned Development.

The subject property is located within the Urban Service Area (USA), where Future Land Use Section (FLUS) Objective 1.1 directs the majority of the County's anticipated growth. FLUS Policy 3.1.3 requires that new development be compatible with surrounding uses, recognizing that compatibility does not mean "the same as," but rather sensitivity in preserving the character of existing development. The surrounding area contains a mixture of residential and institutional uses. Iglesia Vida Nueva Church is located immediately north of the site. Single-family residential development is located west of the property across Grady Avenue North, while multi-family residential development exists to the south and east across Church Avenue North. Collectively, these uses establish a mixed residential development pattern consisting of varying housing types and densities. The proposed townhome development is residential in nature and provides an appropriate transition between the lower-density single-family residences and the existing multi-family developments in the area. Therefore, the request is consistent with FLUS Objective 1.1 and FLUS Policy 3.1.3.

FLUS Policy 3.1.2 requires gradual transitions in density and intensity between differing land uses through professional site planning, buffering, screening, and the control of land uses. The proposed Planned Development maintains a residential use of the property and introduces a medium-density housing type that is compatible with the surrounding development pattern. The proposal does not introduce commercial or industrial uses that would be out of character with the area. As such, the request provides an appropriate transition between adjacent residential uses and is consistent with FLUS Policies 3.1.2 and 3.1.3.

Pursuant to FLUS Objective 2.2 and Policy 2.2.1, Future Land Use categories establish the allowable range of uses, densities, and intensities within each designation. The subject property is designated Residential-20 (RES-20), which is intended to accommodate high-density residential development at a maximum density of 20 dwelling units per gross acre. The RES-20 category allows for consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects, and mixed-use developments.

Based on staff's analysis, the maximum density that may be considered on the subject site is 49 dwelling units. Alternatively, if the site was developed exclusively with non-residential uses, the maximum intensity that may be considered within the RES-20 Future Land Use category is approximately 81,348 square feet, based on the applicable Floor Area Ratio (FAR) standards. The applicant is proposing 25 townhome units, which is below the maximum density permitted under the Residential-20 Future Land Use designation. Townhomes are a residential use that may be considered within the RES-20 category and are consistent with the intent of providing a variety of housing opportunities within the Urban Service Area. Therefore, the request is consistent with FLUS Objective 2.2 and Policy 2.2.1.

The Comprehensive Plan requires that all development meet or exceed the land development regulations of Hillsborough County pursuant to FLUS Objective 4.1 and Policies 4.1.1 and 4.1.2. Compliance with applicable development standards will be evaluated during subsequent development review processes. FLUS Objective 4.4 and Policy 4.4.1 require that new development be compatible with the surrounding neighborhood and integrated with adjacent uses through appropriate transitions in density and intensity. The proposed townhome development is compatible with the surrounding mix of residential and institutional uses and provides a logical transition between the existing single-family residences west of the site and the multi-family developments to the south and east. Furthermore, the proposed density remains below the maximum density permitted by the Residential-20 Future Land Use category. Staff has not identified any compatibility concerns associated with the request. Therefore, the proposed Planned Development is consistent with FLUS Objective 4.4 and Policy 4.4.1.

Overall, staff finds that the proposed Planned Development allows for residential uses that can be considered within the Residential-20 (RES-20) Future Land Use category and does not exceed the maximum density permitted by the Comprehensive Plan. The proposed townhome development is compatible with the existing development pattern found within the surrounding area and provides an appropriate transition between adjacent residential uses. Therefore, the proposed Planned Development is consistent with the Goals, Objectives, and Policies of the Unincorporated Hillsborough County Comprehensive Plan.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Policy 1.1.3: *Within the USA, medium and high-density residential and mixed-use development is encouraged to be located along Centers and Connections as identified in Objective 2.4.*

Future Land Use Categories

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

Objective 3.1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.*

Policy 3.1.2: *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not*

mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Development

Objective 4.1: Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.

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 – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

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

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0095

Rezoning STATUS

PENDING



Tampa Service Area

Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Roads

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-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 (0.1, .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)

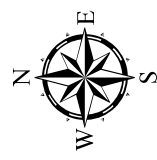
HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASH-PUBLIC

NATURAL PRESERVATION

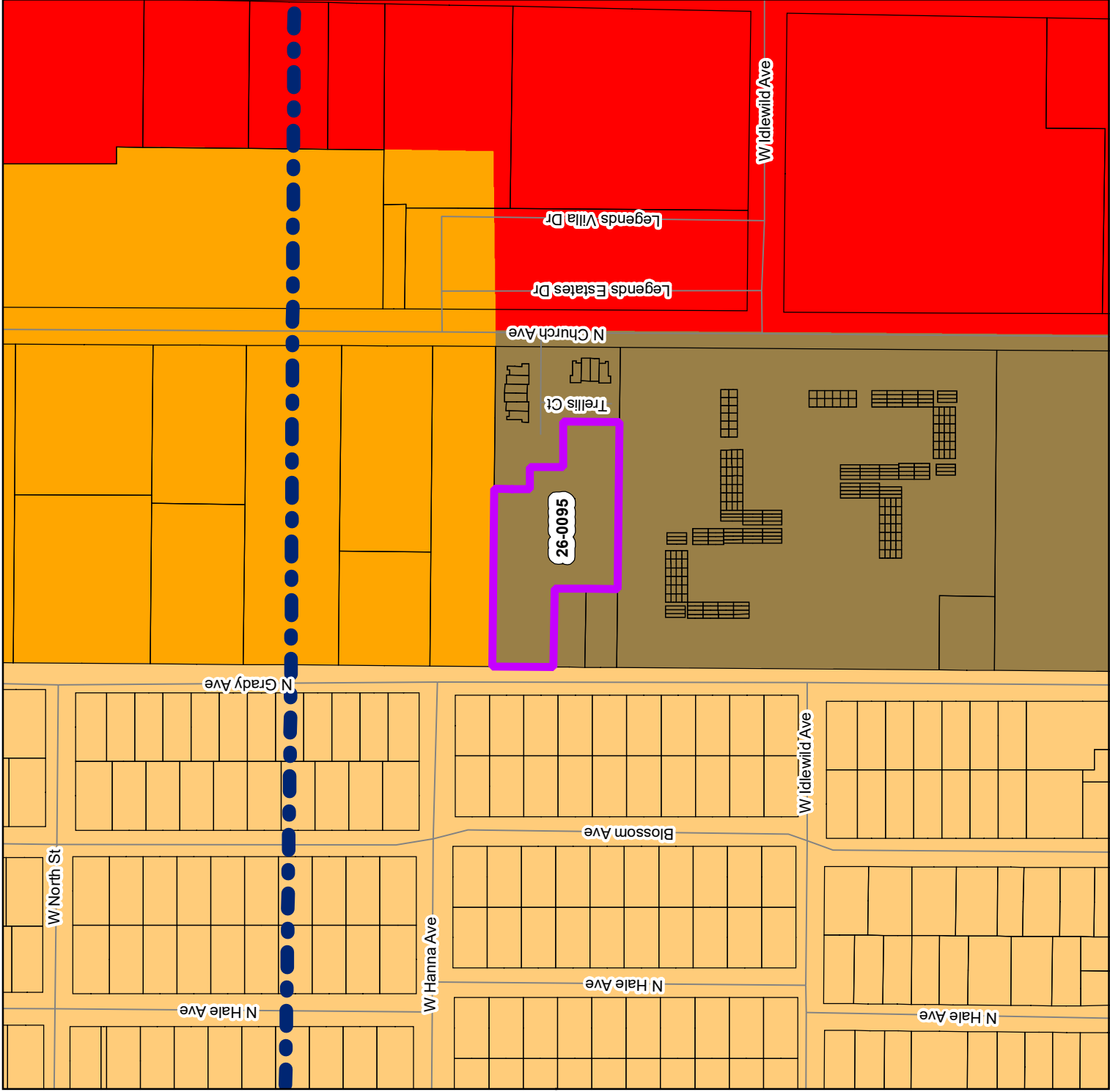
WIMAUVA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and should not be used for any legal or financial decisions without specific approval of the Hillsborough County City/County Planning Commission. ACCURACY: It is intended to be accurate to the best of the City/County Planning Commission's knowledge. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, see the appropriate source.

Map Printed from Rezoning System: 10/23/2025
Author: Samantha Lundes
File: C:\Rezoning\System\Map\Projects\HCS\SamLundes_hfRezoning.mxd



Rezoning Application: PD 26-0270
Zoning Hearing Master Date: June 22, 2026
BOCC Land Use Meeting Date: August 11, 2026

1.0 APPLICATION SUMMARY

Applicant: Todd Pressman
FLU Category: Urban Mixed-Use –20 (UMU-20)
Service Area: Urban
Site Acreage: 0.27 MOL
Community Plan Area: Brandon
Overlay: None



Introduction Summary:

The applicant requests a PD rezoning to establish a unified PD 26-0270 for two parcels totaling approximately 0.27 acres at 2601 Falkenburg Road. The request consolidates both parcels into a single Planned Development allowing a Contractor’s Office with open storage. The site contains an existing commercial structure and is enclosed by a 6-foot fence. Proposed setbacks include 10 feet along N. Falkenburg Road, 7.5 feet along the south and east property lines, and 3 feet along the Lynn Avenue frontage. The property is bordered by M-zoned land on three sides, with Lynn Avenue to the north.

	Existing		Proposed
District(s)	PD 94-0260	RSC-6	PD 26-0270
Typical General Use(s)	Limited General Commercial, Office	Single-Family Residential Conventional	Contractor’s Office with Associated Open Storage
Acreage	0.14 MOL	0.13 MOL	0.27 MOL
Density/Intensity	0.23 F.A.R.	6 du/ga	0.09 F.A.R. Maximum (1,059 sf)
Mathematical Maximum*	1,432 sf	0 unit	1.00 FAR Maximum (11,761 sf)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	PD 94-0260	RSC-6	PD 26-0270
Lot Size / Lot Width	6,210 sf / 50’	7,000 sf / 70’	12,578 sf / 100’
Setbacks/Buffering and Screening	2’ Front 26’ Side 11.2’ Rear	25’ Front 25’ Rear 7.5’ Sides	Front (West – N. Falkenburg Rd): 10 Feet Side (North – Lynn Avenue): 3 Feet Side (South): 7.5 Feet Rear (East): 7.5 Feet
Max Height	35’	35’	14’

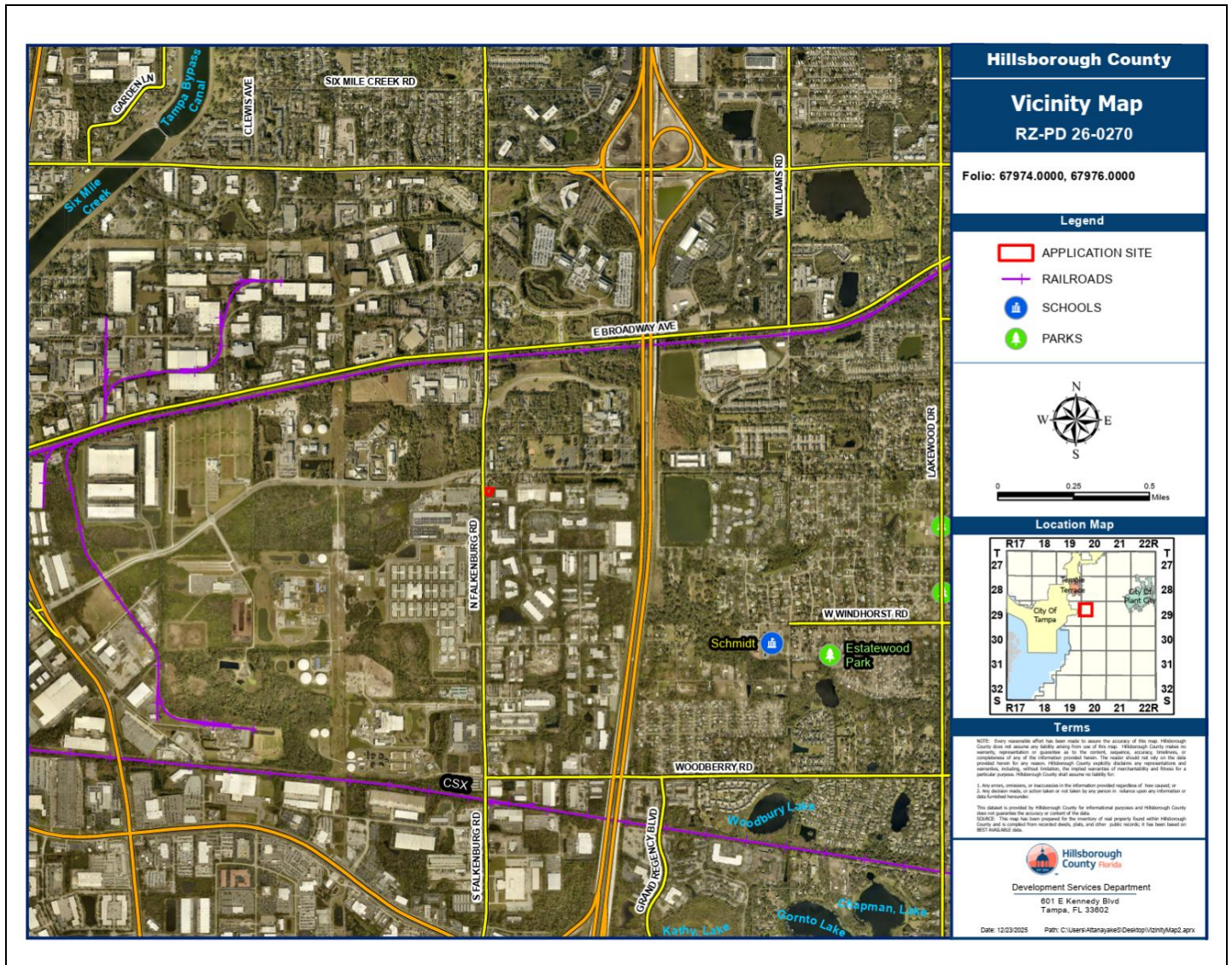
Additional Information:

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

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

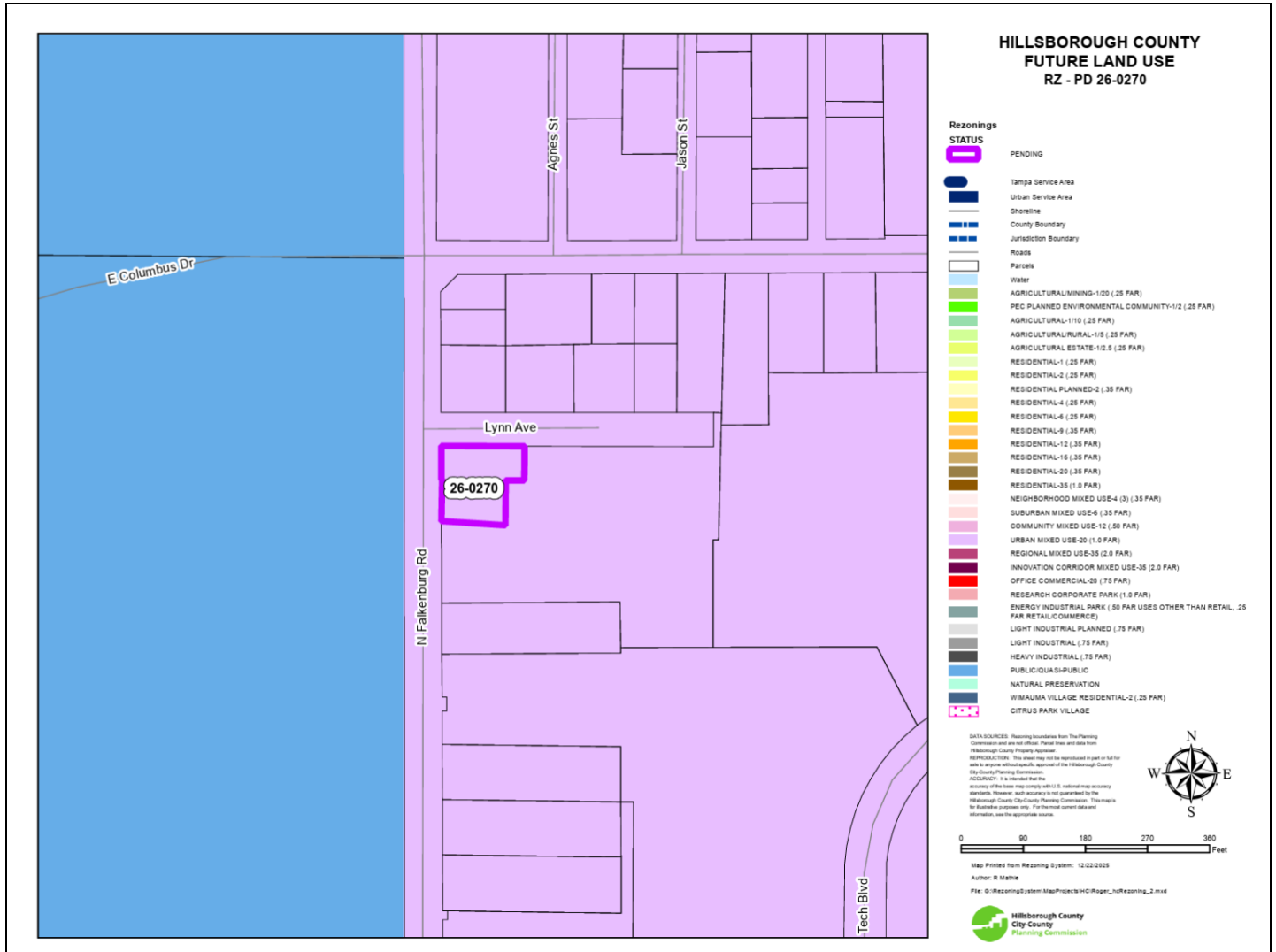


Context of Surrounding Area:

The area consists primarily of single-family residential, light industrial and institutional uses. To the north across Lynn Avenue is single-family residential zoned RSC-6. Adjacent to the south is a warehouse zoned M. Adjacent to the east is single-family residential zoned RSC-6 and a warehouse zoned M. To the west across North Falkenburg Road are county government offices zoned M.

2.0 LAND USE MAP SET AND SUMMARY DATA

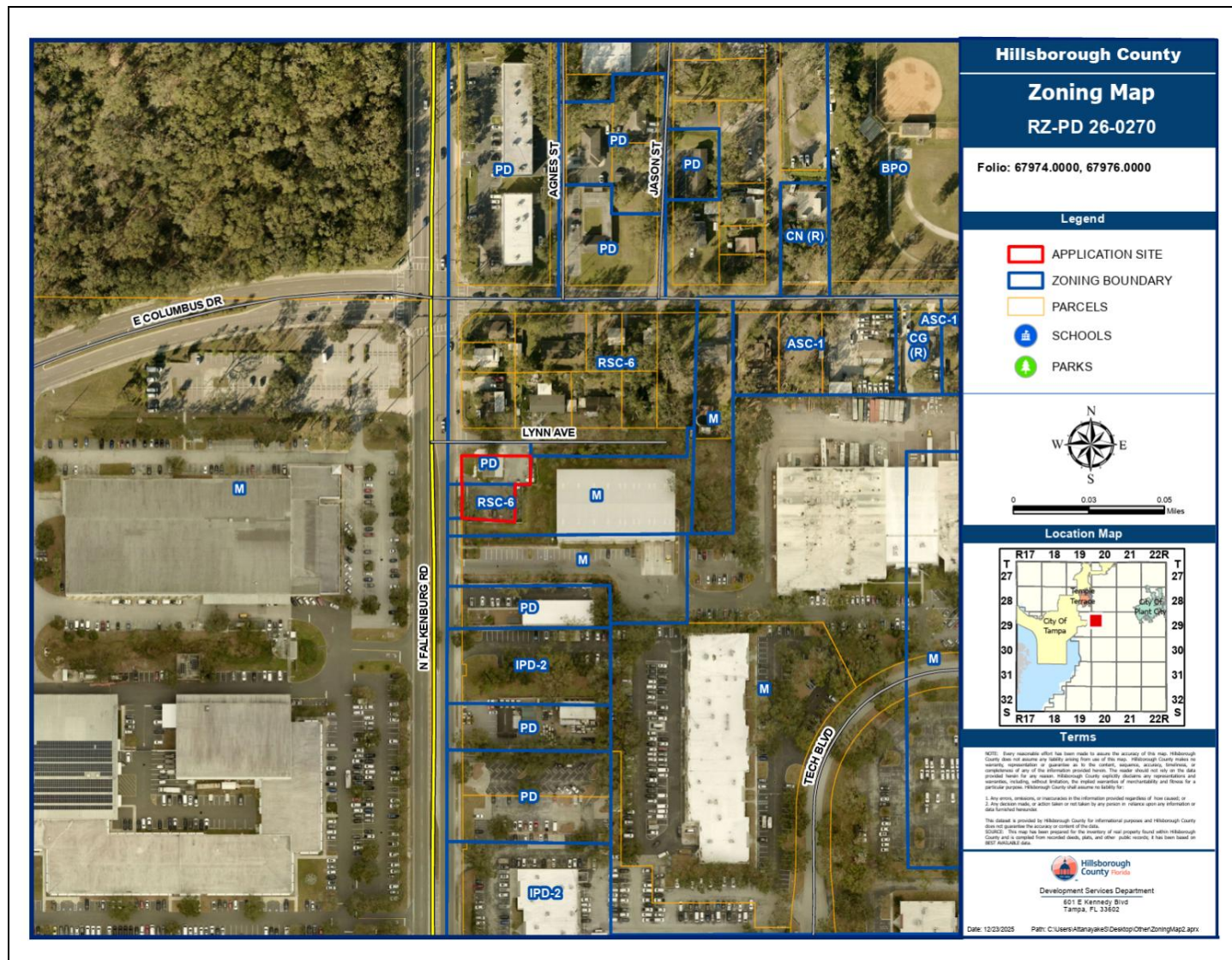
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Urban Mixed-Use –20 (UMU-20)
Maximum Density/F.A.R.:	20 du/ga; 1.00 F.A.R.
Typical Uses:	Agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

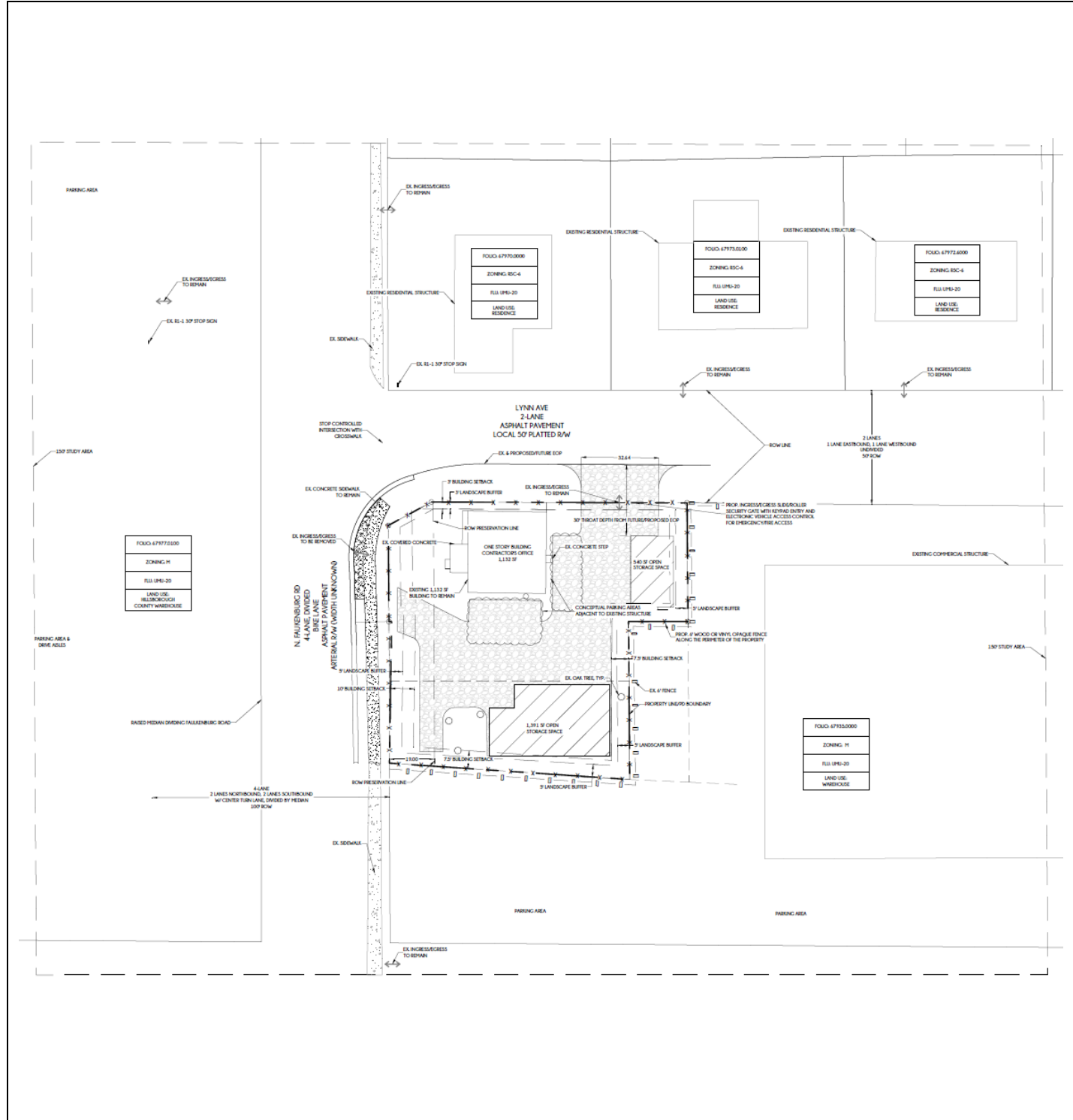


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-6	6 du/ga	Single-Family Residential Conventional	Single-Family Residential
South	M	0.75 F.A.R.	Industrial/Manufacturing	Warehouse
East	RSC-6, M	6 du/ga, 0.75 F.A.R.	Single-Family Residential, Industrial/Manufacturing	Single-Family Residential, Warehouse
West	M	0.75 F.A.R.	Industrial/Manufacturing	County Government Offices

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Lynn Ave.	Private Local Roadway	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" 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)
Falkenburg Rd.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	53	5	5
Proposed	13	2	2
Difference (+/-)	-40	-3	-3

*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	X	Pedestrian & Vehicular	None	Meets LDC
South		None	None	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.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" 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	
Natural Resources	<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	
Environmental Services	<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 type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Airport Incompatible Use Area <input checked="" type="checkbox"/> Other: Airport Height Restriction: 150' AMSL				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Conditions of Approval
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input 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	
Service Area/ Water & Wastewater <input checked="" 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	
Impact/Mobility Fees Outdoor Storage (uses warehouse rate) (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34 Specialty Trade Contractor Office (Per 1,000 s.f.) Mobility: \$10,408 Fire: \$158				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input 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

The proposed Planned Development for a Contractor's Office with associated open storage incorporates site design features intended to address compatibility with adjacent properties. The site plan retains the existing structure, and places open storage areas within the central portion of the approximately 0.27-acre parcel. A 6-foot opaque fence is located along the perimeter, providing consistent visual separation between the site and surrounding properties. Setbacks of 10 feet along N. Falkenburg Road, 7.5 feet along the south and east, and 3 feet along the Lynn Avenue frontage establish defined physical separation at the property boundaries.

Building height and overall development intensity remain low, with activities limited to the existing building footprint and designated internal storage areas. Storage functions and vehicle circulation are confined to specific portions of the site, and the perimeter fencing contributes to screening along all property lines.

The site is bordered primarily by M zoned parcels that support industrial and commercial uses, and the development layout reflects a separation between onsite storage areas and nearby properties through setbacks, fencing, and the placement of storage areas toward the interior of the site. The Lynn Avenue frontage also provides a roadway-based transition along the northern boundary. Although buffering and screening are not required along the more intensive M-zoned east and south boundaries, their inclusion on the plan serves as an added enhancement that further supports overall compatibility.

Based on the arrangement of site features, the scale of the development, and the presence of perimeter screening, the Planned Development establishes clear transitions between the project area and surrounding parcels in a manner consistent with the development pattern along N. Falkenburg Road.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 6, 2026.

1. Development on the site shall be limited to a Contractor's Office with associated open storage, as generally depicted on the approved site plan. Open storage shall be restricted to designated areas shown on the plan and shall consist only of materials, equipment, and vehicles customarily associated with the contractor's operations. The existing commercial structure shall function as the administrative office for the use. No additional principal structures or uses shall be permitted beyond those identified on the approved plan.

2. Development Standards

Setbacks:

Front (West – N. Falkenburg Road): 10 Feet

Side (North – Lynn Avenue): 3 Feet

Side (South): 7.5 Feet

Rear (East): 7.5 Feet

Maximum Building Height: 14 Feet

Maximum Building Coverage: 9%

Maximum Impervious Surface: 70%


Buffers & Screening:

A 6-foot high opaque fence shall be provided along the perimeter of the site as shown on the approved plan. Reduced buffer widths of 5 feet along the east and south property lines are permitted, and all required screening materials within these buffers, including fencing and landscaping, shall be installed and maintained to ensure adequate opacity consistent with LDC Section 6.06.06. Existing vegetation may be utilized to meet screening requirements where it provides equal or greater opacity than required, and supplemental landscaping shall be installed where existing vegetation does not meet applicable standards. Existing vegetation used for screening shall be preserved and maintained unless removal is necessary for health, safety, or permitted site development.

3. The subject site shall be permitted one full access connection onto Lynn Ave.
4. The existing access connection onto Falkenburg Rd. located +/- 50ft south of the intersection of Falkenburg Rd. and Lynn Ave. along the subject site's western boundary shall be removed and restored to typical section standards (sidewalk, sod, curb, etc.).
5. As Lynn Ave. is a substandard local roadway, the developer will be required to improve the public roadway network, between the project access which may be granted onto Lynn Ave. and the nearest roadway meeting an applicable standard, to current County standards unless otherwise

approved in accordance with Sec. 6.04.02.B. of Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.

6. As Falkenburg Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway, the developer shall preserve 19ft of right-of-way along its Falkenburg Rd. frontage for future improvements as displayed on the PD site plan, such that a minimum of 132ft of right-of-way is preserved west of the existing Sheldon Rd. combined right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.
7. All construction ingress and egress shall be limited to the Lynn Ave. project access. The developer shall include a note in each site/construction plan submittal which indicates same.
8. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
9. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.
10. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
11. 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:	
---------------------------------------	------------------------------------------------------------------------------------

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.

7.1 ADDITIONAL INFORMATION**Variation Request: LDC Section 6.06.06 – Reduced Depth of Street-Facing Screening**

A variation to LDC Section 6.06.06 is requested to modify the depth of required screening for accessory open storage areas visible from the street. The applicant requests that screening be placed 5 feet from the street property line instead of the 100-foot interior depth or full open storage depth typically required. The applicant indicates that the standard depth would cover most of the small site and is not feasible to implement. The proposed alternative is intended to maintain required opacity while accommodating the physical limitations of the parcel.

Staff notes that while screening depth is an important component of mitigating visual impacts, a reduced depth may be appropriate where full compliance is impractical and where opacity standards are still achieved. Staff finds the request consistent with the overall intent of the code and recommends approval.

7.2 ADDITIONAL INFORMATION

Agency	Number	Violation	Status
Code Enforcement*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/11/2026

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Brandon

PETITION NO: RZ 26-0270

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

CONDITIONS OF APPROVAL

1. The subject site shall be permitted one full access connection onto Lynn Ave.
2. The existing access connection onto Falkenburg Rd. located +/- 50ft south of the intersection of Falkenburg Rd. and Lynn Ave. along the subject site's western boundary shall be removed and restored to typical section standards (sidewalk, sod, curb, etc.).
3. As Lynn Ave. is a substandard local roadway, the developer will be required to improve the public roadway network, between the project access which may be granted onto Lynn Ave. and the nearest roadway meeting an applicable standard, to current County standards unless otherwise approved in accordance with Sec. 6.04.02.B. of Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.
4. As Falkenburg Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway, the developer shall preserve 19ft of right-of-way along its Falkenburg Rd. frontage for future improvements as displayed on the PD site plan, such that a minimum of 132ft of right-of-way is preserved west of the existing Sheldon Rd. combined right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way

preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.

5. All construction ingress and egress shall be limited to the Lynn Ave. project access. The developer shall include a note in each site/construction plan submittal which indicates same.
6. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
7. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- .27 acres from Planned Development (PD) and Residential Single Family Conventional – 6 (RSC-6) to Planned Development (PD). The existing Planned Development (PD) is approved for 1,250sqft of professional business office uses and 182sqft of accessory storage. The proposed PD is seeking approval for 1,132sqft of Contractor's Office and 1,9321sqft of Open Storage. The site is located at the southeast quadrant of the intersection of Lynn Ave. and Falkenburg Rd. The Future Land Use designation of the site is Urban Mixed Use – 20 (UMU-20).

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), the developer submitted a transportation generation letter for the proposed project, indicating that the subject project will generate fewer than 50 peak hour trips. Staff have prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Medical-Dental Office (ITE 720) 1,250sqft	43	4	4
RSC-6, Single Family Detached (ITE 210) 1 Unit	10	1	1
Total	53	5	5

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Contractor's Office (ITE 180) 1,132sqft	11	2	2
PD, Open Storage (ITE 151) 1,931sqft	2	0	0
Total	13	2	2

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-40	-3	-3

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Lynn Ave. and Falkenburg Rd.

Lynn Ave. is a 2-lane, undivided, substandard privately maintained, urban local roadway. The first 50ft of roadway is characterized by between +/- 15ft and +/- 20ft of pavement in average condition, F-Curb on both sides of the roadway, no sidewalks on either side of the roadway within the vicinity of the proposed project, and within +/- 50ft of the right of way. The additional length of roadway exceeding the initial 50ft to the project's proposed access onto Lynn Ave. is currently unimproved.

Falkenburg Rd. is a 4-lane, divided, standard county-maintained, urban arterial roadway. The roadway is characterized by +/- 12-foot-wide travel lanes, +/- 2-foot-wide paved shoulders on both sides of the roadway, +/- 5-foot-wide sidewalks on both sides of the roadway, and within +/- 94ft of the right-of-way. Pursuant to the Hillsborough County Corridor Preservation Plan, Falkenburg Rd. has been designated for a 6-lane expansion. In accordance with Typical Section – 6 (TS-6) of

the Hillsborough County Transportation Technical Manuel (TTM), 19ft of additional right-of-way must be preserved to accommodate this expansion as shown on the PD site plan.

SITE ACCESS

The existing planned development is approved for one right-in right-out access on Falkenburg Rd. and one left out only access onto Lynn. Ave. With this application, the application is proposing to close the existing access onto Falkenburg Rd. and modify the existing access onto Lynn Ave. to a full access connection. The proposed project access onto Lynn Ave. has been shifted as far east along the project’s north boundary and as far away from the adjacent intersection as possible.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Lynn Ave. is not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.

Level of Service (LOS) information for Falkenburg Rd. is reported below

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Falkenburg Rd.	Adamo Dr.	E. Columbus Dr.	D	D

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: PD 26-0270 Folio(s): 67974.0000 & 67976.0000 General Location: East side of Falkenburg Road, and southeast of Columbus Drive and Lynn Avenue
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
Service Area	Urban
Community Plan(s)	Brandon; Light Industrial Character District
Rezoning Request	Residential Single Family Conventional (RSC-6) and Planned Development (PD 94-0260) to Planned Development to develop a contractor’s office with open storage
Parcel Size	+/- 0.28 acres
Street Functional Classification	Falkenburg Road – County Arterial Lynn Avenue – Local Columbus Drive – County Collector
Commercial Locational Criteria	N/A
Evacuation Area	E

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Urban Mixed Use-20	RSC-6 + PD 24-0260	Vacant + Single-Family Residential
North	Urban Mixed Use-20	RSC-6	Single-Family Residential
South	Urban Mixed Use-20	M + PD	Light Industrial + Light & Heavy Commercial
East	Urban Mixed Use-20	M	Light Industrial
West	Public/Quasi Public	M	Public/Quasi Public

Staff Analysis of Goals, Objectives and Policies:

The ± 0.28-acre subject site is made up of two parcels that are located on the east side of Falkenburg Road, and southeast of Columbus Drive and Lynn Avenue. The site is in the Urban Service Area (USA) and is within the limits of the Brandon Community Plan, specifically in the Light Industrial Character District. The subject site has a Future Land Use (FLU) designation of Urban Mixed Use-20 (UMU-20), which allows for the consideration of commercial, general and commercial intensive uses. The applicant is requesting to rezone the subject site from Residential Single Family Conventional (RSC-6) and Planned Development (PD 94-0260) to Planned Development to develop a contractor’s office with open storage. The proposed Conditions of Approval limit the use of the site to a contractor’s office with associated open storage, as generally depicted on the site plan. Open storage shall be restricted to designated areas shown on the plan and shall consist only of materials, equipment, and vehicles customarily associated with the contractor’s operations. The existing structure shall function as the administrative office for the use. No additional principal structures or uses shall be permitted beyond those identified on the site plan.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county’s growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The subject site is classified as vacant and single family residential. It appears the northern parcel is developed with an existing 1,132 square foot building, which is proposed to remain and be used for the contractor’s administrative office. There are single family uses to the north, across Lynn Avenue. To the east and south is a warehouse use. Further to the south, there is a one story office building doing business as a call center. One the west side of Falkenburg Road, west of the site, is County owned property where

the Sheriff's Office and other County facilities are located. Overall, the proposed use will complement the existing public, light and heavy commercial uses located in this area. The proposal meets the intent of FLUS Objective 1.1 and Policy 3.1.3.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the UMU-20 Future Land Use category, which is intended for urban scale residential development at a density of 20 dwelling units per gross acre or nonresidential development at a Floor Area Ratio of 1.0. The proposed Planned Development area is approximately ± 0.28 acres which would allow for a maximum of 12,196 square feet of nonresidential uses ($0.28 \times 43,560 = 12,196 \times 1.0 = 12,196$). The existing single story building, which is 1,132 square feet, is well within the allowable intensity for a ± 0.28 -acre site in the Urban Mixed Use-20 Future Land Use category. The open storage component does not contribute toward Floor Area Ratio as there are no structures associated with it. Therefore, the proposal meets Objective 2.2 and the associated policies.

The Comprehensive Plan requires that all developments 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). At the time of filing this report, there were no County Transportation comments in Optix, therefore they were not considered during the analysis of this request.

The proposal meets the intent of FLUS Policy 3.1.1 and 4.4.1 which requires the restriction of incompatible land uses and that new development to be integrated into the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of single family residential, light and heavy commercial uses, light industrial uses and public/quasi public uses. The proposed development will complement the area as it is located off a County Arterial roadway with other non residential uses. FLUS Policy 3.1.2 requires that gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Although the applicant is requesting PD variations for building setback and landscape buffers, the applicant is still providing mitigation measures given the legal nonconforming location of the building on the northern boundary. The proposal includes a 6-foot opaque fence surrounding the perimeter of the site and a 3-foot landscape buffer on the northern boundary, providing screening from the single family residential. The site plan appears to show an efficient system of internal vehicular and pedestrian circulation with the main access on Lynn Avenue.

Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The subject site is located within the limits of the Brandon Community Plan, specifically in the Light Industrial Character District. This area is intended to be devoted primarily to business parks, light industrial and government uses. The proposed contractor's office with associated open storage meets the intent of the uses found in this Character District. Landscape plantings of trees and shrubs are encouraged to soften the look of these buildings and screen less visually appealing activities from the view of the main thoroughfares. The applicant is proposing screening with opaque fencing and landscape buffers. Therefore, the proposal also meets the intent of FLUS Objective 3.2 and Policy 3.2.4.

Overall, staff finds that the proposed use is allowable in the UMU-20 Future Land Use category meets the intent of the Light Industrial Character District in the Brandon 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*, subject to the conditions proposed by the Development Services Department

Recommendation

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

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

FUTURE LAND USE SECTION (FLUS)

Urban Service Area

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

Future Land Use Categories

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

Policy 2.2.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Compatibility

Objective 3.1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUS Policy 3.1.3) with the established character of the surrounding neighborhood.*

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

Policy 3.1.2: *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with*

the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development*

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.*

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.*

Development

Objective 4.1: *Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.*

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 – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.*

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

- a) the creation of like uses; and*
- b) creation of complementary uses; and*

- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections; and
- e) Gradual transitions of intensity

LIVABLE COMMUNITIES ELEMENT (LCE) – BRANDON COMMUNITY PLAN

Goal 6: Re-establish Brandon’s historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.

5. General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.

*C. **Light Industrial** – Northwest area of Brandon devoted primarily to business parks, light industrial and government uses. A large part of this area is the Falkenburg Government Complex, a concentration of Hillsborough County government buildings as well as Hillsborough Community College’s Brandon Campus. Landscape plantings of trees and shrubs are encouraged to soften the look of these buildings and screen less visually appealing activities from the view of the main thoroughfares.*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ - PD 26-0270

Rezoning STATUS



PENDING



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Water



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-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 (75 FAR)



HEAVY INDUSTRIAL (75 FAR)



PUBLIC/QUASI-PUBLIC



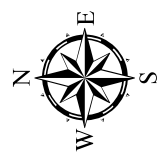
NATURAL PRESERVATION



WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)



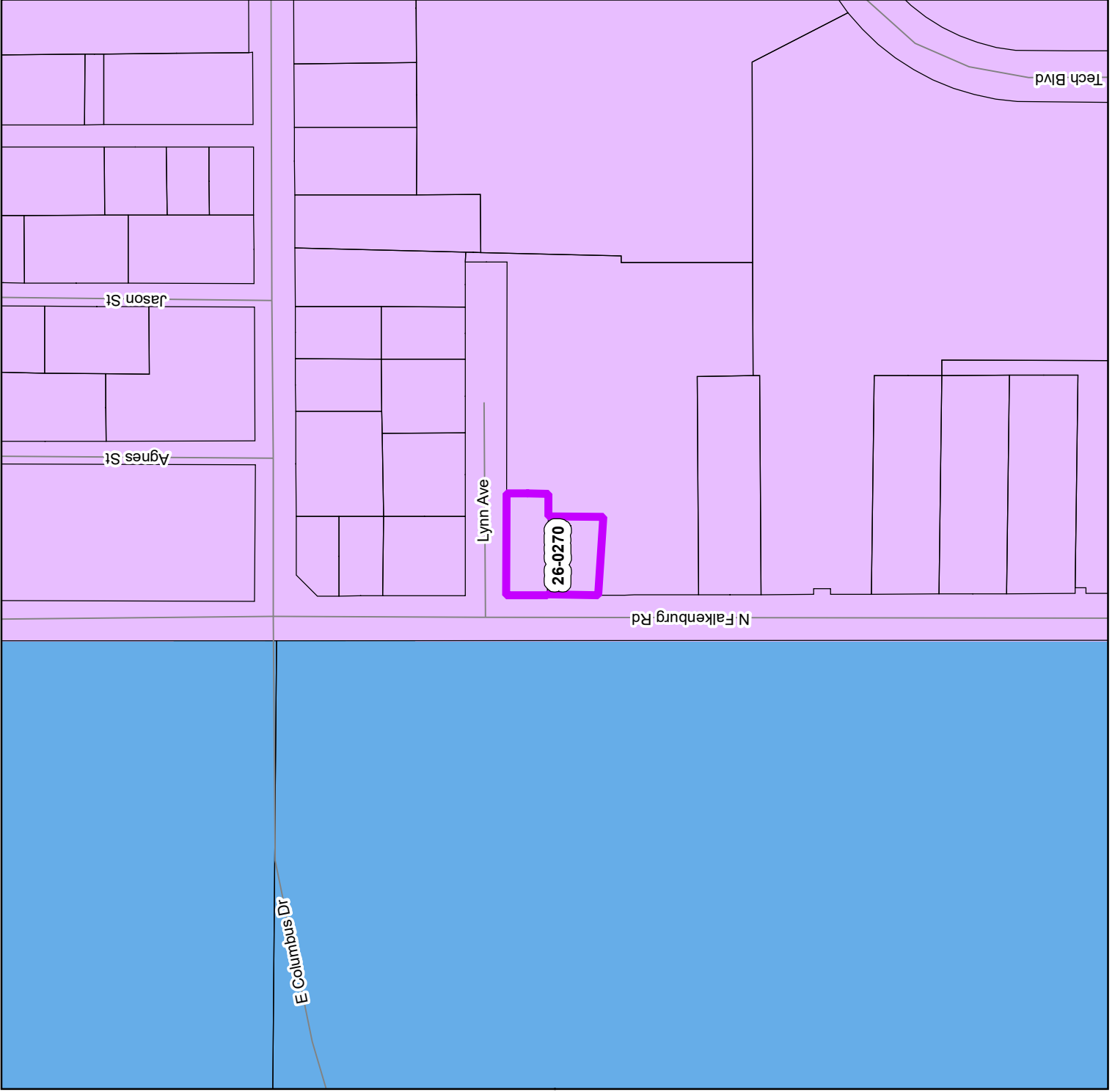
CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information is for informational purposes only and is not intended to be used for any purpose without specific approval of the Hillsborough County City/County Planning Commission. ACCURACY: It is intended that the information is for informational purposes only. It is not intended to be used for any purpose without specific approval of the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, see the appropriate source.



Map Printed from Rezoning System: 12/22/2025
 Author: R. Mathie
 File: G:\Rezoning\System\MapProjects\HC\Projec_Just\Rezoning_2.mxd



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Rezoning Application: PD 26-0422

Zoning Hearing Master Date: June 22, 2026

BOCC CPA Hearing Date: August 13, 2026

1.0 APPLICATION SUMMARY

Applicant: HBWB Development Services, LLC

FLU Category: A/R (Existing) RES-2 (Proposed)

Service Area: Rural (Existing)
Urban (Proposed)

Site Acreage: 190.02 MOL

Community Plan Area: South Shore Areawide Systems

Overlay: Lithia Southeast County



Introduction Summary:

The applicant requests a Planned Development rezoning for approximately 190 acres located along Lithia Pinecrest Road. The proposal would establish a unified Planned Development allowing up to 280 single-family detached homes. The request is accompanied by a related Comprehensive Plan Amendment to bring the property into the Urban Service Area and change the Future Land Use designation from Agricultural Rural to Residential-2 (CPA 26-05 and 26-06). The Planned Development consolidates multiple parcels under a single zoning entitlement and organizes residential lots within the interior of the site. Perimeter areas include landscape easements, open space, and wetland conservation areas as delineated on the plan.

	Existing		Proposed
District(s)	PD 11-0581	AR	PD 26-0422
Typical General Use(s)	Single-Family Residential/Agricultural and Open Storage Facility	Single-Family Residential/Agricultural	Single-Family Residential (Conventional Only)
Acreage	18.81 MOL	171.21 MOL	190.02 MOL
Density/Intensity	1 du/5ga	1 du/5ga	1.47 du/ga (280 units)
Mathematical Maximum*	3 units	34 units	2 du/ga (380 units)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	PD 11-0581	AR	PD 26-0422
Lot Size / Lot Width	n/a	217,800 sf / 150'	6,000 sf / 60'
Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides	50' Front 50' Rear 25' Sides	Front: 20 feet* Side: 5 feet Side – Corner: 10 feet** Rear: 15 feet *Garages shall be set back an additional 5 feet beyond the minimum front setback. **20 feet when the side yard is used for access.
Max Height	50'	50'	35'

Additional Information:

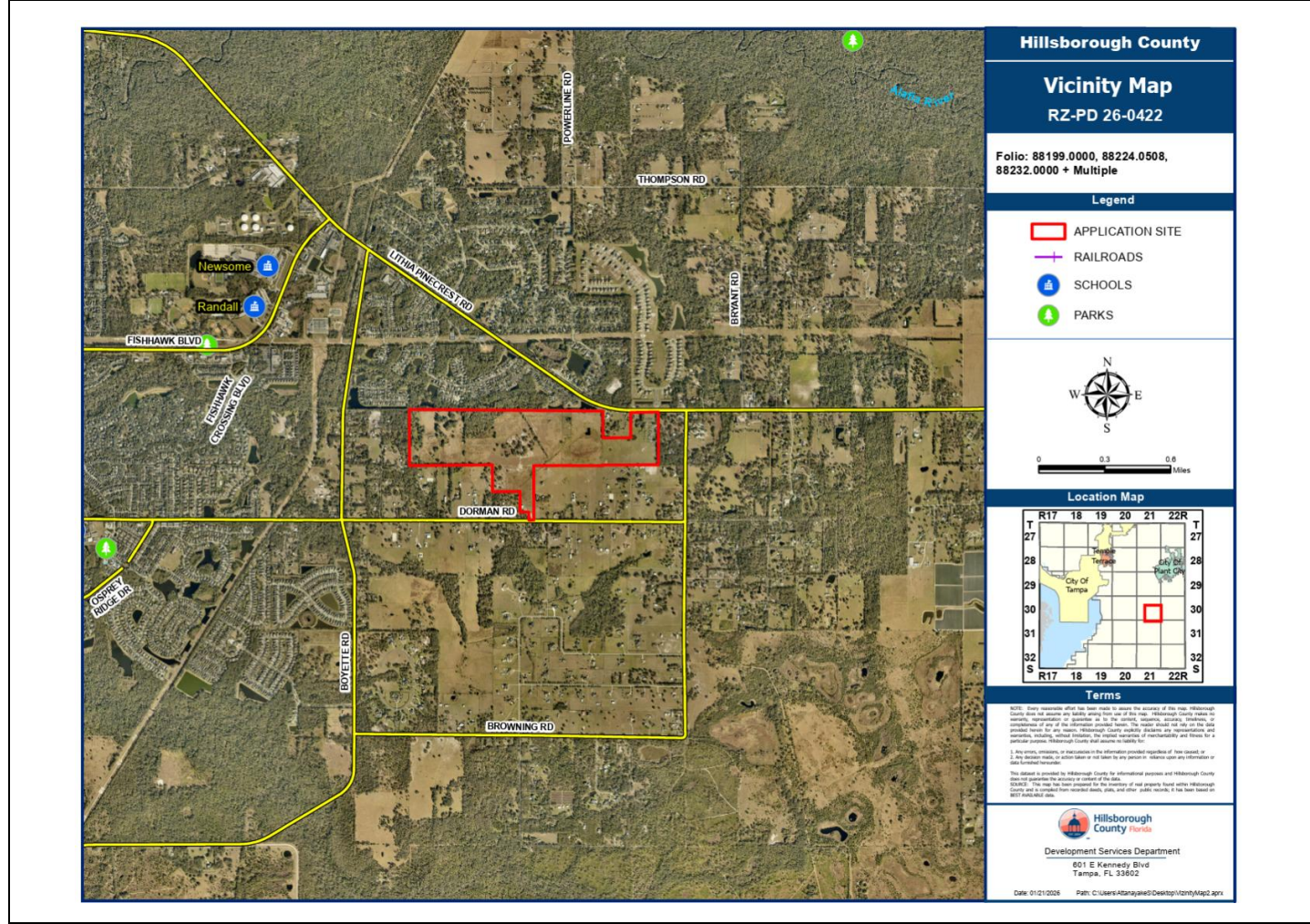
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:
 Consistent

Development Services Recommendation:
 Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

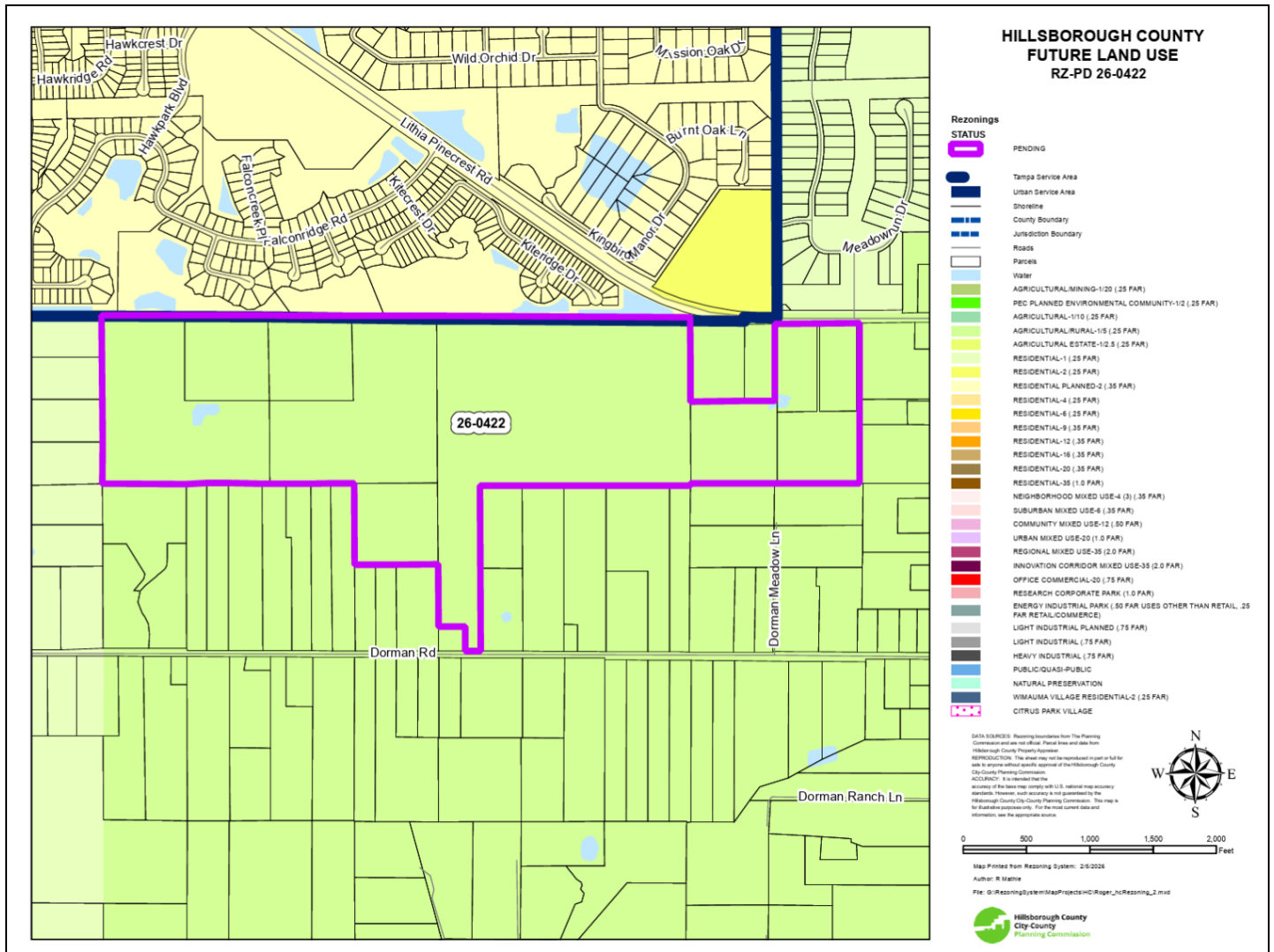


Context of Surrounding Area:

The area consists primarily of single-family residential and agricultural development. Adjacent to the north are parcels zoned AR and PD, all developed with single-family residential uses. Adjacent to the south are AR zoned parcels developed with single-family residential and agricultural activities. Adjacent to the east are AR zoned and PD zoned parcels containing single-family residential and commercial development. To the west is AR zoned land developed with single-family residential uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

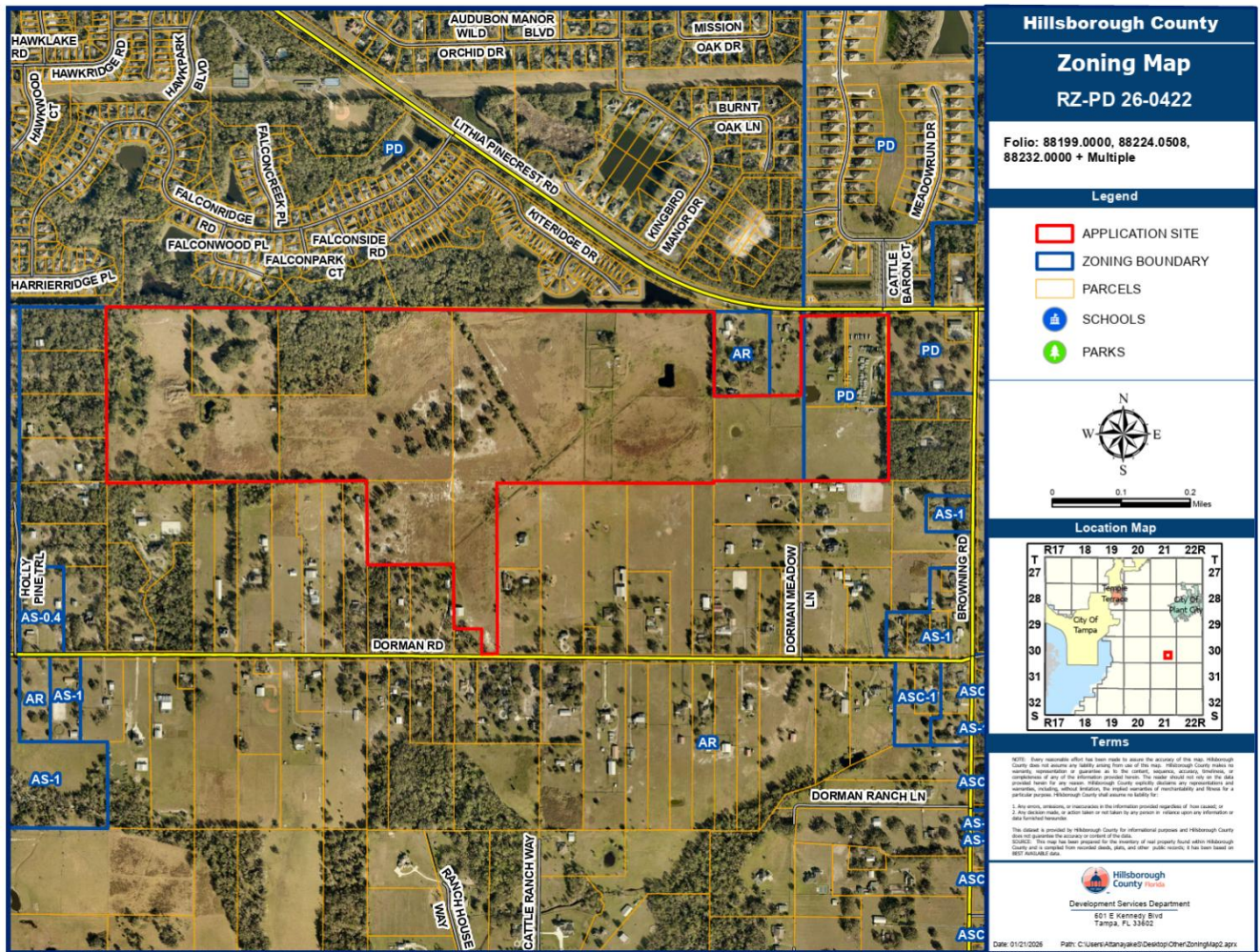
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Agricultural Rural (A/R) (Existing) *HC/CPA 26-05 & 26-06, pending adoption, changing the subject property to Residential – 2 (R-2)) (Proposed)
Maximum Density/F.A.R.:	A/R: 1 du/ 5 ga; 0.25 F.A.R. *R-2 (Proposed): 2 du / ga; 0.25 F.A.R.
Typical Uses:	A/R: Farms, ranches, feed lots, residential, neighborhood commercial, offices, industrial uses related to agricultural uses and mining related activities. R-2: Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

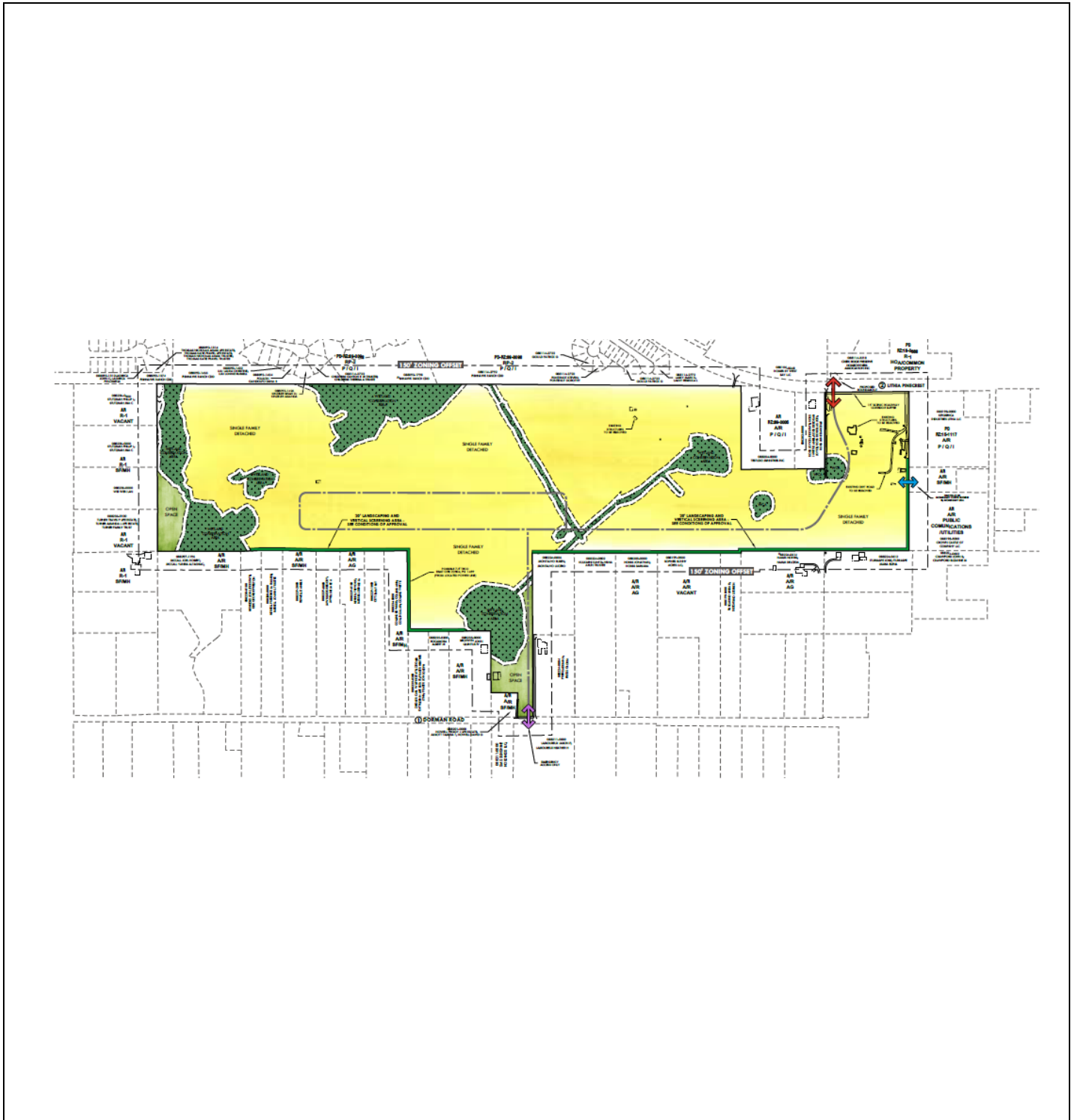


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR, PD 89-0098, PD 18-0668	1 du/5ga, 2.3 du/ga, 0.67 du/ac	SFR/Agricultural, SFR, SFR	SFR, SFR, SFR
South	AR	1 du/5ga	SFR/Agricultural	SFR
East	AR, PD 15-1117	1 du/5ga, 0.25 F.A.R.	SFR/Agricultural, Residential and Commercial, Residential Support Uses	SFR, Commercial
West	AR AS-1	1 du/5ga 1 du/ 1 ga	SFR/Agricultural	SFR

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Lithia Pinecrest Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width for Existing Configuration	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
Dorman Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	590	32	41
Proposed	2,525	193	248
Difference (+/-)	(+) 1,935	(+) 161	(+) 207

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Pedestrian & Vehicular	None	Meets LDC
South		Pedestrian and Gated Emergency	None	Meets LDC
East		Pedestrian & Vehicular	None	Meets LDC
West		None	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Lithia Pinecrest/ Access Spacing	Administrative Variance Requested	Approvable
Multiple/ Number of Access Connections	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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	
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	
Environmental Services	<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: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Airport Incompatible Use Area <input checked="" type="checkbox"/> Other: Overlay: Lithia Southeast County 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation				
<input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested	<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	
<input checked="" type="checkbox"/> Off-site Improvements Provided				
Hillsborough County School Board				
Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A				
Service Area/ Water & Wastewater				
<input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa	<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	Applicant has filed a Comp Plan Amendment application to bring the Subject property into the Urban Service Area and connect to public utilities.
<input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace				
Impact/Mobility Fees				
Single Family Detached (Fee estimate is based on a 2,000 s.f.)				
Mobility: \$13,038 * 280 = \$3,650,640				
Parks: \$2,145 * 280 = \$600,600				
School: \$8,227 * 280 = \$2,303,560				
Fire: \$335 * 280 = \$93,800				
Total per House: \$23,745 * 280 = \$6,648,600				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission				
<input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A	<input 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	
<input type="checkbox"/> Locational Criteria Waiver Requested				
<input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development for a single-family detached residential development incorporates site design elements intended to provide appropriate transitions to adjacent properties. Residential lots are located within the interior of the roughly 190-acre site, while open space, wetland conservation areas, and landscape easements are placed along the perimeter. A 15-foot scenic roadway corridor buffer along Lithia Pinecrest Road and a 20-foot landscape easement area along the southern and eastern boundaries offer visual separation from nearby residential and agricultural parcels.

Development standards, including minimum lot sizes and required front, side, and rear setbacks, establish consistent spacing between homes and property lines. Limits on building height and coverage support a development scale similar to surrounding low-density residential areas. Perimeter open space and environmental features further moderate the transition to existing development.

The surrounding area includes planned residential communities along with lower-density residential and agricultural uses. Nearby properties include a mix of residential, agricultural, and limited commercial uses, resulting in a predominantly low-intensity context. The placement of interior lots, landscape easements, and conservation areas is intended to align with this setting by locating lower-intensity features along shared boundaries and concentrating residential development toward the site's center.

The request includes a Comprehensive Plan Amendment to bring the property into the Urban Service Area and change the Future Land Use designation from Agricultural Rural to Residential-2. This amendment supports the proposed residential pattern and provides a framework for transitions between existing and future development in the area.

Overall, the arrangement of open space, screening, setbacks, and the scale of the proposed residential use establishes an appropriate transition between the project site and surrounding properties consistent with development patterns in the vicinity of Lithia Pinecrest Road.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the developer shall revise the site plan received April 8, 2026 to:

1. Be shown in black and white.
2. Meet the Development Review Procedures Manual (DRPM) minimum requirement specifying the project show the “points of ingress and egress and/or driveways and curb-cuts” within 150 feet of the project boundaries, as well as show those driveways outside of the 150-foot area that are otherwise the subject of an access spacing variance.
3. Replace the last sentence of Note 12 with a note stating, “All existing access connections to be closed/removed and resodded.”
4. Revise the Dorman Road access data table to state the minimum and maximum extents of right-of-way width variance and show those locations on the site plan.
5. Revise the Lithia Pinecrest Road access data table to:
 - a. State the minimum and maximum extents of right-of-way width variance and show those locations on the site plan;
 - b. Correct the “+/- 24’ asphalt pavement” width notation to instead state “+/- 11 to 12-foot-wide asphalt lanes”; and,
 - c. Remove “bike path” from the list of not present facilities and instead add a new bullet stating “+/- 5-foot-wide bicycle facilities (on paved shoulders). Staff notes that on rural roadways paved shoulders typically provide bicycle access in lieu of bicycle lanes or buffered bicycle lanes on urban sections.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted April 8, 2026.

1. Development on the site shall be limited to a single-family detached residential subdivision consisting of up to 280 dwelling units, as generally depicted on the approved General Development Plan. Residential construction shall be restricted to the designated development areas shown on the plan.
2. Development Standards
 - Lot & Dimensional Standards:
 - Minimum Lot Size: 6,000 square feet
 - Minimum Lot Width: 60 feet
 - Minimum Lot Depth: 100 feet
 - Setbacks:
 - Front: 20 feet*

Side: 5 feet

Side – Corner: 10 feet**

Rear: 15 feet

*Garages shall be set back an additional 5 feet beyond the minimum front setback.

**20 feet when the side yard is used for access.

Maximum Building Height: 35 feet

Maximum Building Coverage: 65%

A 20-foot landscape easement shall be provided along the southern and eastern boundaries adjacent to existing development and in all locations shown on the site plan. Screening shall consist of evergreen trees, 10 feet in height at the time of planting, spaced no more than 20 feet apart, and a 6-foot-high fence. Screening may be installed in increments concurrent with adjacent construction as needed. The landscape easement shall be depicted on the plat, and when located on an individual lot, an easement shall be recorded for maintenance by the Homeowner's Association (HOA) or a similar entity responsible for installation and ongoing maintenance.

3. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
4. The project shall be served by and limited to one (1) vehicular connection to Lithia Pinecrest Rd. as shown on the PD site plan. Additionally, the developer shall construct one (1) pedestrian and vehicular access stubout along the project's eastern boundary as shown on the PD site plan, and one (1) pedestrian and emergency access connection to Dorman Rd. All other existing access connections shall be closed and resodded.
5. Internal roadways shall be privately owned and maintained. The emergency access connection shall be gated with a Knox Box or similar device acceptable to the Hillsborough County Fire Marshall. As stated on the PD site plan, all other vehicular connections shall be gated, and those gated connections shall comply with Typical Detail – 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM). Pedestrian connections may be gated; however, if gated such connections shall remain available for the daily use of project residents and guests.
6. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at the eastern roadway stubout which identifies the stubout as a "Future Roadway Connection".
7. Notwithstanding anything herein to the contrary, the developer shall be permitted to install a fence or a wall across the eastern stubout until such time as (re)development occurs on the adjacent property; however, such fence or wall shall be removed prior to or concurrent with such redevelopment if the adjacent property is required to provide a reciprocal connection (regardless of whether such connection takes the form of a full or gated emergency with pedestrian access). Such fence or wall shall be designed to facilitate the quick removal of those sections which are necessary to effectuate the above referenced connection.

8. Construction access shall be restricted to the access connections to Lithia Pinecrest Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
9. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a roundabout at the project entrance. The developer shall be required to dedicate and convey to Hillsborough County or otherwise acquire sufficient right-of-way necessary to construct the roundabout.
10. As Lithia Pinecrest Rd. is identified as a future 2-lane enhanced roadway on the Hillsborough County Corridor Preservation Plan, and although there appears to be sufficient existing right-of-way in its existing configuration to accommodate a 2-lane enhanced roadway along the project's frontage, and given that the developer will be constructing a roundabout within the existing right-of-way which is reserved for future enhancements, the developer shall ensure at the time of plat/site/construction plan approval that there is an additional 12 feet of right-of-way available along the project's frontage to accommodate future enhancements or shall otherwise be required to dedicate and convey an additional 12-feet of right-of-way beyond any additional right-of-way needed to accommodate the roundabout.
11. As Lithia Pinecrest Rd. is a substandard roadway, the developer will be required to improve Lithia Pinecrest Rd. (between the proposed driveway and the nearest segment of Lithia Pinecrest Rd. meeting applicable standards) to current County standards unless otherwise approved in accordance with the Sec. 6.04.02.B. LDC Administrative Variance (AV) process. Deviations from Transportation Technical Manual (TTM) / Transportation Design Manual (TDM) requirements may be considered in accordance with the Design Exception (DE) and/or Design Deviation Memoranda (DDM) processes, as applicable.
12. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated June 15, 2026) from the Section 6.04.07 LDC requirement governing access spacing for the project's connection to Lithia Pinecrest Rd. Approval of the variance will permit the following variances:
 - a. A +/- 260-foot access spacing from the next closest connection to the west (on the same side of the roadway), resulting in a +/- 70-foot access spacing; and,
 - b. A +/- 170-foot access spacing from the second closest connection to the west (on the same side of the roadway), resulting in a +/- 160-foot access spacing.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable (on June 16, 2026). If PD 26-0422 is approved, the County Engineer will approve the above referenced Administrative Variance.

13. If PD 26-0422 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated June 15, 2026) which has been found approvable by the County Engineer (on June 16, 2026). Approval of this Administrative Variance will waive the Sec. 6.04.03.I. of the LDC requirement

whereby the project is required to have two (2) access connections for the purpose of satisfying that code requirement, and instead permit one (1) roadway connection to the PD, with the possibility of a second future access to the east.

14. 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.
15. 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.
16. 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).
17. 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.
18. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. The site plan may be modified from the Certified Site Plan to avoid tree removal.
19. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
20. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
21. 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.

- 22. 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.
- 23. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 24. 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:



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.

7.1 ADDITIONAL INFORMATION

Agency	Number	Violation	Status
Code Enforcement*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/16/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: SR

PETITION NO: PD 26-0422

- 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.

CONDITIONS OF APPROVAL

1. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. The project shall be served by and limited to one (1) vehicular connection to Lithia Pinecrest Rd. as shown on the PD site plan. Additionally, the developer shall construct one (1) pedestrian and vehicular access stubout along the project's eastern boundary as shown on the PD site plan, and one (1) pedestrian and emergency access connection to Dorman Rd. All other existing access connections shall be closed and resodded.
3. Internal roadways shall be privately owned and maintained. The emergency access connection shall be gated with a Knox Box or similar device acceptable to the Hillsborough County Fire Marshall. As stated on the PD site plan, all other vehicular connections shall be gated, and those gated connections shall comply with Typical Detail – 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM). Pedestrian connections may be gated; however, if gated such connections shall remain available for the daily use of project residents and guests.
4. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at the eastern roadway stubout which identifies the stubout as a "Future Roadway Connection".
5. Notwithstanding anything herein to the contrary, the developer shall be permitted to install a fence or a wall across the eastern stubout until such time as (re)development occurs on the adjacent property; however, such fence or wall shall be removed prior to or concurrent with such redevelopment if the adjacent property is required to provide a reciprocal connection (regardless of whether such connection takes the form of a full or gated emergency with pedestrian access). Such fence or wall shall be designed to facilitate the quick removal of those sections which are necessary to effectuate the above referenced connection.
6. Construction access shall be restricted to the access connections to Lithia Pinecrest Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.

7. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a roundabout at the project entrance. The developer shall be required to dedicate and convey to Hillsborough County or otherwise acquire sufficient right-of-way necessary to construct the roundabout.
8. As Lithia Pinecrest Rd. is identified as a future 2-lane enhanced roadway on the Hillsborough County Corridor Preservation Plan, and although there appears to be sufficient existing right-of-way in its existing configuration to accommodate a 2-lane enhanced roadway along the project's frontage, and given that the developer will be constructing a roundabout within the existing right-of-way which is reserved for future enhancements, the developer shall ensure at the time of plat/site/construction plan approval that there is an additional 12 feet of right-of-way available along the project's frontage to accommodate future enhancements or shall otherwise be required to dedicate and convey an additional 12-feet of right-of-way beyond any additional right-of-way needed to accommodate the roundabout.
9. As Lithia Pinecrest Rd. is a substandard roadway, the developer will be required to improve Lithia Pinecrest Rd. (between the proposed driveway and the nearest segment of Lithia Pinecrest Rd. meeting applicable standards) to current County standards unless otherwise approved in accordance with the Sec. 6.04.02.B LDC Administrative Variance (AV) process. Deviations from Transportation Technical Manual (TTM) / Transportation Design Manual (TDM) requirements may be considered in accordance with the Design Exception (DE) and/or Design Deviation Memoranda (DDM) processes, as applicable.
10. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated June 15, 2026) from the Section 6.04.07 LDC requirement governing access spacing for the project's connection to Lithia Pinecrest Rd. Approval of the variance will permit the following variances:
 - a. A +/- 260-foot access spacing from the next closest connection to the west (on the same side of the roadway), resulting in a +/- 70-foot access spacing; and,
 - b. A +/- 170-foot access spacing from the second closest connection to the west (on the same side of the roadway), resulting in a +/- 160-foot access spacing.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable (on June 16, 2026). If PD 26-0422 is approved, the County Engineer will approve the above referenced Administrative Variance.

11. If PD 26-0422 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated June 15, 2026) which has been found approvable by the County Engineer (on June 16, 2026). Approval of this Administrative Variance will waive the Sec. 6.04.03.I. of the LDC requirement whereby the project is required to have two (2) access connections for the purpose of satisfying that code requirement, and instead permit one (1) roadway connection to the PD, with the possibility of a second future access to the east.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the site plan received April 8, 2026 to:
 - Meet the Development Review Procedures Manual (DRPM) minimum requirement specifying the project show the "points of ingress and egress and/or driveways and curb-cuts" within 150 feet of the project boundaries, as well as show those driveways outside of the 150-foot area that are otherwise the subject of an access spacing variance.
 - Replace the last sentence of Note 12 with a note stating, "All existing access connections to be closed/removed and resodded."
 - Revise the Dorman Road access data table to state the minimum and maximum extents of right-of-way width variance and show those locations on the site plan.
 - Revise the Lithia Pinecrest Road access data table to:

- State the minimum and maximum extents of right-of-way width variance and show those locations on the site plan;
- Correct the “+/- 24’ asphalt pavement” width notation to instead state “+/- 11 to 12-foot-wide asphalt lanes”; and,
- Remove “bike path” from the list of not present facilities and instead add a new bullet stating “+/- 5-foot-wide bicycle facilities (on paved shoulders). Staff notes that on rural roadways paved shoulders typically provide bicycle access in lieu of bicycle lanes or buffered bicycle lanes on urban sections.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 190 ac. from Agricultural Rural (AR) and Agricultural Rural (AR) and Planned Development (PD) 11-0581 to PD. The applicant is proposing up to 280 dwelling units. The existing PD 11-0581 is approved for the following uses (with the storage uses occurring within a +/- 1.6 ac. area):

The project shall be permitted three residential units, agricultural uses of the AR zoning district and the storage of boats and RVs. Unless otherwise specified herein, development standards for the residential shall be in accordance with the AR zoning district, excluding minimum lot size provided the overall residential density does not exceed 1 unit per 5 acres, and the Boat/RV Storage Facility shall be in accordance with the CG zoning district standards, except for a maximum FAR of .25.

- 1.1 The storage of boats and RV shall be setback 400 feet from Lithia Pinecrest Road and shall be limited in extent to the area shown on the general site plan. A maximum of 75 boats/RV's shall be permitted to be stored within the designated area.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the potential number of gross peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Information shown below is based upon data from the 12th Edition of the ITE Trip Generation Manual. Since the ITE does not include data for open/vehicle storage uses, a methodology was applied whereby the storage acreage (+/- 1.6 ac.) is multiplied by the maximum floor area ratio of the underlying Future Land Use Designation (in this case AR with a maximum FAR of 0.25). The result, 17,424 s.f., is then analyzed using ITE data for mini warehouse uses (LUC 151). This is staff’s best available method of consistently approximating open/vehicle storage uses across a variety of storage users.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR, 34 Single-Family Detached Dwelling Units (ITE Code 210)	540	28	36
PD, 3 Single-Family Detached Dwelling Units (ITE Code 210)	28	3	3
PD, 17,424 s.f. Storage Uses (ITE Code 151)	22	1	2
Subtotal:	590	32	41

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 280 Single-Family Detached Units (ITE Code 210)	2,525	193	248

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 1,935	(+) 161	(+) 207

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lithia Pinecrest Rd. is a 2-lane, substandard, arterial road, characterized by +/- 11-foot-wide travel lanes in average condition. The existing right-of-way on Lithia Pinecrest Rd. in the vicinity of the project appears to vary between +/- 100 feet and +/- 120 feet. There are +/- 5-foot-wide bicycle lanes (on paved shoulders) along both sides of the roadway in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the north and south sides of the roadway in the vicinity of the proposed project.

The applicant's team indicated they have survey data which may show that Lithia Pinecrest Rd. along the project's boundary meets applicable TTM requirements; however, a signed and sealed copy was unavailable prior to the time this report had to be written. Staff notes the roundabout will require road reconstruction in affected areas, and the applicant will be required to improve any substandard road segments between the proposed roundabout and standard roadway portions located west of the project site, unless otherwise varied in accordance with the Sec. 6.04.02.B. Administrative Variance process during the plat/site/construction plan review process. Deviations from Transportation Technical Manual (TTM) / Transportation Design Manual (TDM) requirements may be considered in accordance with the Design Exception (DE) and/or Design Deviation Memoranda (DDM) processes, as applicable, at the time of plat/site/construction plan review. Consistent with recent policy changes, applicants in the PD zoning or PD zoning modification process are permitted to defer certain Transportation Related Administrative Reviews (TRARs), e.g. AVs and DEs/DDMs, to the site/construction plan process. The applicant of the subject PD has elected to defer any needed TRARs.

The roadway along the project's frontage is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway. As there is no typical section in the Transportation Technical Manual (TTM) for this type of roadway, the amount of needed right-of-way is arrived at by taking the 96 feet of right-of-way needed for a 2-lane Rural Collector Roadway (Type TS-7) and adding 12 feet for enhancements, for a total of 108 feet needed. While there appears to be sufficient right-of-way along the project's frontage, this will need to be verified at the time of site/plat/construction plan review.

Additionally, given the proposed roundabout to be constructed at the project's entrance on Lithia Pinecrest Rd. and given the unique nature of each roundabout and roadway context, and the design process necessary to achieve a safe roundabout design, it is impossible to arrive at standard amount of right-of-way needed for the roundabout. As such, it cannot be determined at this time whether any additional right-of-way is needed to account for the future 2-lane enhanced roadway. Also, given that the developer will be utilizing existing County owned right-of-way reserved for the 2-lane enhancement for site access improvements (i.e. the roundabout), any additional right-of-way needed to ensure an additional 12-feet is available for the enhancements shall be dedicated and conveyed by the developer at

the time of plat/site/construction plan review (rather than the traditional preservation that would normally be required). Staff has included a condition to this effect.

SITE ACCESS, EMERGENCY ACCESS AND CONNECTIVITY

In the short term, project access is proposed via a single access to Lithia Pinecrest Rd. Given that turn lanes are required pursuant to Sec. 6.04.04.D; however, such turn lanes could not fit given the proximity of other existing turn lanes and nearby driveways, the applicant is proposing a roundabout (which staff notes can calm traffic, provide for a safe location for pedestrian crossings, and will generally provide for safer access and a more efficient traffic flow, particularly as compared to a two-way stop controlled condition). In the long term, secondary access to Browning Rd. could be accommodated due to the stubout planned along the eastern project boundary. Such access would likely only be connected in the event parcels to the east of the project redevelop to their highest and best use. Such access could also be utilized as a pedestrian and gated emergency access in the future if deemed appropriate by staff or the BOCC. If the existing residence(s) to the east remain in their existing configuration in perpetuity, then no additional connectivity would occur.

Sec. 6.02.01.H.2. of the LDC states, "Except where precluded by natural features or existing development on adjacent property, subdivisions with 100 lots or more shall have at least one alternative access way on each principal side of the subdivision where there is no street access or street stubout. Except where precluded by natural features or existing development on adjacent property, subdivisions with less than 100 lots shall have at least one alternative access way on at least one side of the subdivision where there is no street access or street stubout." Since there are natural features/conservation along the western project boundary, no emergency access is required there. Gated emergency access is required and is proposed to Dorman Rd. along the southern project boundary, consistent with this portion of the LDC.

Staff notes that Sec. 6.04.03.I.2. of the LDC provides that "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." Given the project generates more than 180 peak hour trips, more than one (1) access is needed to serve the project. Consistent with these requirements, the applicant is proposing a stubout to the east, to provide for potential future vehicular and pedestrian connectivity through Browning Rd. (a collector roadway). No additional access can be permitted along Lithia Pinecrest Rd. due to Sec. 6.04.07 access spacing limitations, and Dorman Rd. is significantly substandard (+/- 16 to 18 feet of pavement and no paved shoulders) with limited ability to make improvements to the standard Typical Section due to right-of-way constraints. Should properties to the east not develop, or in the future the BOCC decides that such connections are not appropriate, then the stubout would not be connected and all traffic impacts will be concentrated on Lithia Pinecrest Rd.

The access stubout to the east is also a requirement of Sec. 6.02.01.A. of the LDC. Sec. 6.02.01.A.4. states, "Adequate vehicular and pedestrian access should be provided to each parcel...Street widths, placement of sidewalks, pattern of streets and number of intersections are related to safety and efficiency of access to abutting lands." Sec. 6.02.01.A.7. states, "...land-development patterns should not detract from the efficiency of bordering major streets. This principal may involve control of driveway, intersection placement, and full or partial control of access. Land development should occur so that no parcels require direct access to major streets (collector roads)." Sec. 6.02.01.A.13. states, "A proposed development shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets." Sec. 6.02.01.A.15. states, "To ensure future street connections where a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to all abutting properties or to logically extend the street system into the surrounding area."

Stubout and emergency access connections can provide alternative routes that add resiliency in our transportation networks, help evenly distribute traffic throughout the community, help protect limited capacity on arterial and collector roadways by avoiding or minimizing unnecessary travel on major roadways and intersections, and provide important alternatives routes that provide access for police, fire and other emergency vehicles should major accidents, sinkholes or localized flooding occur that can shut down an access for prolonged periods of time. These are particularly critical when there is only one way in or out of a community.

REQUESTED ADMINISTRATIVE VARIANCE – LITHIA PINECREST – ACCESS SPACING

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (AV) request (dated June 15, 2026) from the Section 6.04.7 LDC requirement governing access spacing of the proposed connection to Lithia Pinecrest Rd. The Hillsborough County LDC requires a minimum connection spacing of 330 feet for a Class 3 roadway with a posted speed equal to or less than 45 mph. The developer is proposing the following variances:

- A +/- 260-foot access spacing from the next closest connection to the west (on the same side of the roadway), resulting in a +/- 70-foot access spacing; and,
- A +/- 170-foot access spacing from the second closest connection to the west (on the same side of the roadway), resulting in a +/- 160-foot access spacing.

Based on factors presented in the AV Request, the County Engineer found the request approvable (on June 16, 2026). If PD 26-0422 is approved by the BOCC, the County Engineer will approve the AV request.

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 June 15, 2026) from the Section 6.04.03.I. LDC requirement, governing number of required access connections. The Hillsborough County LDC requires residential projects/areas accessing a collector/arterial roadway and generating more than 180 peak hour trips (but less than 360 peak hour trips) to have two (2) access connections. The project proposes a total of one (1) functional access connection (to Lithia Pinecrest Rd.) and one (1) access stubout along the eastern boundary which may, but is not guaranteed, to provide the second required connection. The project is anticipated to generate 248 peak hour trips in the highest peak hour.

Based on factors presented in the AV request, the County Engineer found the request approvable on June 16, 2026. If PD 26-0422 is approved by the BOCC, the County Engineer will approve the AV request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Dorman Rd. and Browning Rd. were not included in the 2024 LOS report. As such, information for these facilities cannot be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Lithia Pinecrest Rd.	Boyette Rd.	1570' W of Browning Rd (USB)	D	D
Lithia Pinecrest Rd.	1570' W of Browning Rd (USB)	CR 39	D	D

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, June 16, 2026 2:14 PM
To: Steven Henry
Cc: Kami Corbett; kayla.witkowski@clearviewland.com; Grandlienard, Christopher; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0422 Administrative Variances Review
Attachments: 26-0422 AVAdd 06-15-26_1.pdf; 26-0422 AVAdd 06-15-26_2.pdf

Steve,
I have found the attached two Section 6.04.02.B. Administrative Variances (AV) for PD 26-0422 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: Tuesday, June 16, 2026 11:33 AM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: RZ-PD 26-0422 Administrative Variances Review

Hello Mike,

The attached administrative variance is **Approvable** to me. Please include the following people in your response:

stevenh@trafficmobility.com
kami.corbett@hwlaw.com
kayla.witkowski@clearviewland.com
grandlienardc@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

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



June 15, 2026

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

Re: Dorman Road PD
PD 26-0422
Folio Numbers: 088199.0000, 088225.0000, 088226.0000, 088227.0000,
088228.0000 088232.0000, 088224.0502, 088224.0504, 088224.0506,
088224.0508
Project No. 25899.02.04

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Lithia-Pinecrest Road. The property is proposed to be rezoned to Planned Development for up to 280 Single Family Homes.

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via one (1) full access to Lithia-Pinecrest Road, one (1) gated emergency access to Dorman Road and one (1) potential future cross access to the east.

A copy of the PD plan is included in the Appendix of this letter.

The subject property is proposed to be within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Lithia-Pinecrest Road is a collector road.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Lithia-Pinecrest Road. Based on Section 6.04.07, Lithia-Pinecrest Road is classified as an Access Class 3 roadway with an access spacing of 330 feet. The property to the west has two (2) driveways, the spacing to the western most driveway is 160 feet and 70 feet to the eastern driveway. In addition, spacing is approximately 416 feet to Ridge Preserve Place to the east. This is graphically shown in Figure 1.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.trafficmobility.com Website

Development Se

Mr. Mike Williams
June 15, 2026
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The justification for the variance is as follows:

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

The project has one (1) access to Lithia-Pinecrest Road which is proposed to be a roundabout. The roundabout was located to be able to maintain the eastbound left turn lane to Ridge Preserve Place to the east of the project. In doing this, a waiver to the spacing for the access serving the residential lot to the west is required. It should be noted this is one (1) residential lot with two (2) driveways to Lithia-Pinecrest Road. Therefore, it would be an unreasonable burden on the applicant to meet the spacing criteria.

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

As indicated, the access is to be via a roundabout. The roundabout was located along Lithia-Pinecrest Road to maintain the eastbound left turn lane to Ridge Preserve Place on Lithia-Pinecrest Road. The access to the west serves a residential lot. Therefore, the variance would not be detrimental to the health, safety and welfare of the public.

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

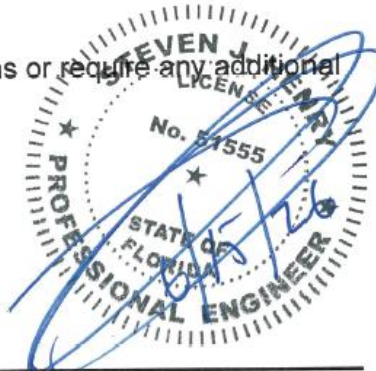
The only access to the collector road is proposed to be Lithia-Pinecrest Road; therefore, reasonable access cannot be provided without the variance.

Mr. Mike Williams
June 15, 2026
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Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

Steven J Henry
Founder
Traffic & Mobility Consultants
P.E. #51555



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

- Disapproved
- Approved
- Approved with Conditions

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

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Development Ser

Mr. Mike Williams
 June 15, 2026
 Page 4

TABLE 1

PROJECT TRAFFIC (1)

Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends		PM Peak Hour Trip Ends		Total
				In	Out	In	Out	
Single Family	210	280 DU's	2,525	52	141	154	94	248

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

Mr. Mike Williams
June 15, 2026
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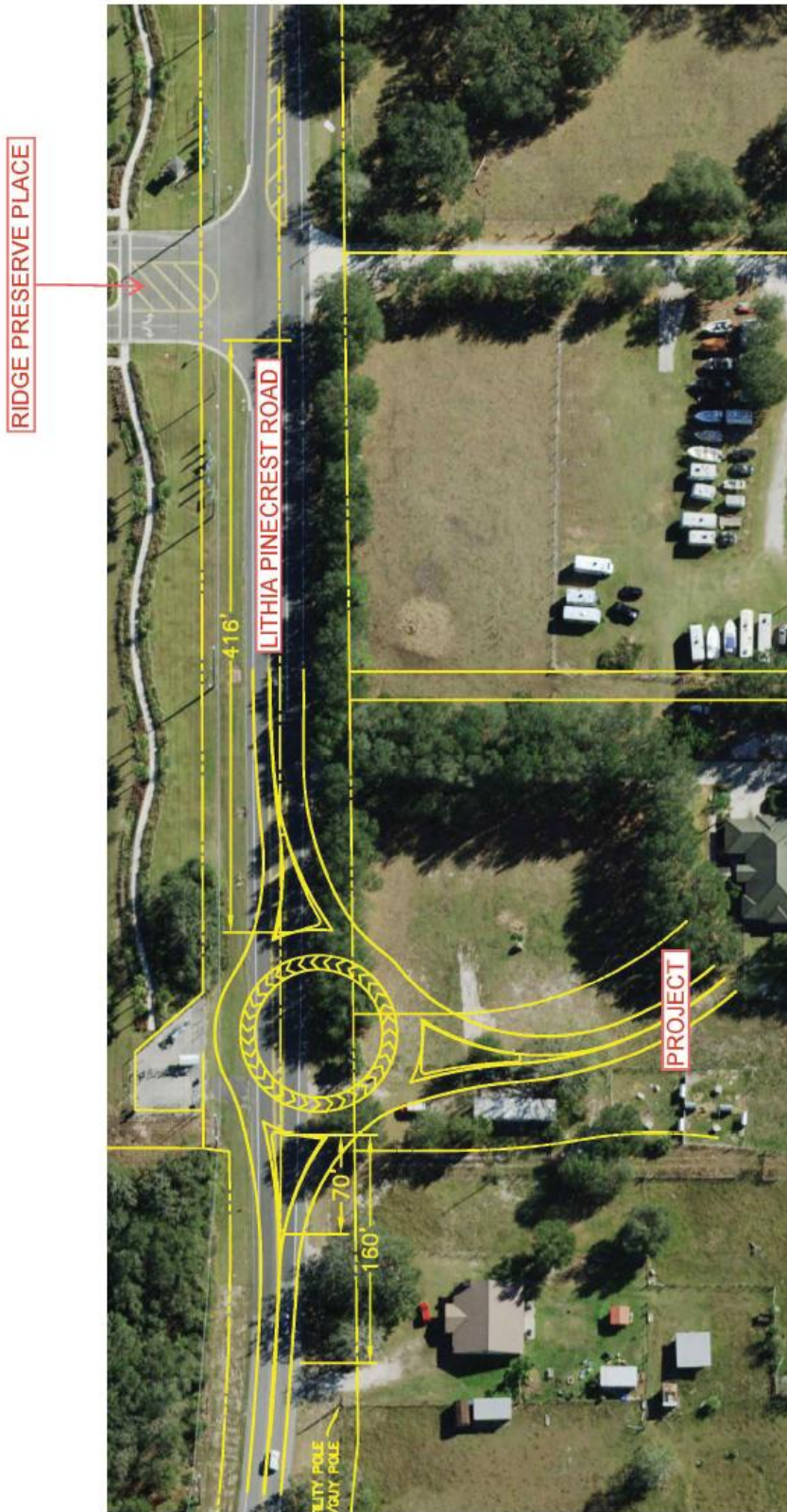


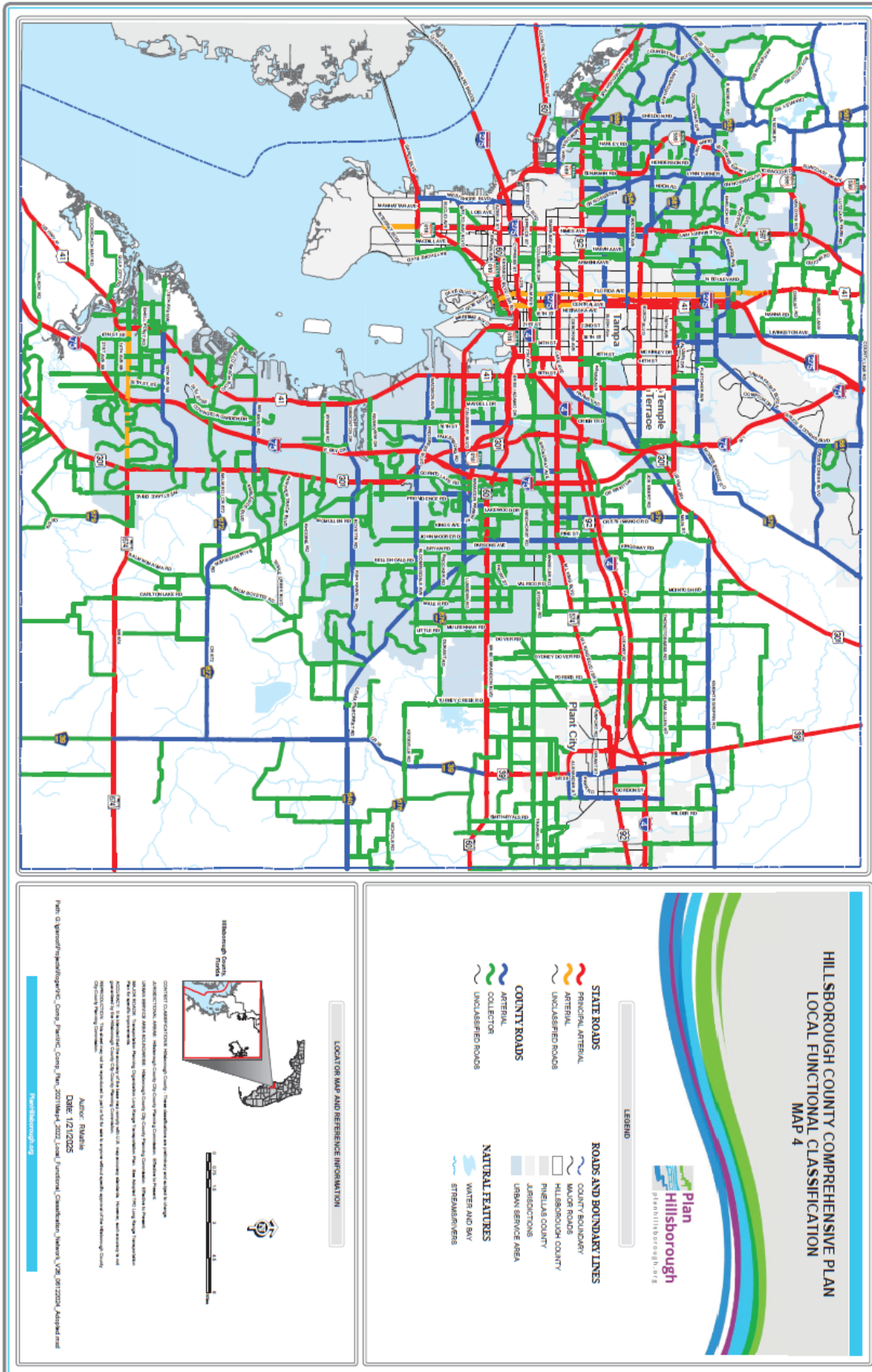
FIGURE 1
ACCESS SPACING

APPENDIX

PD PLAN

Development Service

HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION MAP



RECEIVED DATE 10, 20
Development Servic

**HILLSBOROUGH COUNTY LDC
SECTION 6.04.01**

Sec. 6.04.01. - Generally

A. Purpose

The following design and construction standards have been adopted by Hillsborough County to protect the public health, safety and welfare; maintain smooth and efficient traffic flow; maintain proper roadway drainage; and to protect the functional level of the public roadway system. The standards that apply to a particular access are based upon the "Access Classification" of the main roadway and the connection "Type".

B. General Requirement

No person shall construct or modify any connection providing vehicular or pedestrian access to or from any County roadway from or to adjacent property without a connection permit issued pursuant to this Division. Unless an unusual risk to the public health safety or welfare is identified, the portion of these access management standards dealing with number, size, and location of access points and the requirements for cross-access or joint access are not mandatory on previously approved and unexpired General Site Plans and Site Plan District Zoning where specific access points have been approved.

C. Permit Classifications

Roadway connections will be classified in accordance with the proposed land use and anticipated traffic generation. Traffic generation estimates shall be based on the Institute of Transportation Engineer's Trip Generation or other rates accepted by Hillsborough County. The standards governing design and construction of the connection will be based on the connection type and the public roadways access classification. The County shall determine the type and classification of all connections.

D. Type I—MINIMUM CONNECTION or SIDEWALK

Low volume traffic generator. Provides access to a single family dwelling, a duplex or multi family dwelling units. The term shall also apply to driveways used as access to agricultural land including field entrances and to all sidewalk and bikeway connections. Land uses served by Type I connections are expected to generate fewer than 50 daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

E. Type II—MINOR CONNECTION

Medium volume traffic generator. Provides access to property being used for other than nominal residential and agricultural uses. Land uses served by Type II connections are expected to generate 50 or more daily vehicle trip ends, but fewer than 1,500 daily vehicle trip ends per average weekday. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

F. Type III—MAJOR CONNECTION

Highway volume traffic generator. Provides access to facilities which generate high traffic volumes such as shopping centers, industrial parks, office parks, colleges, apartment or condominium complexes, etc. Land uses served by Type III connections are expected to generate 1,500 or more daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

G. Type IV—PUBLIC/PRIVATE ROADS

All new public or private streets or roads.

H. Type V—SPECIAL CORRIDORS

Access to public roadways designated as Special Corridors by the Board of County Commissioners.

1. Daily trip ends, as used in this section, shall be based on the peak traffic generating day of the proposed land use(s).
2. Access "Type" for new or substantially changed land uses shall be based on the projected trip generation for the entire site. Access "Type" for additional access to existing land uses which are not being significantly changed may be based upon the anticipated daily traffic volumes which are expected to be generated at the requested additional access. The applicant shall provide, to the County for its review and concurrence, an estimate of traffic distribution at the existing access point(s) and at the requested additional access(s).

I. Permit Required

Development Servi

1. Before any connection to the public street system of unincorporated Hillsborough County is constructed or modified in any way, Hillsborough County shall either issue a permit for the work or make a determination that no permit is required. If a connection permit is required, the application should be submitted at the same time as the construction plans for the applicable type of development. More than one new or modified driveway at the same site may be included on a single permit. A connection permit shall generally be required for the following:
 - a. All new driveways onto the public street system, regardless of whether the development served by the driveway is new or existed previously.
 - b. All modifications to existing driveways that will result in a significant change in the driveway's traffic volumes and/or dimensions, location, profile, or in the manner in which stormwater is handled.
 - c. Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.
 - d. All new public or private roads, or modifications to private roads desired by the County or the property owner. For new development under the subdivision regulations of the County, approval of the final construction plans by the Administrator shall serve as approval of the new connection(s) and no separate permit will be required.
 - e. All sidewalk or bikeway connections to the public street system.
 - f. Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.
2. If a connection permit is required due to construction (for or by the County) on the public street or due to other conditions beyond the control of the property owner, all action required will be taken by the County, or other responsible agency and no fees will be assessed against the property owner.
3. For any new connections or substantial modifications to existing connections within unincorporated Hillsborough County that are related to construction off the right-of-way, requiring a Building Permit, a Hillsborough County Connections Permit is also required. In this case, an application for connection permit must be filed with, or prior to, the application for the Building Permit, or site construction plans.
4. An access connection permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way. The Florida Department of Transportation has original jurisdiction over the State Highway System within Hillsborough County.
5. A connection permit is required for new connections or substantial modifications to existing connections to County right-of-way which is unimproved and/or unmaintained by the County. Connection permits to unimproved and/or unmaintained right-of-way may only be issued where the right-of-way provides sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles. Permits for connections to unimproved and/or unmaintained right-of-way shall not be issued until the owner of the property served by the connection signs and provides proof of recording with the Clerk of the Circuit Court in the public records of Hillsborough County a notice, in a format approved by the County Attorney's Office, providing that:
 - a. The property does not have access from a Hillsborough County maintained road, and the route of access to and from the property is not maintained with public funds; and
 - b. Maintenance of the access route and/or drainage facilities as may be needed is the sole responsibility of the property owner; and
 - c. The property owner is responsible for maintaining the access route to the property so as to provide sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles.

(Ord. No. 08029, § 2, eff. 2-1-09)

Ratliff, James

From: Williams, Michael
Sent: Tuesday, June 16, 2026 2:14 PM
To: Steven Henry
Cc: Kami Corbett; kayla.witkowski@clearviewland.com; Grandlienard, Christopher; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0422 Administrative Variances Review
Attachments: 26-0422 AVAdd 06-15-26_1.pdf; 26-0422 AVAdd 06-15-26_2.pdf

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) for PD 26-0422 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

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, June 16, 2026 11:33 AM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: RZ-PD 26-0422 Administrative Variances Review

Hello Mike,

The attached administrative variance is **Approvable** to me. Please include the following people in your response:

- stevenh@trafficmobility.com
- kami.corbett@hwhlaw.com
- kayla.witkowski@clearviewland.com
- grandlienardc@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

[Facebook](#) | [X](#) | [YouTube](#) | [LinkedIn](#) | [Instagram](#) | [HCFL Stay Safe](#)

Hillsborough County Florida

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



**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 Eleanor 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)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Number of Accesses 4. <input checked="" type="checkbox"/> 2. Number of Accesses 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Dorman Road PD
<p>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.</p>	
Folio Number(s)	<input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p>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".</p>	
Name of Person Submitting Request	Steven J. Henry, P.E.
<p>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.</p>	
Current Property Zoning Designation	
<p>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.</p>	
Pending Zoning Application Number	PD 26-0422
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>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".</p>	

Development Se



June 15, 2026

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

Re: Dorman Road PD
PD 26-0422
Folio Numbers: 088199.0000, 088225.0000, 088226.0000, 088227.0000,
088228.0000, 088232.0000, 088224.0502, 088224.0504, 088224.0506,
088224.0508
Project No. 25899.02.04

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03I of the Hillsborough County Land Development Code for the number of accesses for the project. The property is proposed to be rezoned to Planned Development to allow up to 280 Single Family Homes.

Table 1 provides the trip generation for the proposed project.

The PD for the property proposes one (1) access to Lithia-Pinecrest Road, one (1) gated emergency access to Dorman Road and one (1) potential future cross access to the east.

The subject property is proposed to be within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Lithia-Pinecrest Road is a collector road.

The request is for an Administrative Variance to Section 6.04.03I of the Hillsborough County LDC for the number of accesses to serve the project. As shown in Table 2, 1.38 accesses would be required for the proposed development. Therefore, two accesses for the project would be required.

The justification for the variance is as follows:

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

The project has limited frontage along Lithia-Pinecrest Road. Only one (1) access can be provided on Lithia-Pinecrest Road due to the spacing and other accesses east and west. The project does have frontage on Dorman Road. However, this is a local substandard road; therefore, the development is only proposing gated emergency access to the road.

Mr. Mike Williams
June 15, 2026
Page 2

Based on the above, it would be an unreasonable burden on the applicant to provide the additional accesses.

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

The one (1) access to Lithia-Pinecrest Road is proposed to be a roundabout. It is located as such to maintain the eastbound left turn lane for Ridge Preserve Place. In addition, according to the Access Management Analysis for the project, the subject access should operate at an acceptable level of service. In addition, an emergency access to Dorman Road is proposed to be provided. Therefore, the variance would not be detrimental to the health, safety and welfare of the public.

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

As indicated, there is not sufficient distance on Lithia-Pinecrest Road to provide an additional access and Dorman Road is a local substandard road. Therefore, without the variance, reasonable access can not be provided.

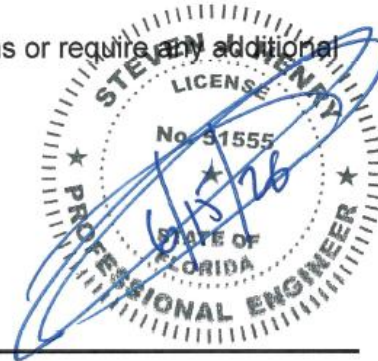
Development Serv

Mr. Mike Williams
June 15, 2026
Page 3

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

Best Regards,

Steven J Henry
Founder
Traffic & Mobility Consultants
P.E. #51555



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

- Disapproved
- Approved
- Approved with Conditions

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

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
 June 15, 2026
 Page 4

TABLE 1

PROJECT TRAFFIC (1)

Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends		PM Peak Hour Trip Ends			
				In	Out	In	Out	Total	
Single Family	210	280 DU's	2,525	52	141	193	154	94	248

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

Development Serv

Mr. Mike Williams
 June 15, 2026
 Page 5

TABLE 2
 NUMBER OF ACCESS DETERMINATION

Project Traffic		Maximum Vehicular Flow (1)	Number of Accesses (2)
AM Peak Hour	PM Peak Hour		
193	248	180	1.38

(1) LDC Section 6.04.03 - Table 2

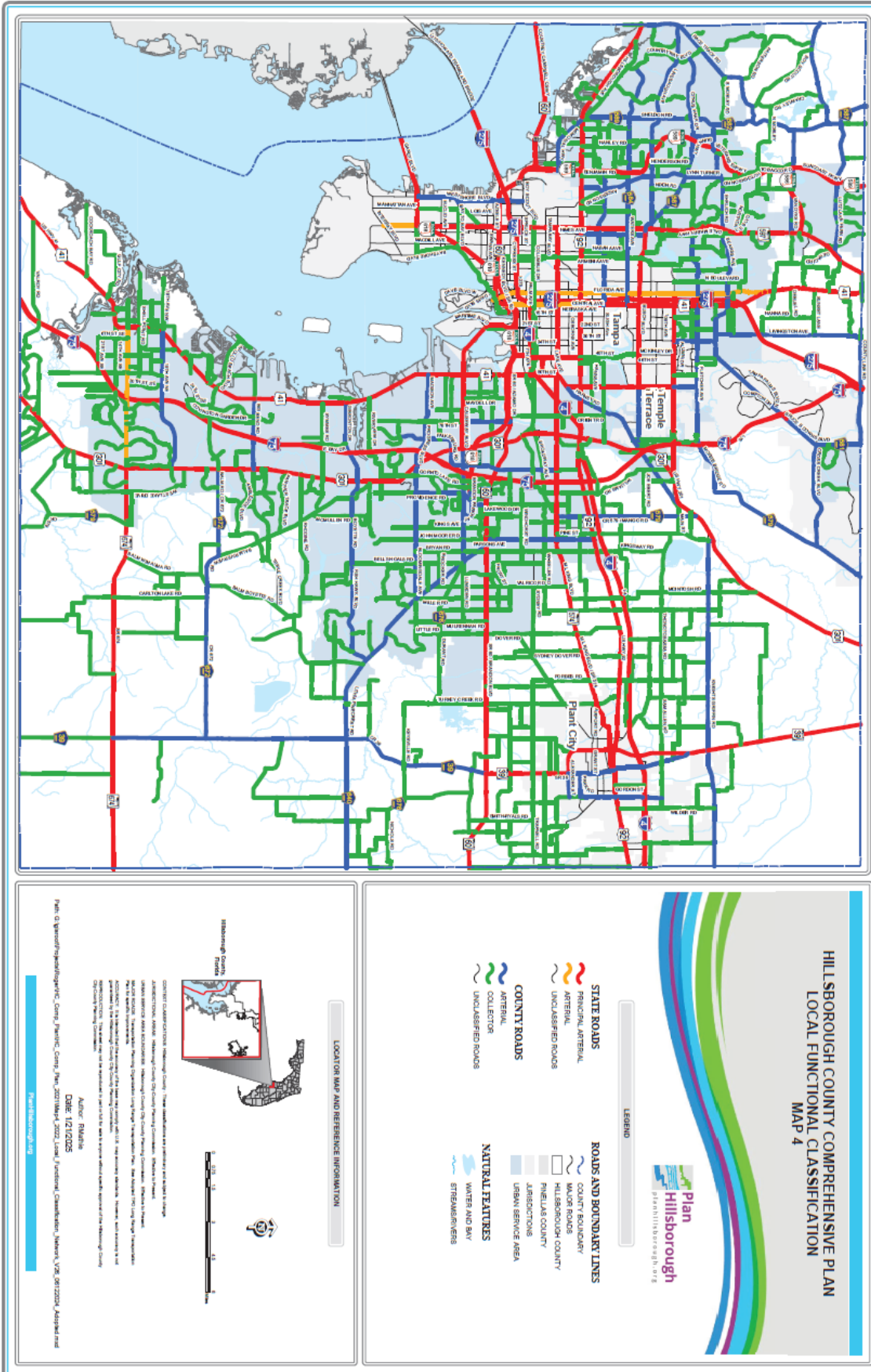
• Lithia-Pinecrest Road - 180

(2) Number Accesses - $248/180 = 1.38$

APPENDIX

PD PLAN

HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY LDC
SECTION 6.04.01**

Sec. 6.04.01. - Generally

A. Purpose

The following design and construction standards have been adopted by Hillsborough County to protect the public health, safety and welfare; maintain smooth and efficient traffic flow; maintain proper roadway drainage; and to protect the functional level of the public roadway system. The standards that apply to a particular access are based upon the "Access Classification" of the main roadway and the connection "Type".

B. General Requirement

No person shall construct or modify any connection providing vehicular or pedestrian access to or from any County roadway from or to adjacent property without a connection permit issued pursuant to this Division. Unless an unusual risk to the public health safety or welfare is identified, the portion of these access management standards dealing with number, size, and location of access points and the requirements for cross-access or joint access are not mandatory on previously approved and unexpired General Site Plans and Site Plan District Zoning where specific access points have been approved.

C. Permit Classifications

Roadway connections will be classified in accordance with the proposed land use and anticipated traffic generation. Traffic generation estimates shall be based on the Institute of Transportation Engineer's Trip Generation or other rates accepted by Hillsborough County. The standards governing design and construction of the connection will be based on the connection type and the public roadways access classification. The County shall determine the type and classification of all connections.

D. Type I—MINIMUM CONNECTION or SIDEWALK

Low volume traffic generator. Provides access to a single family dwelling, a duplex or multi family dwelling units. The term shall also apply to driveways used as access to agricultural land including field entrances and to all sidewalk and bikeway connections. Land uses served by Type I connections are expected to generate fewer than 50 daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

E. Type II—MINOR CONNECTION

Medium volume traffic generator. Provides access to property being used for other than nominal residential and agricultural uses. Land uses served by Type II connections are expected to generate 50 or more daily vehicle trip ends, but fewer than 1,500 daily vehicle trip ends per average weekday. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

F. Type III—MAJOR CONNECTION

Highway volume traffic generator. Provides access to facilities which generate high traffic volumes such as shopping centers, industrial parks, office parks, colleges, apartment or condominium complexes, etc. Land uses served by Type III connections are expected to generate 1,500 or more daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

G. Type IV—PUBLIC/PRIVATE ROADS

All new public or private streets or roads.

H. Type V—SPECIAL CORRIDORS

Access to public roadways designated as Special Corridors by the Board of County Commissioners.

1. Daily trip ends, as used in this section, shall be based on the peak traffic generating day of the proposed land use(s).
2. Access "Type" for new or substantially changed land uses shall be based on the projected trip generation for the entire site. Access "Type" for additional access to existing land uses which are not being significantly changed may be based upon the anticipated daily traffic volumes which are expected to be generated at the requested additional access. The applicant shall provide, to the County for its review and concurrence, an estimate of traffic distribution at the existing access point(s) and at the requested additional access(s).

I. Permit Required

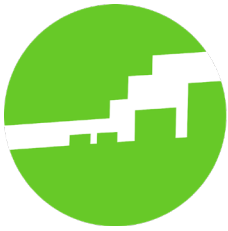
Development Service

1. Before any connection to the public street system of unincorporated Hillsborough County is constructed or modified in any way, Hillsborough County shall either issue a permit for the work or make a determination that no permit is required. If a connection permit is required, the application should be submitted at the same time as the construction plans for the applicable type of development. More than one new or modified driveway at the same site may be included on a single permit. A connection permit shall generally be required for the following:
 - a. All new driveways onto the public street system, regardless of whether the development served by the driveway is new or existed previously.
 - b. All modifications to existing driveways that will result in a significant change in the driveway's traffic volumes and/or dimensions, location, profile, or in the manner in which stormwater is handled.
 - c. Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.
 - d. All new public or private roads, or modifications to private roads desired by the County or the property owner. For new development under the subdivision regulations of the County, approval of the final construction plans by the Administrator shall serve as approval of the new connection(s) and no separate permit will be required.
 - e. All sidewalk or bikeway connections to the public street system.
 - f. Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.
2. If a connection permit is required due to construction (for or by the County) on the public street or due to other conditions beyond the control of the property owner, all action required will be taken by the County, or other responsible agency and no fees will be assessed against the property owner.
3. For any new connections or substantial modifications to existing connections within unincorporated Hillsborough County that are related to construction off the right-of-way, requiring a Building Permit, a Hillsborough County Connections Permit is also required. In this case, an application for connection permit must be filed with, or prior to, the application for the Building Permit, or site construction plans.
4. An access connection permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way. The Florida Department of Transportation has original jurisdiction over the State Highway System within Hillsborough County.
5. A connection permit is required for new connections or substantial modifications to existing connections to County right-of-way which is unimproved and/or unmaintained by the County. Connection permits to unimproved and/or unmaintained right-of-way may only be issued where the right-of-way provides sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles. Permits for connections to unimproved and/or unmaintained right-of-way shall not be issued until the owner of the property served by the connection signs and provides proof of recording with the Clerk of the Circuit Court in the public records of Hillsborough County a notice, in a format approved by the County Attorney's Office, providing that:
 - a. The property does not have access from a Hillsborough County maintained road, and the route of access to and from the property is not maintained with public funds; and
 - b. Maintenance of the access route and/or drainage facilities as may be needed is the sole responsibility of the property owner; and
 - c. The property owner is responsible for maintaining the access route to the property so as to provide sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles.

(Ord. No. 08029, § 2, eff. 2-1-09)

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Unincorporated Hillsborough County Rezoning Consistency Review	
<p>Hearing Date: June 22, 2026</p> <p>Report Prepared: June 11, 2026</p>	<p>Case Number: PD 26-0422</p> <p>Folio(s): 88199.0000, 88224.0502, 88224.0504, 88224.0506, 88225.0000, 88226.0000, 88227.0000, 88228.0000, 88232.0000</p> <p>General Location: North of Dorman Road, south of Lithia Pinecrest Road, and west of Browning Road</p>
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	<p>Agricultural/Rural-1/5 (1 du/5 ga; 0.25 FAR)</p> <p>*Pending HC/CPA 26-06 to change Future Land Use to Residential-2 (2 du/ga; 0.25 FAR)</p>
Service Area	<p>Rural</p> <p>*Pending HC/CPA 26-05 to expand the Urban Service Area</p>
Community Plan(s)	SouthShore Areawide Systems
Rezoning Request	Planned Development to allow for the development 280 single-family homes
Parcel Size	+/- 190 acres
Street Functional Classification	<p>Dorman Road – County Collector</p> <p>Lithia Pinecrest Road – County Arterial</p>

	Browning Road – County Collector
Commercial Locational Criteria	Not applicable
Evacuation Area	N/A

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-2	AR + PD 11-0581	Agricultural
North	Residential-1 + Residential-2 + Residential Planned-2	AR + AS-1 + PD	Single Family + Public/Quasi-Public/Institutions + Vacant
South	Agricultural/Rural-1/5	AR + AS-1 + ASC-1	Agricultural + Single Family
East	Residential-1 + Agricultural/Rural-1/5	AR + AS-1 + ASC-1 + PD	Single Family + Public/Quasi-Public/Institutions + Agricultural + Light Commercial + Educational
West	Residential-1 + Residential-2 + Residential Planned-2 + Residential-4	AR + AS-1 + AS-0.4 + PD	Single Family, Agricultural Public/Quasi-Public/Institutions + Vacant

Staff Analysis of Goals, Objectives, and Policies:

The 190 ± acre subject site is located north of Dorman Road, south of Lithia Pinecrest Road, and west of Browning Road. The site is in the Rural Area and is within the limits of the Southshore Areawide Systems Plan. The applicant is requesting a rezoning from Agricultural Rural (AR) and Planned Development (PD) 11-0581 to Planned Development to allow for the development of 280 single-family homes. The requested rezoning is concurrent with Plan Amendments HC/CPA 26-05 and HC/CPA 26-06, which are amendments

to expand the site into the Urban Service Area and change the Future Land Use to Residential-2 (RES-2); therefore, this rezoning request is reviewed as if the site is within the Urban Service Area and designated as Residential-2.

With HC/CPA 26-05, the subject site would be in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. The current area is largely agricultural and residential with lower density, rural style development occurring to the south and east of the site, and denser residential occurs to the north and west of the site within the Urban Service Area.

FLUS Goal 2 and FLUS Objective 2.1, 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 permitted within the land use designation. Under HC/CPA 26-06, the site has a Future Land Use designation of Residential-2 (RES-2). The RES-2 Future Land Use category allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. This category allows for a maximum of 2 dwelling units per gross acre or a 0.25 Floor Area Ratio (FAR). With the 190 acres, the site may be considered for a maximum of 380 dwelling units (190 acres X 2 dwelling unit/acre = 380 dwelling units). The proposed Planned Development is for 280 dwelling units, which is an allowable use and 100 units under the maximum allowable density in the RES-2 Future Land Use category; therefore, the proposed rezoning is consistent with FLUS Goal 2 and Objective 2.1.

FLUS Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." FLUS Policy 3.1.2 requires gradual transition of density and intensity between land uses. Additionally, the Neighborhood Protection policies in the Future Land Use Section under Objective 4.4 and Policy 4.4.1 require new development to be compatible with the surrounding neighborhood, and FLUS Policy 4.4.3 requires lot size and density of new or redeveloped residential projects reflect the character of the surrounding area. The proposed Planned Development will provide additional single-family housing within a predominantly residential and agricultural area. The lower proposed density of 280 units (1.47 units per acre) will provide for a gradual transition of density between the agricultural and rural areas to the south and east and the denser, semi-rural areas to the north and west. The proposed lot sizes is 6,000 square feet or approximately 0.13 acres in size. While the lot sizes proposed are much smaller than the lot sizes in the rural area to the south of the site, they are extremely comparable to the lot sizes abutting the property directly to the north, which are approximately 0.11 acres in size and within the Urban Service Area and the Residential-2 Future Land Use category. The smaller lot sizes will also allow clustering of residential units to preserve the wetlands and open space currently on the site. The proposed Planned Development is consistent with FLUS Objective 4.4 and FLUS Policies 3.1.2, 3.1.3, 4.4.1, and 4.4.3.

FLUS Policy 4.4.2 requires that neighborhoods be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods. At present, the main entrance to the proposed Planned Development is via Lithia Pinecrest Road. There is an additional access to the site from Dorman Road; however, this entrance is proposed to be emergency access only to protect the existing rural neighborhood to the south of the site. The proposed Planned Development meets FLUS Policy 4.4.2

as the proposed access is oriented towards the existing semi-rural neighborhoods, with additional access into the rural areas that is restricted to control traffic impacts, while still providing for potential future connections.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Policy 4.1.1, 4.1.2, and 4.1.6). However, at the time of uploading this report, Hillsborough County Development Services Department and Transportation Division comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUS Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the Southshore Areawide Systems Plan; however, there are no applicable goals or policies.

Environmental and Sustainability Section (ESS) Objective 3.5 and Policies 3.5.1, 3.5.2, and 3.5.4 require Planning Commission staff to collaborate with the Hillsborough County Environmental Protection Commission (EPC) to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration, and, through the land planning and development review processes, prohibit unmitigated encroachment into wetlands and/or other surface waters. The EPC left comments regarding the proposed site plan as the area contains wetlands and concluded that, in the current site plan configuration, no resubmittal was necessary for the site. Based upon the EPC comments provided, the proposed Planned Development is consistent with ESS Objective 3.5 and Policies 3.5.1, 3.5.2, and 3.5.4. Additionally, the wetlands on site do not make up more than 25% of the site; therefore, FLUS Policy 2.3.9 on wetland credits and density calculations does not apply to this proposed Planned Development.

Overall, staff finds that the proposed Planned Development is compatible with the existing development pattern found within the surrounding area. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

Policy 2.1.1: *The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further described in Appendix A, that establish permitted land uses and maximum densities and intensities.*

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

Policy 2.2.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Policy 2.3.9: *Environmentally Sensitive Land Density Calculation*
Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity.

- *Wetlands shall:*
 - *Exclude land below the mean high water line*
 - *Include conservation and preservation areas*
 - *Include wetlands associated with man-made water bodies as defined (including borrow pits).*

Density and floor area ratio calculations for properties with 25% or greater wetlands and/or man-made water bodies (including borrow pits) shall be subject to an environmentally sensitive land calculation. Upland acreage of the site multiplied by 1.25 yields the base acreage for the density calculation. That acreage is then multiplied by the maximum intensity/density of the Future Land Use Category.

Community Context and Compatibility

Policy 3.1.2: *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 3.1.3: *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

Development

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.

Policy 4.1.6: Existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

Neighborhood and Community Development

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

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

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

- a. codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.

Policy 4.4.2: Neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods.

Policy 4.4.3: Lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.

ENVIRONMENTAL AND SUSTAINABILITY SECTION

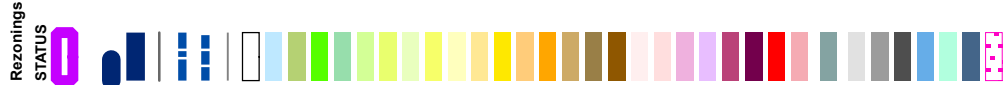
Objective 3.5: Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.

Policy 3.5.1: Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.

Policy 3.5.2: Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.

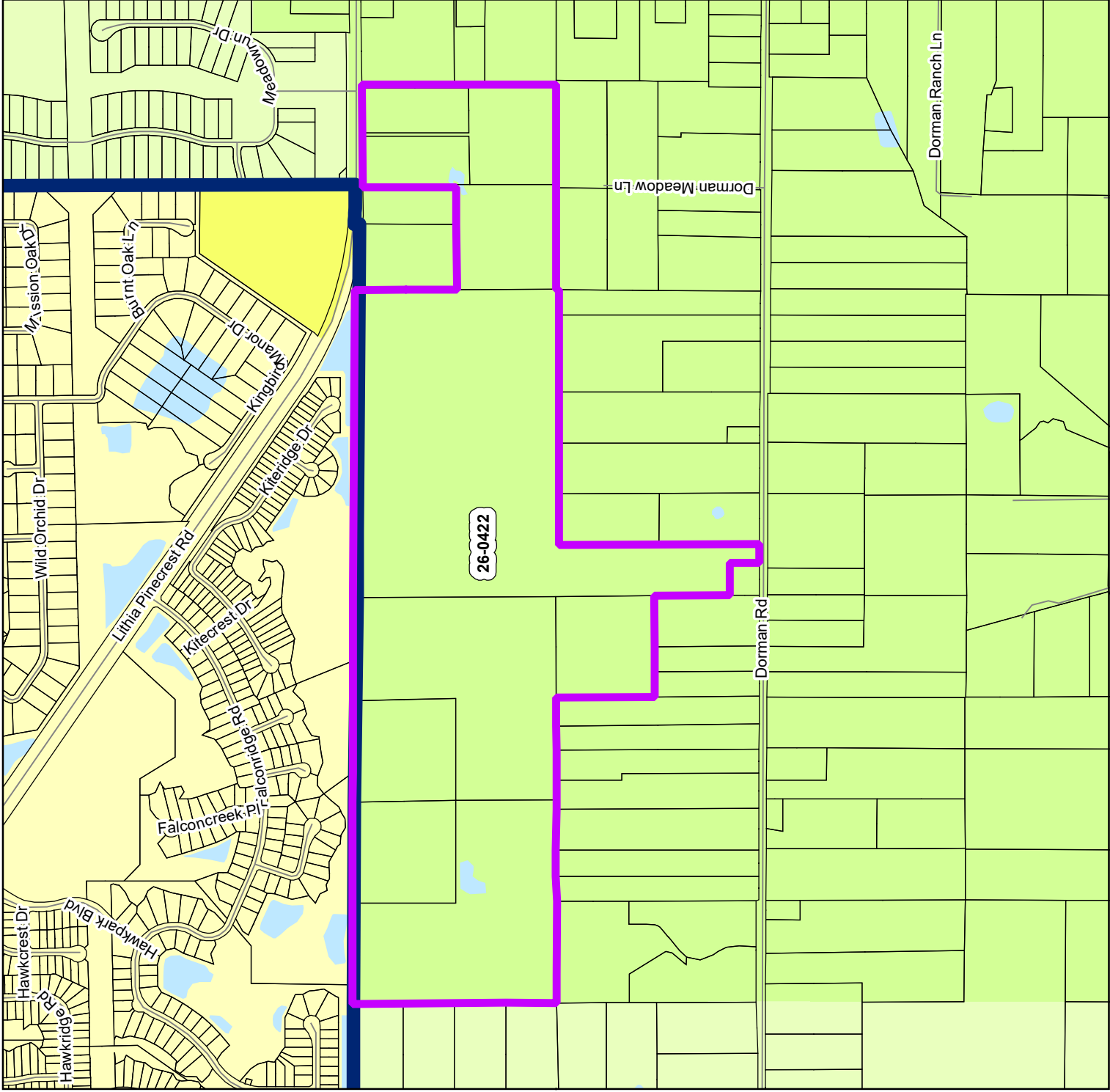
Policy 3.5.4: Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0422



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and is not intended to be used for any legal or financial purposes without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended to be accurate to the extent of the information provided. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, use the appropriate source.

Map Printed from Rezoning System: 2/5/2026
 Author: R Mathie
 File: G:\Rezoning\System\Map\Projects\HC\Regr_jic\Rezoning_2.mxd



Rezoning Application: PD 26-0433

Zoning Hearing Master Date: June 22, 2026

BOCC CPA Hearing Date: August 13, 2026

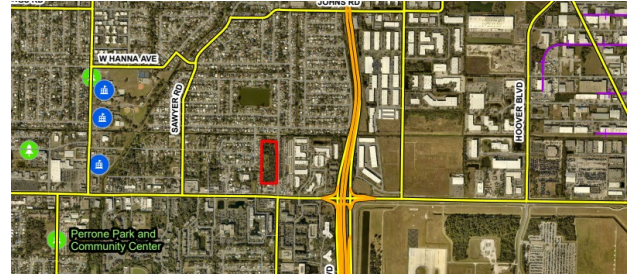


**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Cadence Partners, LLC
 FLU Category: OC-20 and RES-6 (Existing)
 LI-P (Proposed)
 Service Area: Urban
 Site Acreage: 6.7 +/-
 Community Plan: Town N' Country
 Overlay: Hillsborough Avenue Overlay



Introduction Summary:

The applicant is requesting to rezoning approximately 6.7 acres of land from RSC – 9 (Single-Family Residential) and CG (General Commercial) to Planned Development (PD) to allow for a 100,000 Sq. Ft. of warehouse with or without distribution, wholesale distribution, manufacturing-processing, assembly, and accessory open storage uses. This application is a companion to CPA 26-07, requesting the LI-P Future Land Use category.

Zoning:	Existing		Proposed
District(s)	RSC - 9	CG	PD
Typical General Use(s)	Single-Family Residential	General Commercial	Warehouse (with or without distribution); Wholesale Distribution; Manufacturing-Processing and Assembly; Accessory Open Storage
Acreage	4.66 +/-	2.04 +/-	6.7 +/-
Density/Intensity	9 DU per GA (41 units)	FAR: 0.27 (23,992 sf)	FAR: 0.34 (100,000 sf)
Mathematical Maximum*	9 DU per GA (41 units)	FAR: 0.27 (23,992 sf)	FAR: 0.75 (218,889 Sq. Ft.)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	RSC – 9	CG	PD
Lot Size / Lot Width	5,000 Sq. Ft./ 50'	10,000 Sq. Ft./ 75'	NA/NA
Setbacks/Buffering and Screening	Front: 20' Rear: 20' Side: 5' Buffering & Screening: NA	Front: 30' Rear: 20' (2:1 setback) Side: 0' (2:1 setback) Buffering & Screening: 20/B north	•Front (East): 130' •Rear (West): 30' •Side (North): 120' •Side (South): 145' •Buffering & Screening: 15'/B, 30'/C enhanced, 10'/B, 15'/B,
Height	35'	50'	45'

Additional Information:

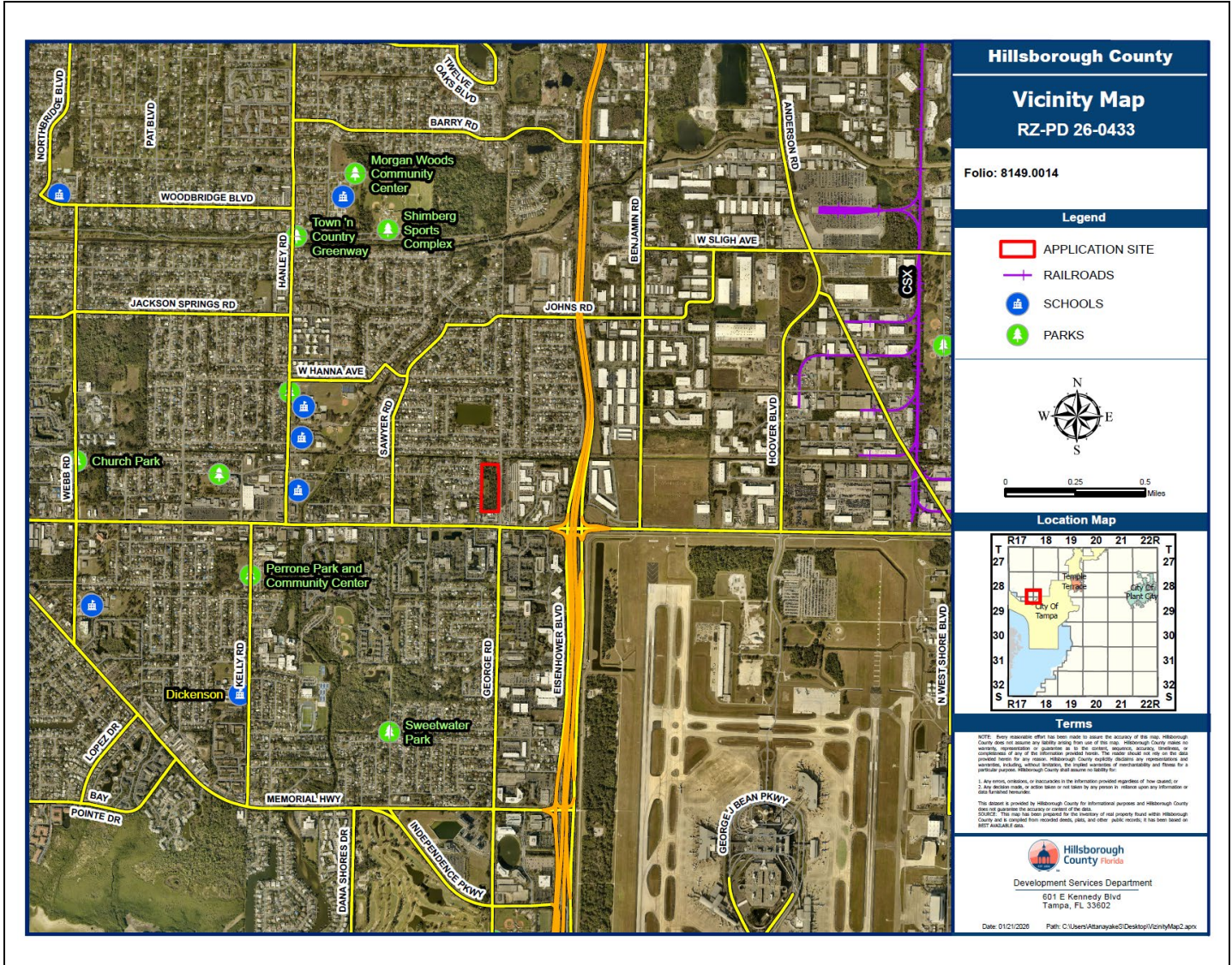
PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
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Planning Commission Recommendation:
 Inconsistent

Development Services Recommendation:
 Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

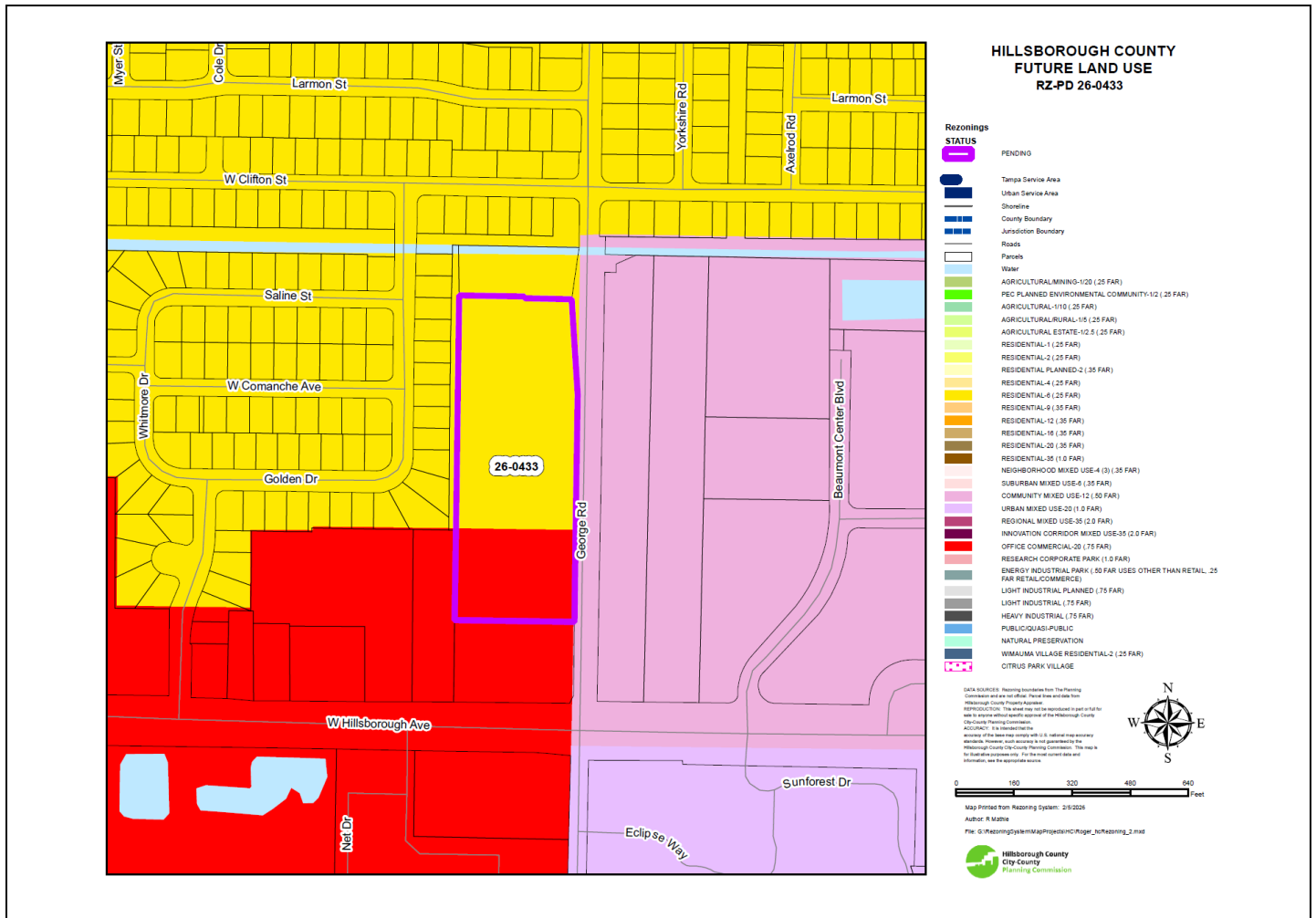


Context of Surrounding Area:

The site is located on the west side of George Road, north of Hillsborough Avenue within the Town and Country area. The property is separated from Hillsborough Avenue by property zoned CG developed with a convenience store with gas use. The adjacent properties to the west are zoned RSC-9 and developed with single family residential dwelling units. To the east of the property, and separated by George Road, the properties are zoned CI and developed with warehouse and office uses. The Veterans Expressway is located to the east of the site and northwest of Tampa International Airport.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-6 and OC-20 (Existing) LI-P (Proposed)
Maximum Density/F.A.R.:	RES-6 (Existing) : 6 units per acre / 0.25 FAR OC-20 (Existing): 20 units per acre / 0.75 FAR LI-P (Proposed): no residential / 0.25 – 0.75 FAR

Typical Uses:

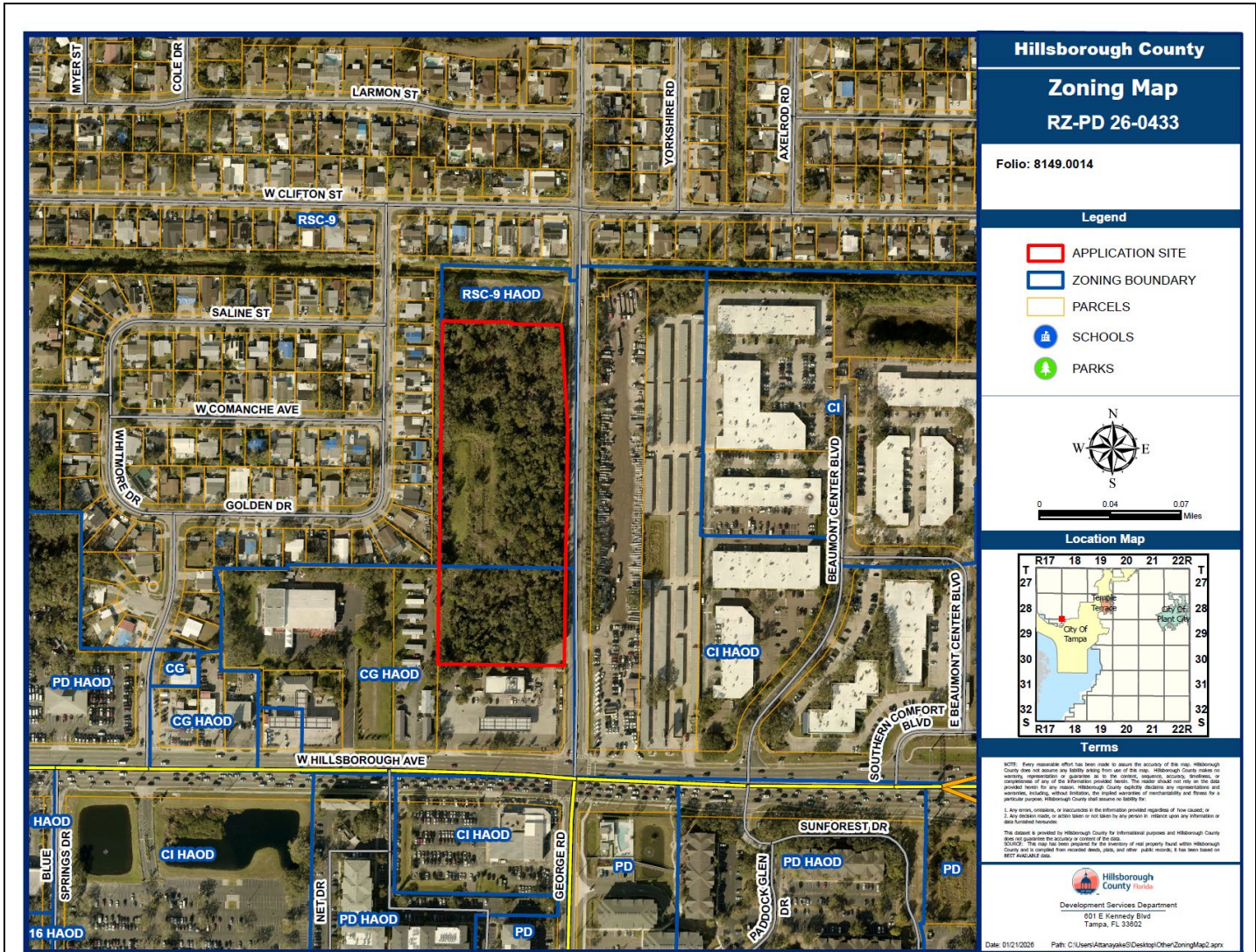
RES-6 (Existing): Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

OC-20 (Existing): Agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses.

LI-P (Proposed): Agricultural, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

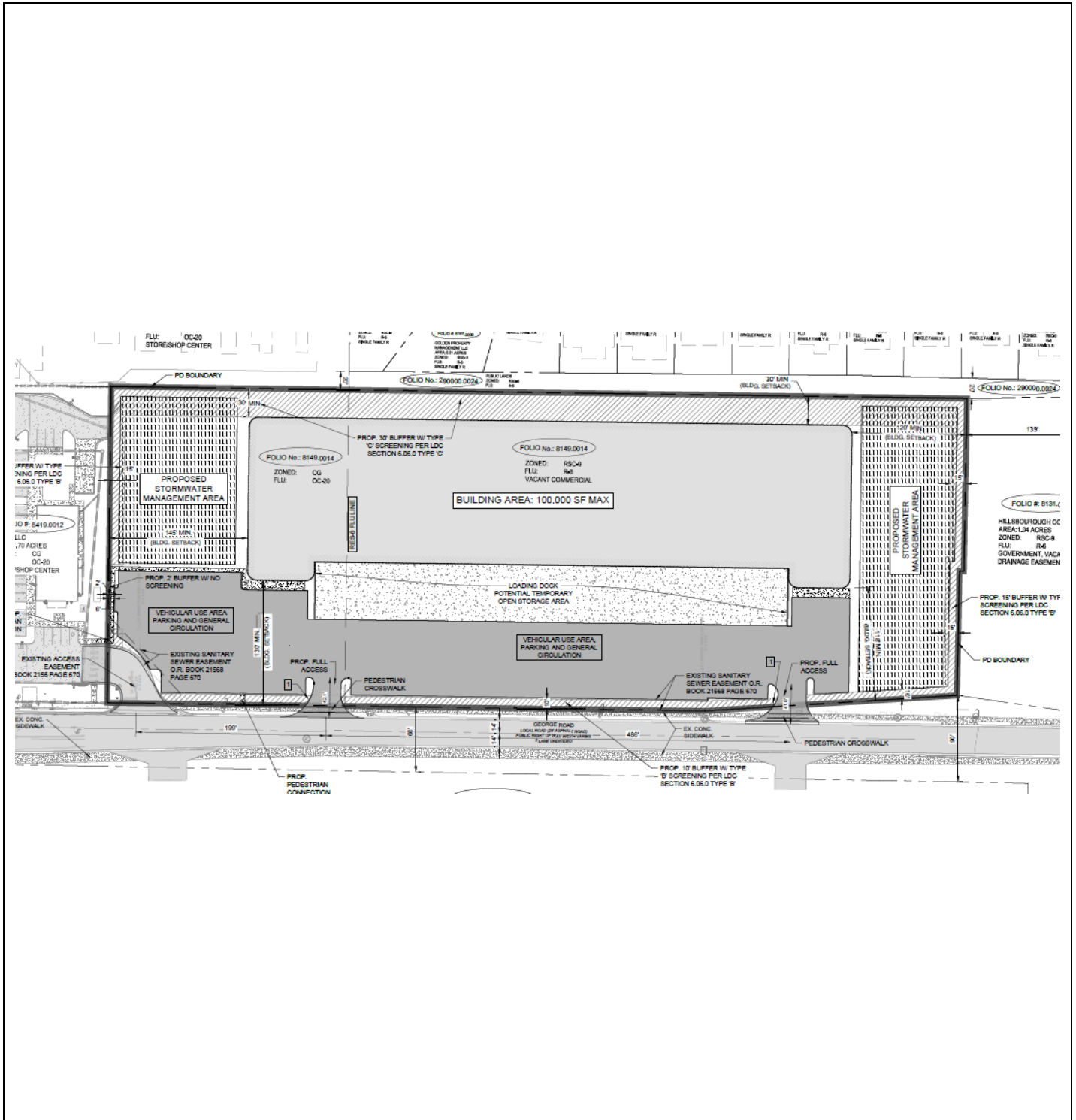


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-9	9 units per acre	Single Family Residential	Stormwater (Governmental Agency Owned)
South	CG	0.27 FAR	General Commercial	Commercial
East	CI	0.30	Intensive Commercial	Commercial
West	RSC-9 CG	9 units per acre 0.27 FAR	Single Family Residential General Commercial	Single Family Residential Office

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
George Rd.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	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 Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	5,805	221	535
Proposed	1,034	141	132
Difference (+/-)	(-) 4,771	(-) 80	(-) 403

*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		None	None	Meets LDC
East	X	Pedestrian & Vehicular	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:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input checked="" type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other: SR 580 - Hillsborough Avenue Overlay District 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input 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	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject site proposes industrial uses with a companion change to the Future Land Use category to allow industrial uses in a PD zoning. The site is located north of Hillsborough Avenue, with CI zoning found to the east (separated by George Road). The Veterans Expressway is located 0.25 miles to the east with intervening parcels zoned CI.

The applicant proposes to limit intensity to a 0.34 FAR, which is significantly lower than the maximum FAR (0.75) which can be considered under the LI-P Future Land Use category. The building is centrally located on the parcel with accessory open storage and loading/unloading areas along the west (George Road), rather than to the rear of the building which is adjacent to single-family residential. Stormwater areas will be within the northern and southern ends of the project.

Land Development Code required buffering and screening is provided along the northern (15/B), southern (15/B) and western (30/C) PD boundaries. The accessory open storage will be screened from George Road in accordance with the Land Development Code, in addition to tree plantings.

The proposed building height is 45 feet, which is 65 feet less than the maximum height permitted in the M zoning district (110 feet). Both the building height and building length require an additional setback. The height of 45 feet requires a setback of 50 feet, in addition to the 30 foot wide buffer. No additional setback is proposed to the west, which is developed with single-family residential separated from the subject site by a 20-foot wide County-owned parcel. The building length also requires an additional setback, or the provision of a 30-foot wide buffer with enhanced screening options (an 8-foot high wall with 10-foot high evergreen shade tree plantings or a 6-foot high wall with 8-foot high ornamental tree plantings) when abutting residential. Notwithstanding the 20-foot wide County-owned parcel, the applicant will provide the more enhanced screening option requiring an 8-foot high wall and 10-foot high evergreen shade tree plantings, in addition to a second row of tree plantings. This exceeds both the Type C screening requirements and the building length screening requirements.

The project will not comply with the Hillsborough Avenue Overlay district, which requires the following: (1) limited signage, (2) a landscaped buffer and plantings along Hillsborough Avenue, (3) increased tree plantings within the off-street vehicular use area, (4) a 10 foot minimum/20 foot maximum front yard setback, (5) enhanced building design; (6) maximum building height of 50 feet; (7) parking locations to the sides and rear of buildings; and, (8) stormwater ponds to the rear of buildings. The subject site is separated from Hillsborough Avenue by a commercial parcel and instead fronts George Road. The proposed use is not intended to be used by the general public which would otherwise benefit from a project with enhanced building design and landscaping. Lastly, compliance with the required parking locations and setbacks would place activity closer to the residential to the west. Due to these factors, staff does not object to non-compliance with the Hillsborough Avenue Overlay district.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to certification the following changes must be made:


1. Revise site plan to note the western buffering and screening as a “30-foot wide buffer with enhanced screening – see conditions of approval.”

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted - May 28, 2026.

1. The PD shall be limited to a maximum of the 100,000 square feet of Warehousing (with or without distribution), Wholesale Distribution, Manufacturing, Processing and Assembly, and accessory Open Storage uses.
2. Development Standards shall be as follows:
 - Front (East): 130 Feet
 - Side (North): 120 feet
 - Side (South): 145 feet
 - Rear (West): 30 feet
 - Maximum Building Height: 45 feet (2:1 setback due to building height shall not be applicable)
3. Buffering and screening shall be provided as described below and shown on the general site plan.
 - a. Front (East): 10-foot wide buffer with Type B screening
 - b. Side (North): 15-foot wide buffer with Type B screening
 - c. Side (South): 15-foot wide buffer with Type B screening and a 2-foot wide buffer with no screening as shown on the general site plan.
 - d. Rear (West): 30-foot wide buffer with Type C screening to consist of the following:
 - A masonry wall eight feet in height and finished on all sides with brick, stone or painted/pigmented stucco; and
 - Lawn, low growing evergreen plants, evergreen ground cover, or rock mulch covering the balance of the buffer; and
 - Two staggered rows of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 20 feet apart. The trees are to be planted within ten feet of the property line.
4. The property shall not be subject to LDC Sec. 3.15.00 (SR 580 Overlay).
5. 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.
6. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
7. 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.

- 8. 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.
- 9. Uses within the PD shall be served by and limited to two (2) vehicular access connections to George Rd. (i.e. the two northernmost connections). Additionally, one (1) vehicular connection (i.e. the southernmost connection) shall serve adjacent folio 8419.0012; however, uses within the subject PD shall not be permitted to utilize this access.
- 10. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
- 11. Construction access shall be restricted to the two (2) southernmost access connections to/from George Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
- 12. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 13. 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:	
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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*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

PD Variation:

The southern PD boundary requires a 15-foot wide buffer with Type B screening. The adjacent use is a convenience store with gas sales. Within an area of the buffer, a reduction to 0-2 feet with no screening is requested. This reduction is necessary to accommodate truck circulation and an existing cross access point between the two uses.

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/11/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: TNC

PETITION NO: PD 26-0433

- 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.

CONDITIONS OF APPROVAL

1. Uses within the PD shall be served by and limited to two (2) vehicular access connections to George Rd. (i.e. the two northernmost connections). Additionally, one (1) vehicular connection (i.e. the southernmost connection) shall serve adjacent folio 8419.0012; however, uses within the subject PD shall not be permitted to utilize this access.

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

3. Construction access shall be restricted to the two (2) southernmost access connections to/from George Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone a +/- 6.7 ac. parcel from Commercial General (CG) and Residential Single-Family Conventional - 9 (RSC-9) to Planned Development (PD). The applicant is proposing up to 100,000 s.f. of Warehouse (With or Without Distribution), Wholesale Distribution, Manufacturing-Processing and Assembly, and Open Storage (Accessory Use Only for Temporary Storage of Bulk Goods) uses.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. The applicant's study utilized ITE Land Use Code (LUC) 130, Industrial Park, as a worst-case scenario of the list of proposed uses. Staff has prepared a comparison of the potential number of gross peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario, and consistent with the applicant's analysis. Information shown below is based upon data from the 12th Edition of the ITE Trip Generation Manual.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-9*, 28 Single-Family Detached Dwelling Units (ITE LUC 210)	18	1	2
CG, 62,073 s.f. Shopping Plaza (ITE LUC 821)	5,787	220	533
Subtotal:	5,805	221	535

**Limited by RES-6 Future Land Use*

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 100,000 s.f. Warehouse (With or Without Distribution), Wholesale Distribution, Manufacturing-Processing And Assembly, and Open Storage (Accessory Use Only For Temporary Storage Of Bulk Goods) Uses (ITE Code 130)	1,034	141	132

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 4,771	(-) 80	(-) 403

EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

George Rd. is a 2-lane, urban, local road, characterized by +/- 13-foot-wide travel lanes in average condition. The existing right-of-way on George Rd. in the vicinity of the project varies between +/- 68 feet and +/- 98 feet. There is a +/- 9-foot-wide sidewalk along the east side of the roadway in the vicinity of the proposed project. There are +/- 4-foot to 5-foot-wide sidewalks along the west side of the roadway in the vicinity of the proposed project. There are no bicycle facilities in the vicinity of the proposed project.

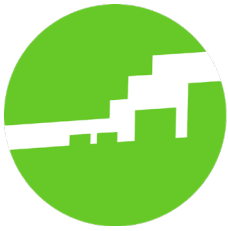
SITE ACCESS AND CONNECTIVITY

Project access is to/from George Rd. The southernmost of the three (3) access connections exclusively serves the adjacent gas station, which has an easement through the subject site (as shown on the PD site plan). The northernmost access connection will align with an existing access on the east side of George Rd.

As this segment of George Rd. is a local roadway, no turn lanes were warranted pursuant to Sec. 6.04.04.D. of the LDC.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

As this segment of George Rd. is not on the Level of Service (LOS) report, LOS information for the facility cannot be provided.



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: PD 26-0433 Folio(s): 8149.0014 General Location: North of Hillsborough Avenue and west of George Road
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-6 (6 du/ga; 0.25 FAR) & Office Commercial-20 (20 du/ga; 0.75 FAR) *Pending HC/CPA 26-07 to Light Industrial Planned (0 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	Town 'N Country
Rezoning Request	Residential Single Family Conventional (RSC-9) and Commercial General (CG) to Planned Development (PD)
Parcel Size	6.7 ± acres
Street Functional Classification	Hillsborough Avenue – State Principal Arterial George Road – Local
Commercial Locational Criteria	N/A

Evacuation Area	A
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Light Industrial Planned	RSC-9 + CG	Vacant Land
North	Residential-6	RSC-9	Public/Quasi-Public/Institutions + Single Family
South	Office Commercial-20 + Urban Mixed Use-20	CG + CI + PD	Light Commercial + Heavy Commercial + Multi-Family
East	Community Mixed Use-12 + Light Industrial	CI + SPI-AP-5	Light Commercial + Light Industrial + Public Communications/Utilities + Public/Quasi-Public/Institutions
West	Residential-6	RSC-9 + CG	Public/Quasi-Public/Institutions + Single Family + Light Commercial + Light Industrial + Heavy Commercial

Staff Analysis of Goals, Objectives and Policies:

The 6.7± acre subject site is located north of Hillsborough Avenue and west of George Road. The subject site is in the Urban Service Area (USA) and is within the limits of the Town 'N Country Community Plan. The applicant is requesting a rezoning from Residential Single Family Conventional (RSC-9) and Commercial General (CG) to Planned Development (PD) to allow up to 100,000 square feet of any of the following uses: warehousing (with or without distribution), wholesale distribution and manufacturing – processing and assembly. According to the revised request, which was uploaded into Optix on May 28, 2026, the proposed uses may be any one use or a combination of the above uses, but collectively the uses shall not exceed 100,000 sq. ft. in a singular building.

The subject site is in the Residential-6 (RES-6) and Office Commercial-20 (OC-20) Future Land Use (FLU) Categories. There is a pending Comprehensive Plan Map Amendment to change the Future Land Use to Light Industrial Planned (LI-P). This request for a Planned Development is considered concurrent and dependent on the approval of HC/CPA 26-07. The Residential-6 (RES-6) Future Land Use category can be considered for a maximum density of 6 dwelling unit per gross acre and a maximum intensity of 0.25 Floor Area Ratio (FAR). The Office Commercial-20 (OC-20) Future Land Use designation can be considered for a maximum density of 20 dwelling units per gross acre and a maximum intensity of 0.75 FAR. The analysis provided throughout this staff report is based on the pending LI-P Future Land Use designation approval.

The subject site is located within the Urban Service Area, where, pursuant to Future Land Use Section (FLUS) Objective 1.1, approximately 80 percent of the County's anticipated growth is intended to be accommodated. This growth management strategy is designed to direct development toward areas served by existing infrastructure and public facilities, thereby promoting efficient service delivery, orderly growth patterns, and sustainable land use practices. FLUS Objective 3.1 requires that new development be designed with due consideration of the existing community context and be compatible with the established character of surrounding development. Further, FLUS Policy 3.1.3 states that increases in density or intensity should be compatible with existing, proposed, or planned development patterns. Compatibility is defined as the relationship among differing land uses, activities, and design characteristics that enables them to coexist in a harmonious and functional manner. Factors to be considered include, but are not limited to, building height, scale, mass, and bulk; traffic generation and circulation patterns; access and parking; landscaping and buffering; lighting; noise; odor; and architectural design. Importantly, compatibility does not require uniformity of use or design, but rather that new development be thoughtfully integrated in a manner that respects and preserves the character of the surrounding area. The overarching intent of these policies is to ensure that new development reinforces, rather than disrupts, established development patterns and community character.

In this case, the proposal raises significant compatibility concerns when evaluated within the context of the surrounding area. The subject site is currently vacant. Single-family residential uses are located immediately north and west of the site, establishing a lower-density residential character along those boundaries. Light commercial uses are situated to the south, as well as to the east and west across George Road, while light industrial uses are located farther east across George Road and farther west along Hillsborough Avenue. Public/quasi-public/institutional uses are also present within the surrounding area, particularly to the north and west. Although the area contains a mix of land uses, the residential properties directly adjacent to the site represent a sensitive land use interface that warrants careful consideration. The proposal would introduce light industrial uses that have the potential to generate a greater level of operational activity, intensity, and associated external impacts than the existing residential development pattern. Such impacts may include increased truck traffic, loading activities, noise, lighting, and other operational characteristics typically associated with industrial development. Given the immediate proximity of established single-family residences, the proposed use is not consistent with the prevailing residential character along the site's northern and western boundaries. Therefore, the proposed Planned Development does not adequately demonstrate compatibility with the surrounding development pattern as required by FLUS Objective 3.1 and Policy 3.1.3. The proposed intensity and character of development have the potential to adversely affect adjacent residential uses and would not reinforce the established land use pattern envisioned by the Comprehensive Plan.

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 Light Industrial Planned (LI-P) on the Future Land Use Map. The LI-P designation allows for the consideration of agricultural, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses. The LI-P category allows a maximum Floor Area Ratio of 0.75; residential is not allowed in the category except for limited accessory residential, for example, on-site security guard. The LI-P Future Land Use designation is intended to be suitable for industrial activities, but are located outside of concentrated industrial designated areas or in areas where the need for a site plan would be beneficial to ensure land use compatibility. This category will be used in transportation routes, areas where without a concentration of industrial uses, and areas where various concerns and impacts to adjacent development can be addressed through site planning. With the 6.7 ± acre site, the maximum square feet that may be considered for this site would be 218,889 square feet (6.7 ac x 43,560 sq ft = 291,852 sq ft x 0.75 FAR = 218,889 sq ft). The proposal is to develop no more than 100,000 square feet, therefore it is consistent with what can be considered for the site in the LI-P category.

The Comprehensive Plan language clearly anticipates and supports light industrial uses within the LI-P designation. As such, the proposed development request, which introduces light industrial uses, 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 LI-P 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 site is located within the Coastal High Hazard Area (CHHA). Per FLUS Policy 2.3.5, density bonuses are not applicable to properties within the CHHA. The applicant is not requesting a density bonus and is therefore consistent with this policy direction. FLUS Objective 6.2 which states that new development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan. Based on the information provided, the proposed development does not conflict with these objectives and is consistent with the applicable Comprehensive Plan policy direction.

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.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the County be consistent with the Comprehensive Plan. The site is located within the limits of the Town 'N Country Community Plan. However, the Plan does not contain any specific goals, objectives, or policies that are applicable to the proposed request.

The proposed Planned Development does not meet the intent of FLUS Objective 4.4 or FLUS Policy 4.4.1, both of which emphasize the importance of ensuring that new development is compatible with surrounding neighborhoods and protective of established community character. The area surrounding the subject site contains a mix of residential, light commercial, and light industrial uses; however, these uses

are arranged in a discernible and established development pattern. Light commercial and light industrial activities are primarily concentrated along Hillsborough Avenue and east of George Road, while the area immediately west of the subject site is characterized by single-family residential neighborhoods and public/quasi-public/institutional uses. This pattern creates a clear transition between higher-intensity commercial and industrial corridors and lower-density residential areas. Although light industrial uses exist within the broader vicinity, their concentration along major transportation corridors and east of George Road helps maintain compatibility through separation and buffering. If the subject site were located east of George Road or in closer proximity to existing LI-P designated properties, the proposed PD may present fewer compatibility concerns. However, given the site's location and its direct adjacency to established single-family residential development, the introduction of light industrial uses—including warehousing (with or without distribution) and wholesale distribution—is inconsistent with the prevailing land use pattern and character of the surrounding area.

According to the revised site plan uploaded to Optix on May 28, 2026, the applicant is requesting a variance from the required 2:1 setback along the western property boundary. Based on the proposed building height, an 80-foot setback is required. Planning Commission staff recognizes and appreciates the applicant's efforts to mitigate potential impacts through reductions in building square footage and the provision of Type C screening along the western boundary. However, absent compliance with the required 2:1 setback, the proposed building would remain in close proximity to an established residential neighborhood, thereby limiting the effectiveness of the intended transition and buffering measures. As a result, the proposal conflicts with FLUS Objective 4.4 and the associated neighborhood protection policies. FLUS Policy 4.4.1 specifically requires that increases in density or intensity be compatible with existing, proposed, and planned surrounding development. The policy further directs that new development be integrated with adjacent uses through the incorporation of similar or complementary land uses, mitigation of adverse impacts, provision of transportation and pedestrian connectivity, and the establishment of gradual transitions in land use intensity. In this case, the need for a gradual and sensitive transition is particularly important due to the site's immediate adjacency to single-family residential uses. The requested variance and proposed light industrial entitlements undermine that transition and are therefore inconsistent with the policy's compatibility objectives.

Overall, staff finds that the proposed use is not compatible with the existing development pattern found within the surrounding area. The proposed Planned Development 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 Planned Development **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.

Density and Intensity Bonuses

Objective 2.3: Utilize density and intensity requirements to encourage growth in efficient and predictable patterns throughout Hillsborough County

Policy 2.3.5 : Alternative Calculations and Bonuses

Density bonuses outlined in the Comprehensive Plan shall not be applicable to properties within the Coastal High Hazard Area.

Compatibility

Objective 3.1: New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.

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*

Environmental Considerations

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0433

Rezoning
STATUS



PENDING



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Water



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-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 (9) (.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)

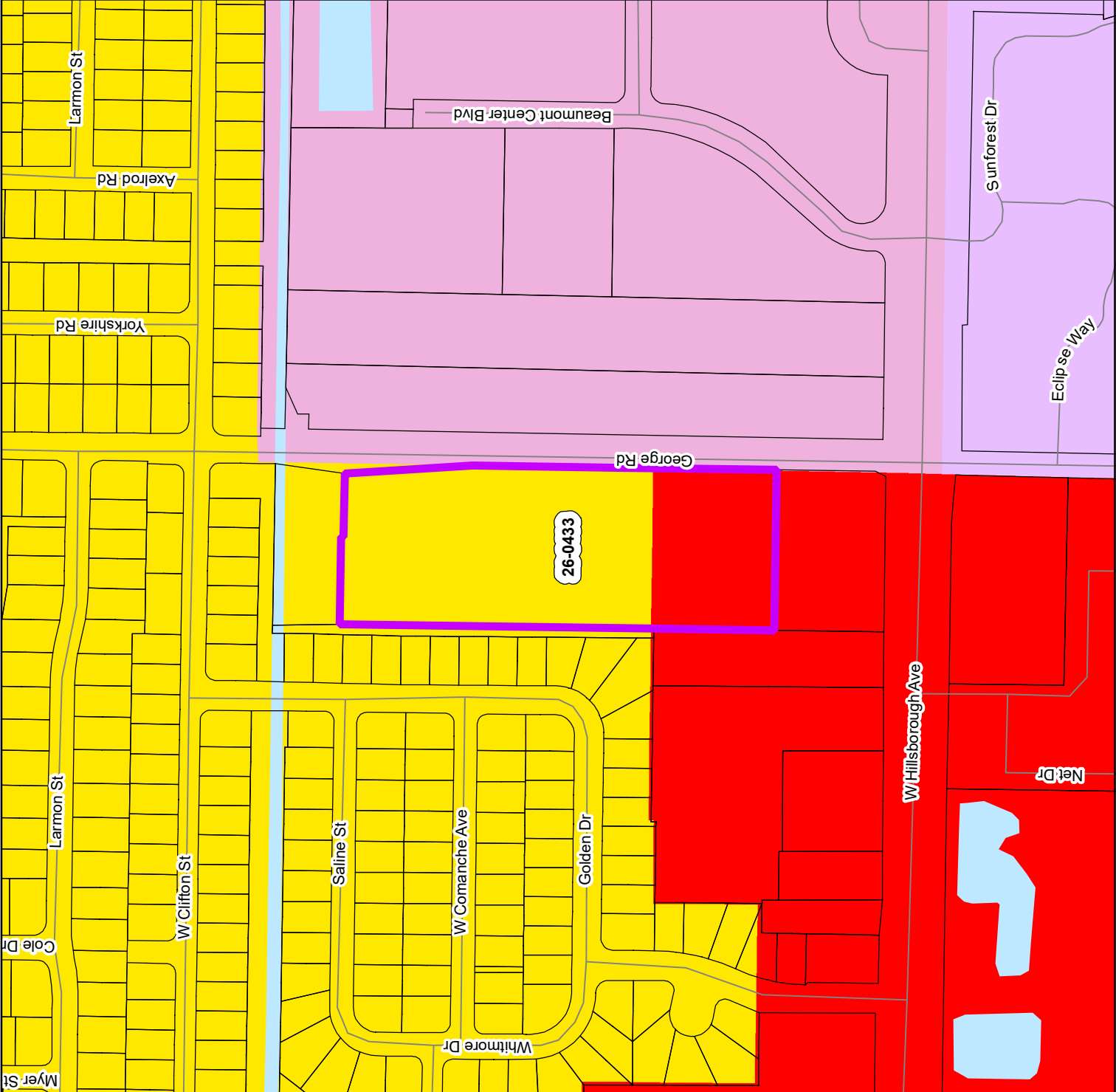


CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and should not be used for any legal or regulatory purposes without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended to be accurate to the best of the City-County Planning Commission's knowledge. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, use the appropriate source.



Map Printed from Rezoning System: 2/5/2026
 Author: R Mathie
 File: C:\Rezoning\System\Map\Projects\HC\Projr_jhc\Rezoning_2.mxd



1.0 APPLICATION SUMMARY

Applicant: Potomac Land Company
FLU Category: RES-4
Service Area: Urban
Site Acreage: 15.014 acres
Community Plan Area: Brandon
Overlay: None



Introduction Summary:

The subject site is currently zoned PD 19-1344 and was approved for 35-lot, single-family residential development at density of 2.26 dwelling units per acre. Lot development standards included a minimum lot size of 10,000 square feet and a width of 75 feet. The zoning also acknowledges the existence of undeveloped tract to the north that is to be developed as a public park by the developer and maintained by a Homeowner’s Association. Both the subject site and the park tract are currently undeveloped.

The request seeks to increase the number of single-family lots to 55 lots, at a density of 3.66 dwelling units per acre. New lot development standards are proposed to reduce the minimum lot size to 6,000 square feet with a minimum width of 50 feet. Other development standards to change include the minimum side yard setback and building coverage. Additionally, the applicant is proposing a new emergency access to the park tract to the north. A 15’ wide asphalt trail is to be built from the emergency access to the north end of the park tract. Both ends are to be gated with knox boxes.

Existing Approval(s):	Proposed Modification(s):
<ul style="list-style-type: none"> - Density: 2.26 DU per acre - Minimum Lot Size: 10,000 square feet - Minimum Lot Width: 75 feet - Side yard setback: 7.5 feet - Max Building Coverage: 45% - No Emergency Access to park tract/Construction of Pedestrian Trail - 10’ Landscape easement along East, and West boundaries with 6’ Opaque PVC Fence and 3” Caliper trees (10’ high) every 40’ on center 	<ul style="list-style-type: none"> - Density: 3.66 DU per acre - Minimum Lot Size: 6,000 square feet - Minimum Lot Width: 50 feet - Side yard setback: 5 feet - Max Building Coverage: 70% - Emergency Access to park tract/Construction of Pedestrian Trail - 10’ Landscape easement along East, and West boundaries with 6’ Opaque PVC Fence and 3” Caliper trees (10’ high) every 20’ on center

Additional Information:

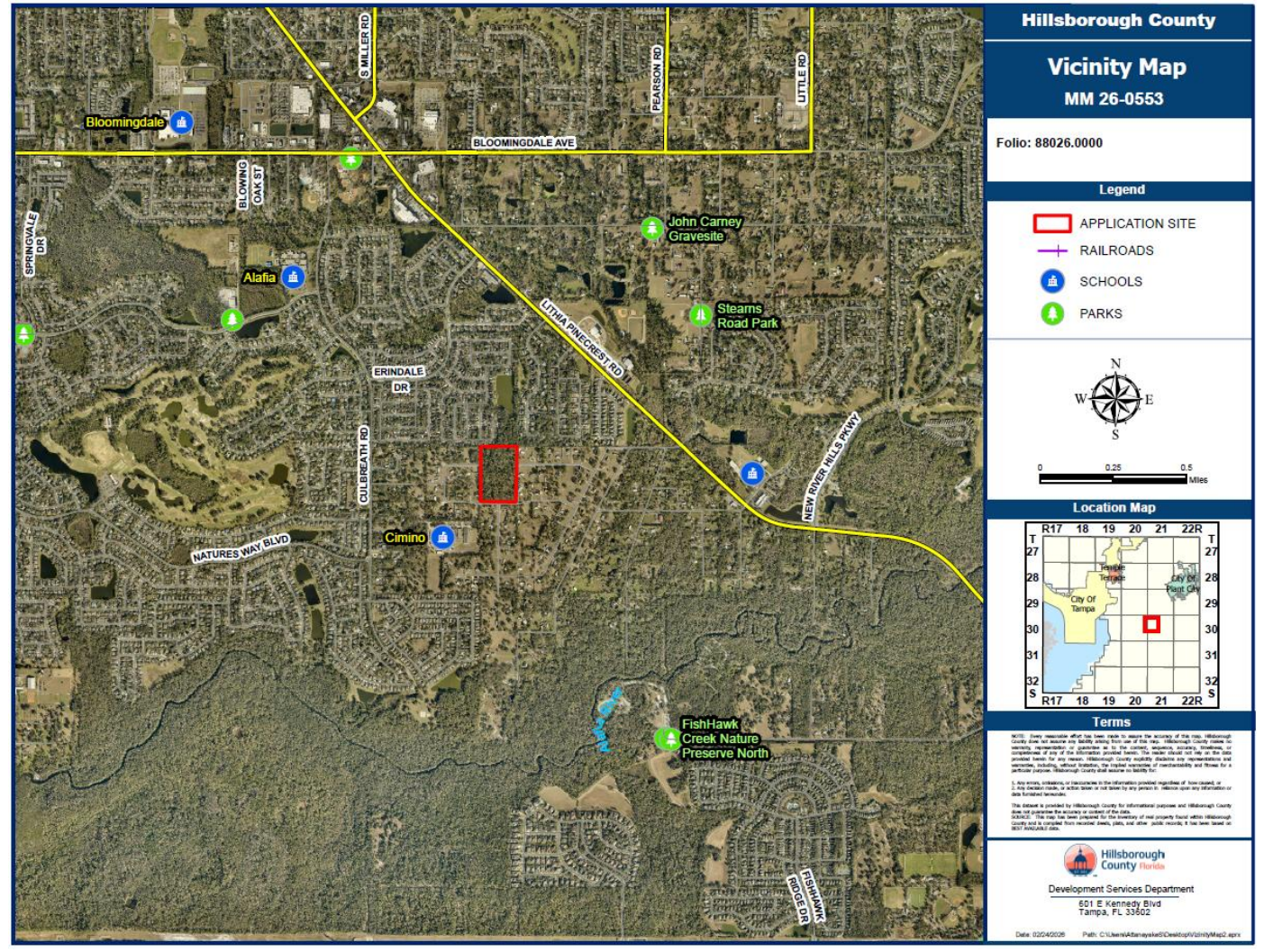
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

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

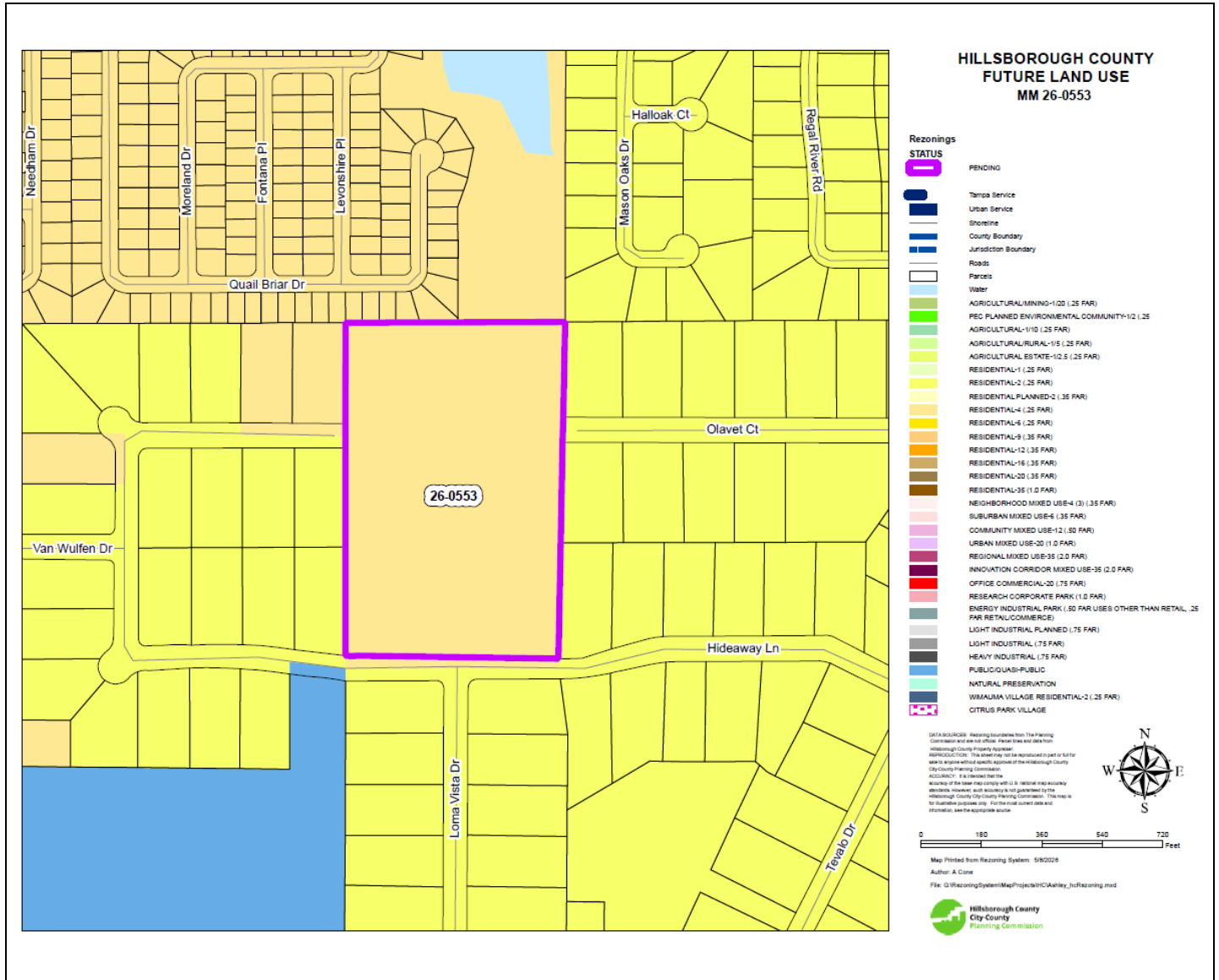


Context of Surrounding Area:

The subject property is located within the Urban Service Area and within the Brandon Community area. The surrounding area primarily consists of residential single-family homes. The nearest major roadway, Lithia-Pinecrest, is located about 2,900 feet to the east. Cimino Elementary School is located nearby to the southwest.

2.0 LAND USE MAP SET AND SUMMARY DATA

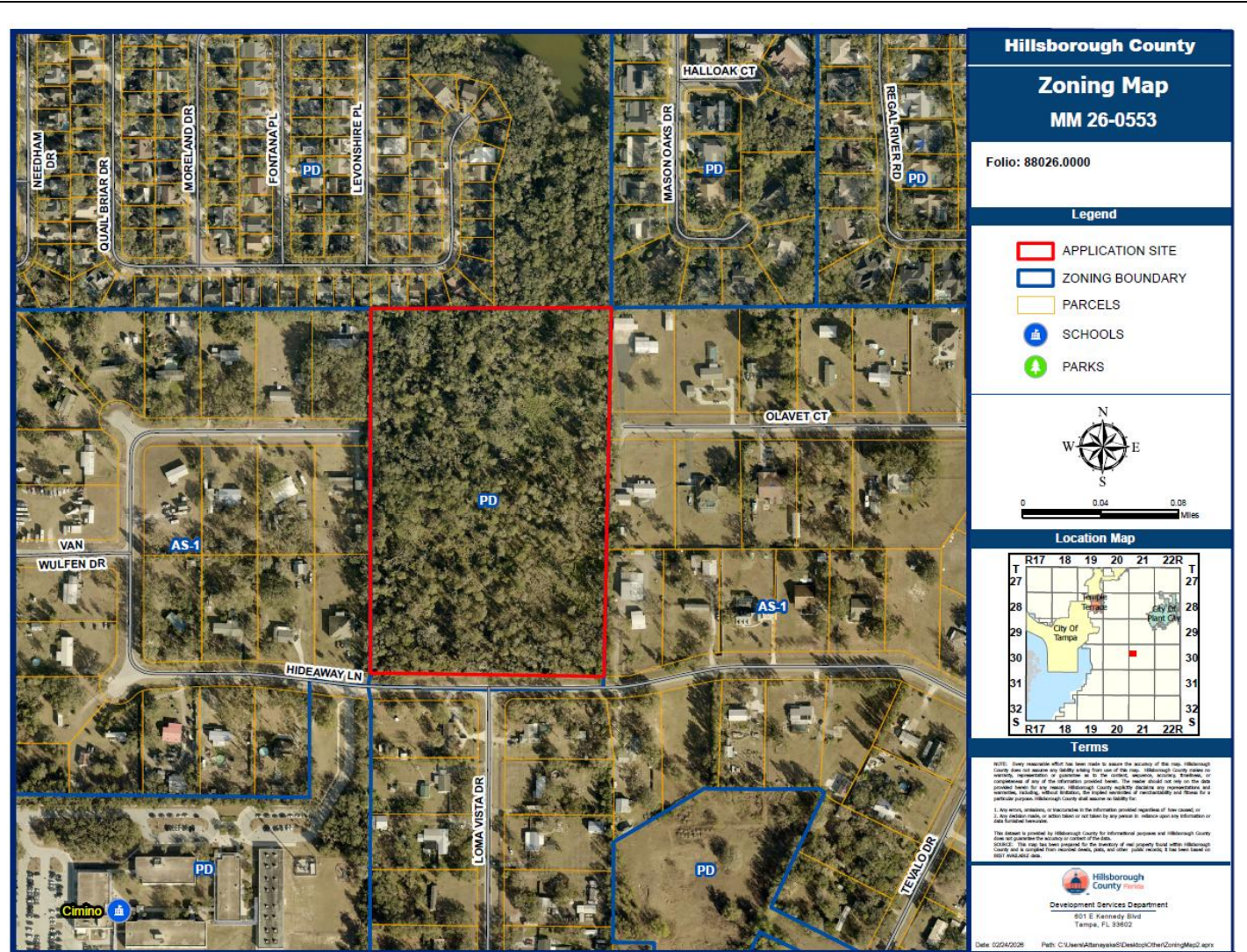
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential- 4 (RES-4)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre / 0.25 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, and multi-purpose projects

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

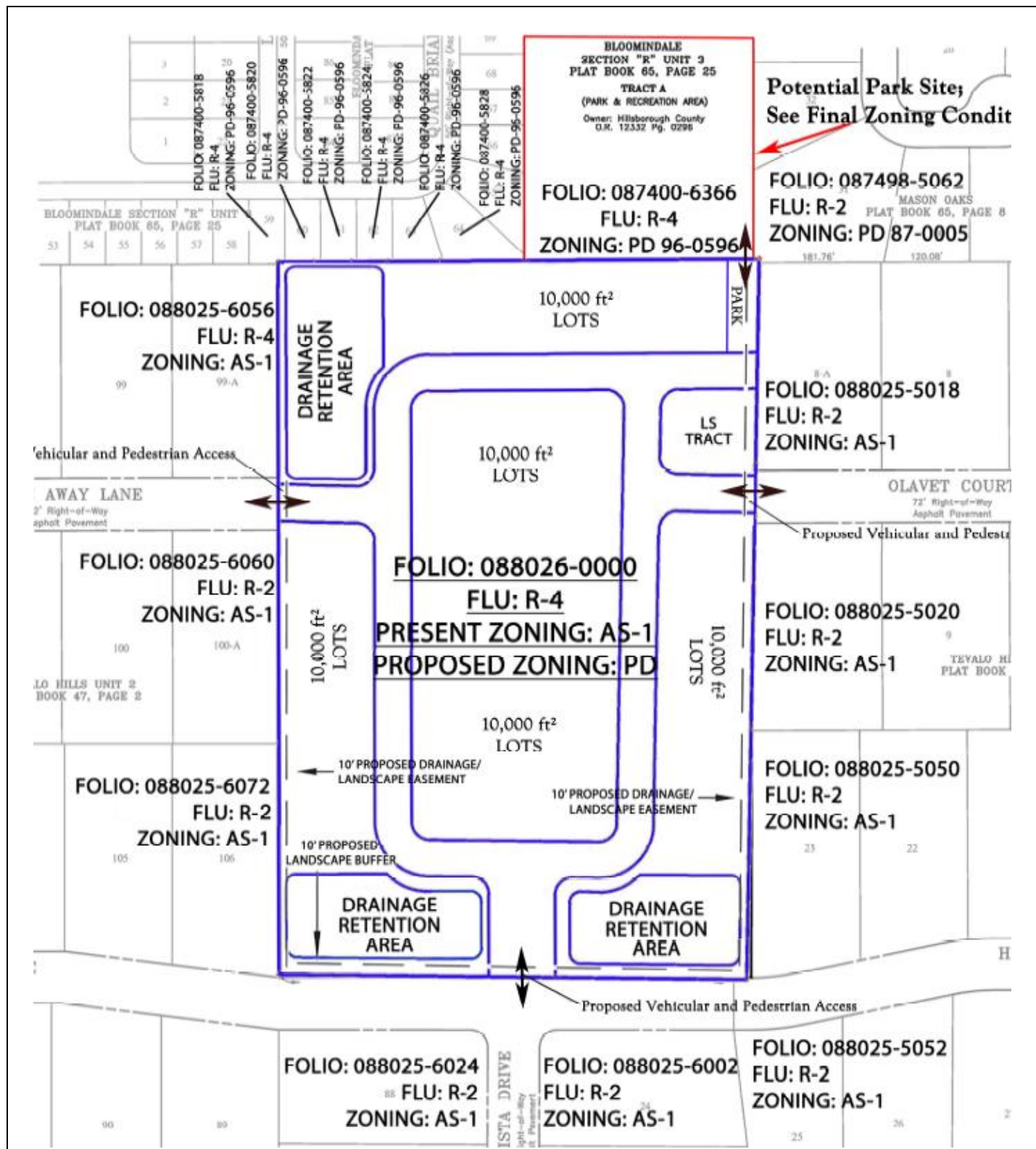


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 92-0382	3.5 dwelling units per acre	Single-Family/Attached Housing/Commercial	Single-Family Residential Park/Recreation Tract
South	AS-1	1 dwelling unit per acre	Agriculture / Single-Family Residential	Single-Family Residential
East	AS-1	1 dwelling unit per acre	Agriculture / Single-Family Residential	Single-Family Residential
West	AS-1	1 dwelling unit per acre	Agriculture / Single-Family Residential	Single-Family Residential

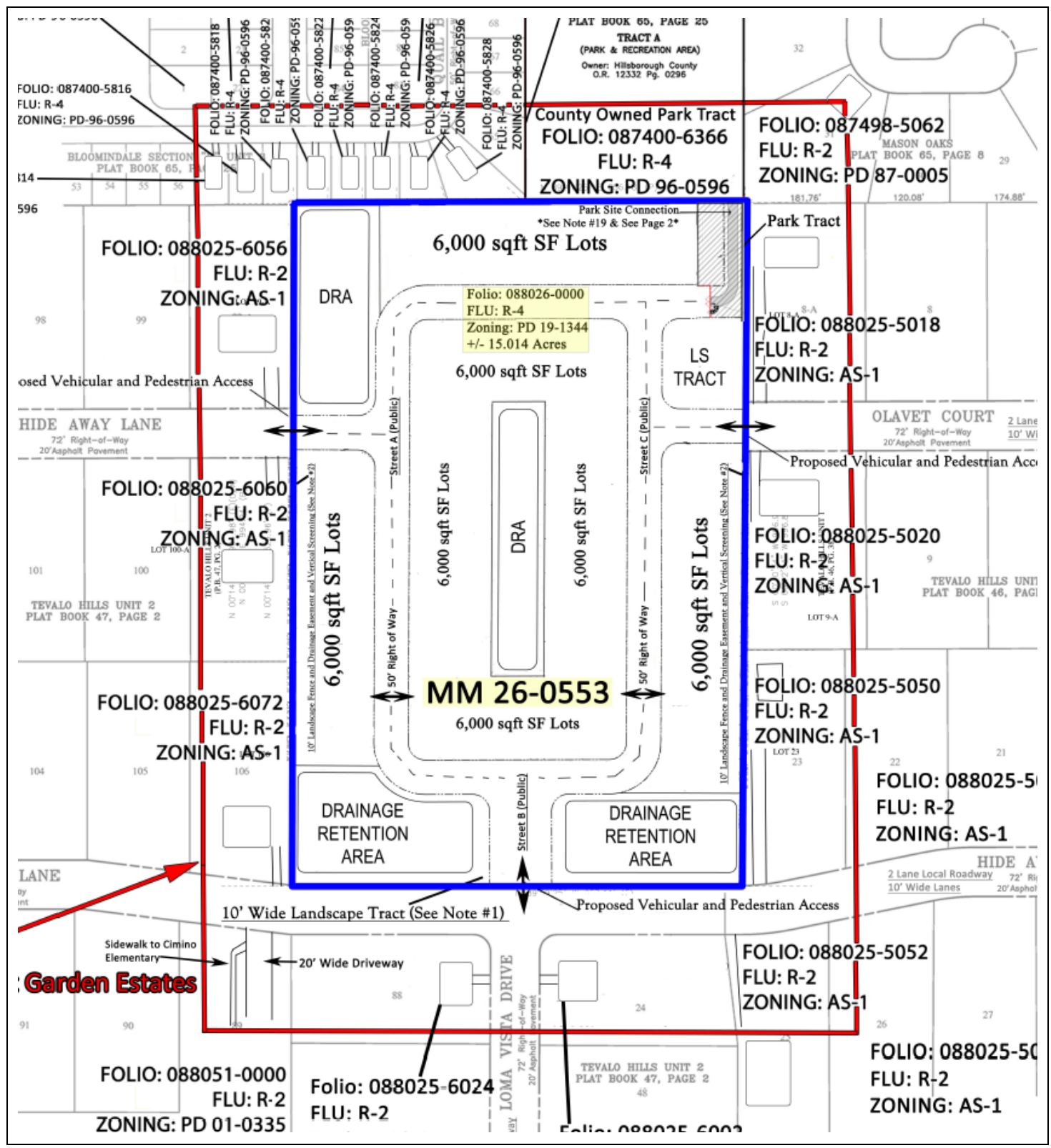
2.0 LAND USE MAP SET AND SUMMARY DATA

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 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Hideaway Ln.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
Olavet Ct.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	548	29	37
Proposed	709	42	56
Difference (+/1)	(+) 161	(+) 13	(+) 19

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Emergency & Pedestrian	None	Meets LDC
South	X	None	None	Meets LDC
East	X	None	None	Meets LDC
West	X	None	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Lithia Pinecrest Rd./Turn Lane	Design Exception Requested	Approvable
Olavert Ct./Hideaway Ln./Substandard Roadway	Design Exception Requested	Approvable

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<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	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: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$9,183 * 55 = \$505,065 Parks: \$2,145 * 55 = \$117,975 School: \$8,227 * 55 = \$452,485 Fire: \$33 * 55 = \$18,425 Total per House: \$19,890 * 55 = \$1,093,950				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The major modification seeks to increase the number of single-family lots from 34-lots to 55-lots and decrease the minimum lot size from 10,000 square feet to 6,000 square feet. Naturally, the side yard setback has been reduced to 5 feet, and the minimum lot width has been reduced to 50 feet.

The subject property is situated in a residential area made up primarily of one (1) acre or larger lots to the east, west, and south, while smaller lots are located adjacent to the north and are approximately 4,000 square feet or larger in size. With the proposed reduction in minimum lot width (from 75' to 50') and lot size, the majority of the additional lots will be internal to the project and along the northern boundary where there are similar adjacent lot sizes. Along the eastern and western boundary adjacent to the larger 1 acre lots, based on the difference/change in minimum lot widths the number of lots along each of these boundaries will increase by approximately 3-4 additional lots. To minimize impacts to the surrounding neighborhood, the previous approval provided a 10' landscape easement screening area with a 6' fence and planted trees every 40 feet along the eastern and west boundaries. This application enhances the easement screening area by providing a 6' fence and planted trees 3" caliper 10-foot-high trees every 20 feet. The Land Development Code does not require screening and buffering between single-family uses, regardless of differences in lots sizes. The proposed screening treatment of a 6-foot-high fence and 10-foot-high trees planted every 20 feet is equivalent to screening treatment for those two elements that would be required by the Land Development Code if office or commercial uses were proposed adjacent to the existing single-family lots. Additionally, the 30' rear yard setback will remain in place for homes along these boundaries. Along the southern boundary, water retention areas take up much of the area and a 125-foot building setback is proposed.

The existing Planned Development put in place an agreement with the County involving the park tract to the north, which states the developer, in conjunction with the County, will construct a "park trail", if it is deemed to be feasible. The County will maintain ownership of the park tract, but it, along with the trail, is to be maintained by a Homeowners' Association of the proposed development. In this application, the developer has committed to constructing the park trail from the proposed development to the northern boundary of the park tract. This trail will also serve as an emergency access for the development and surrounding neighborhood.

It should be noted that the site layout of the development will provide better connectivity within the existing neighborhood, including better access to the nearby Elementary School to the southwest across Hide Away Lane. Additionally, Lithia-Pinecrest Road, which is the main access road in and out of the site, is undergoing a widening project, which includes the roadway where the subject development will utilize. While the final design of the project is currently under review, the funding of the project has not been secured. Since the last rezoning approval in 2019, a second traffic light was installed at the intersection of Lithia-Pinecrest Road and Adelaide Avenue. The other traffic light is located at the intersection of Lithia-Pinecrest Road and Williams Boulevard.

While the development proposes a higher density residential development within a lower density neighborhood, the proposed density (3.66 units per acre) complies with underlying RES-4 Future Land Use (FLU) classification (max 4 units per acre) and the adjacent residential to east and west is RES-2 FLU (max 2 units per acre), therefore, Development Services concludes that proposal to increase the density of the development is supported by the enhancement of the east/west buffer, the proposed emergency access, and the addition of a second traffic light at the intersection with Lithia-Pinecrest Road and Adelaide Avenue. As a result, Development Services does not foresee any compatibility concerns with the proposed Planned Development.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Major Modification, subject to the conditions, approvable.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 28, 2026.

1. The project shall be developed with up to 3455 single-family conventional detached residential units.

Minimum Lot Size:	<u>10,000</u> square feet
Minimum Lot Width:	<u>75</u> feet
Minimum Front Yard Setback:	20 feet
With Side Facing Garage:	10 feet
With Porches:	15 feet
Minimum Side Yard Setback:	<u>7.5</u> feet
Minimum Rear Yard Setback:	20 feet
Minimum Rear Yard Setback: For Lots Abutting E&W Boundary:	30 feet
Maximum Building Height:	35 feet
Maximum Building Coverage:	<u>45</u> percent
2. A 10-foot landscape buffer shall be located along the southern property boundary.
3. The building setback from the southern property line shall be 40125 feet.
4. A 10-foot landscape easement shall be located along the east and west property boundaries containing a vertical buffer with a 6-foot opaque PVC fence and 3-inch caliper trees 10'High every 4020 feet on center.
5. For property boundaries containing drainage retention areas the vertical screen will not be required.
- ~~6. The developer shall construct approximately 3,100 linear feet of sidewalk to connect the subdivision's internal sidewalks to the Lithia Pinecrest Road/Adelaide Avenue Intersection.~~
76. The Developer shall be allowed three roadway connections. Two connection to Hideaway Lane and one connection to Olavet Court.
- ~~8. If the zoning is approved, a Design Exception will be approved allowing that in lieu of the developer improving the roadways adjacent to the proposed development (Hideaway Lane, Tevalo Drive and Adelaide Avenue) the developer will be allowed to build approximately 3,100 linear feet of sidewalk to connect the subdivision's internal sidewalks to the Lithia Pinecrest Road/Adelaide Avenue Intersection.~~
97. The planting of required trees shall be sensitive to overhead electric utility lines. Trees that exceed a mature, overall height of 20 feet shall not be planted within 30 feet of an existing or proposed overhead electric utility line.
- 7.1 The developer shall construct a southbound to westbound right turn lane at the intersection of Lithia Pinecrest Rd. and Adelaide Ave. with the initial increment of development.

- 7.2 If PD 26-0553 is approved, the County Engineer will approve a Design Exception (dated June 16, 2026) which was found approvable by the County Engineer (on June 16, 2026) for the existing northbound to westbound left turn lane on Lithia Pinecrest Rd. As the existing urn lane does not comply with the minimum required turn lane length, the Design Exception will allow the turn lane to remain as is.
- 7.3 If PD 26-0553 is approved, the County Engineer will approve a Design Exception (dated June 15, 2026) which was found approvable by the County Engineer (on June 16, 2026) for improvements to Olavet Ct. and Hideaway Ln. As Olavet Ct. and Hideaway Ln. are substandard local roadways, the developer shall make certain improvements consistent with the Design Exception, including constructing a +/-140 feet of 5-foot wide sidewalk and a crosswalk to connect the site to the existing sidewalk within Cimino Elementary School.
- 7.4 Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere along the project boundary.
- 7.5 Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. No construction access shall be taken from Moreland Dr. The developer shall include a note in each site/construction plan submittal which indicates same.
- ~~10. The Developer acknowledges the existence of 11.8 acres of undeveloped property owned by Hillsborough County (“the County”) immediately north and contiguous to the Project, contained in Bloomingdale Tract “A” Section “R” Unit 3 Plat Book 65 Page 85. The “Park and Recreation Area” as depicted on the aforementioned is the “Trail Site.”~~
- ~~a. The Developer shall engage in a good faith effort, in conjunction with the County, to undertake the appropriate measures to engage the feasibility of constructing a public trail (the “Trail”) on the Trail Site, for the benefit of the Project and the surrounding community.~~
- ~~b. If the County, in their sole respective discretions, determine that development of the Trail is feasible and warranted, then the Developer shall construct the Trail in conjunction with the subdivision improvements, and completion of the Trail shall be a requisite prior to any issuance of a Certificate of Occupancy for the Project.~~
- ~~c. The design and technical considerations of the Trail shall be determined by the applicable Hillsborough County codes and standards and agreed upon by both the developer and the County; however, the Trail shall be a minimum of 6’ wide, constructed with 4-6” of base and 1.5- 2” of asphalt with collapsible bollards at each end to allow maintenance equipment to enter the trail for maintenance. And at both entrances of the park/ trail construct a 4’ high fence along the ROW at the park to preserve the park area~~
- ~~d. If the Trail is developed as contemplated above, the County shall retain all ownership interests in the Trail Site; however ongoing maintenance and management of the Trail shall be the responsibility of the homeowners’ association, or similar entity, which governs the Project. Such management and maintenance of the Trail shall be reflected as appropriately in the Declaration of Covenants, or similar legal document, binding the Project.~~

- ~~e. The on-going maintenance of the Trail shall include, but not be limited to, grass cutting and edging, debris removal, trash removal, and any other functions necessary to maintain an operable trail suitable for use by the public. Additionally, the Homeowners Annual Assessments shall collect a sinking fund for the for the replacement of the trail equal to 1/15 the current cost of the trail.~~
- ~~f. It is acknowledged that the benefit of the Trail is intended to be for the community at large, and to that end the Developer, and subsequently its successors and assigns, shall maintain free and unobstructed access to the Trail. Reasonable restrictions upon hours of operation may be designated and enforced, subject to approval by the County.~~
- ~~g. If development of the Trail is not feasible or warranted as contemplated above, then upon exchange of written notice from the Developer and Hillsborough County acknowledging such, this condition shall be of no further force or effect.~~

8. The Developer shall, subject to approval by Hillsborough County, construct a 15-foot-wide asphalt roadway with 2.5-foot stabilized shoulders on each side (total width of 20 feet) for use as an Emergency Access, Evacuation Route, and Public Trail on the adjacent portion of the 11.8-acre County-owned Trail Site (Bloomingdale Tract "A", Section "R", Unit 3, Plat Book 65, Page 85), hereinafter referred to as the "Trail."

The Trail shall include:

- o 20-foot-wide, 6-foot-high gates equipped with a Knox box for emergency services.
- o A 5-foot-wide pedestrian gate.
- o A 5-foot-high fencing at the entrances on Moreland Drive and the north road to be constructed with the subdivision.

8.1. The Developer shall also construct a 5-foot-wide pervious-surface Pedestrian-Only Trail that connects to the main Trail to form a loop. The main Trail, the pedestrian trail, and all associated fencing (as generally shown on the PD Site Plan) shall be constructed concurrently with subdivision improvements and prior to the issuance of any Certificate of Occupancy. Ownership and Maintenance Ownership of the Trail shall be subject to Hillsborough County's preference. The Project HOA (or its successor) shall maintain the Trail, including mowing, debris and trash removal, and shall establish and fund an annual sinking fund in an amount equal to 1/20th of the Trail's construction cost.

8.2. The Developer (or successor HOA) shall, at its sole expense, replat the park tract to show a Public Access Easement that ensures free public access during County approved hours (sunrise to sunset), except where such hours conflict with Cimino Elementary School operating hours.

449. 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.

4410. 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.

- 1211. The construction and location of any proposed environmental impacts are not approved by this review, but shall be considered by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code (LDC).
- 1312. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 1413. The 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.

<p>Zoning Administrator Sign Off:</p>	
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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

Site Violations Report

Agency	Number	Violation	Status
Code Enforcement*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Page 1 of 1)

PROJECT DATA TABLE		
SITE DATA	GROSS ACREAGE	15.015
	COMPREHENSIVE PLAN DESIGNATION	RES-4
	PROPOSED ZONING	PD
	MAXIMUM NUMBER OF UNITS UNDER R-4 FUTURE LAND USE	60
	PROPOSED MAXIMUM NUMBER OF UNITS	34
REQUIRED MINIMUM BUILDING SETBACKS (FEET)	FRONT (SIDE FACING GARAGE: 10'; PORCHES: 15')	20'
	SIDE	7.5'
	SIDE AT CORNER LOT	30'
	REAR	20'
	LOTS ABUTTING EAST & WEST BOUNDARY - REAR	30'
PROPOSED LOT RESTRICTIONS SINGLE FAMILY DETACHED ONLY	SOUTHERN PROPERTY LINE	100'
	MINIMUM LOT AREA (square feet)	10,000 sq ft
	MINIMUM LOT WIDTH	75'
	MAXIMUM BUILDING COVERAGE (PERCENTAGE)	45%
	MAXIMUM IMPERVIOUS SURFACE	N/A
FAMILY DETACHED ONLY	MAXIMUM BUILDING HEIGHT	35'
	MULTI-FAMILY OR ATTACHED	PROHIBITED
	VERTICAL BUFFER - NORTH, EAST, & WEST BOUNDARIES (SEE NOTES)	6" PVC FENCE W/ TREES EVERY 40' ON CENTER

*** Additional Restrictions:**

- Landscape Buffer: 10' landscape buffer on South Property Line.
- Building Setback: 100' building setback from South Property Line.
- Landscape/Drainage Easement and Vertical Buffer: 10'-wide along East & West Property Boundary, as well as the Northern Boundary, adjacent to Lots in the Bloomingdale Section R Unit 3 Subdivision. Consistent vertical buffer with 6" opaque fence and 3" caliper trees 10' high every 40' on center. For Property Boundaries abutting Drainage Retention Areas, the Vertical Buffer will not be required. For trees on lots, the trees are to be installed prior to Certificate of Completion. See attached Landscape Vertical Buffer Plan.
- Building setback abutting the East & West Boundaries will be a minimum of 30'.
- The property is located within the boundary of the Urban Service Area. Water/Wastewater Services from Hillsborough County to be utilized by the project.
- The property is located within the Garden Estate Character District of the Brandon Community Plan.
- The Developer acknowledges the existence of 11.8 acres of undeveloped property owned by Hillsborough County ("the County") immediately north and contiguous to the project, contained in Bloomingdale Tract "A" Section "R" Unit 3 Plat Book 65 Page 85. *The "Park and Recreation Area" as depicted on the aforementioned is the "Park Site."*
 - The Developer shall engage in a good faith effort, in conjunction with the county, to undertake the appropriate measures to engage feasibility of constructing a public park on the Park Site, for the benefit of the project and the surrounding community.
 - If the County, in their sole respective discretions, determine that the development of the Park Site is feasible and warranted, then the Developer shall construct the Park Site. The design and technical considerations of the Park Site shall be determined by the applicable Hillsborough County codes and standards and agreed upon by both the developer and the County.
 - If the Park Site is developed as contemplated above, the County shall retain all ownership interests in the Park Site; however ongoing maintenance and management of the park site shall be the responsibility of the homeowners' association, or similar entity, which governs the Project. Such management and maintenance of the Park Site shall be reflected as appropriately in the Declaration of Covenants, or similar legal document, binding the Project.
 - If development of the Park Site is not feasible or warranted as contemplated above, then upon exchange of written notice from the developer and Hillsborough County acknowledging such, this condition shall be of no further force or effect.

Potential Park Sites See Final Zoning Condition 7

LEGAL DESCRIPTION:
The North 3/4 of the East 1/2 of the Northeast 1/4 of the Northeast 1/4 of Section 18, Township 30 South, Range 21 East, all lying and being in Hillsborough County, Florida, LESS reservations for road right of ways along the one-half and section lines.
Containing 15.015 acres, more or less.

SCALE: 1"=100'

 Gulf Coast Consulting, Inc. Land Development Consulting ENGINEERING, ARCHITECTURE, PLANNING, ENVIRONMENTAL 1100 S.W. 40th Ave., Suite 100 Clearwater, Florida 34615 Phone: (727) 794-9999 Fax: (727) 794-0000 WWW.GULFCOASTCONSULTINGENGINEERING.COM	 Potomac Land Company 1350 Orange Ave., Ste. 201 Winter Park, FL 32789 Phone: (407) 264-6322 www.potomacland.com	HAWK SPRINGS PD GENERAL SITE PLAN	<p>APP# 19-1344 CLERK DOC# 21-0217 PAGE 1 OF 2</p>
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8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Page 1 of 2)

SITE DATA	Existing Zoning	PD 19-1344
	Total Area (Acres)	15.014
REQUIRED MINIMUM BUILDING SETBACKS (FEET)	Future Land Use (FLU)	R-4
	Proposed Zoning	MM 26-0553
	Maximum Units Allowed (R-4 FLU)	60
	Proposed Density (units/acre)	55 Single-Family Detached
PROPOSED LOT RESTRICTIONS SINGLE FAMILY DETACHED ONLY	Front	20' (Porches 15')
	Side	5'
	Side at Corner Lot	10' (See Note #18)
	Rear	20'
	Perimeter Buffers (West & East, excluding ponds/park)	10'
	Southern Boundary (Hide-a-Way Lane)	10'
	Minimum Lot Area (square feet)	6,000 sq. ft.
Additional Notes	Minimum Lot Width	50'
	Maximum Building Coverage (percentage)	70%
	Maximum Impervious Surface	N/A
	Maximum Building Height	35'
	Vertical Buffer - East & West Boundaries (See Note #2)	4' PVC apron from road 3" culvert trees (10' high every 20' on center

Additional Notes:

1. A 10' wide Landscape Tract will be provided on each side of the south entrance on Hide-a-Way Lane and detailed as a separate sheet.
- 2.15' Walling setbacks along the Southern boundary (Hide-a-Way Lane).
3. East and West Boundaries (excluding landscape tracts, perimeter ponds, and park tracts) will include a 10' Landscape Drainage Easement with vertical screening.
4. High PVC Apron from road 3" culvert trees (10' high every 20' on center installed prior to Certificate of Completion for homes) per Compatibility Mitigation 1.63.1.1641.955 authorized by BOCC May 20, 2024.
5. East and West Boundaries (excluding Landscape Tracts, perimeter ponds, and park tracts) at the boundary of 4" high screen PVC Fence.
6. The Property is located within the Urban Service Area (USA) and the Garden Estate District of the Brandon Community Plan Area.
7. The Property is within Hillsborough County Comprehensive Land Use Designation R-4.
8. The Project is located outside of any Special Zones (Escalated High Hazard Area, Wetland Protection Area, Surface Water Resource Protection Area, and Public Water Resource Area).
9. Water and wastewater services will be provided by Hillsborough County utilities.
10. The Property has no environmentally sensitive lands, natural/semi-natural water bodies, as confirmed by Approved SWP/WDW Petition for formal wetland determination #2024-00086/2404732.0000 within the boundary.
11. The Property has no Significant Wetland Habitat (SWH) within the boundary.
12. Hide-a-Way Lane is not designated as in the Hillsborough County Comprehensive Plan as a Corridor preservation.
13. Hide-a-Way Lane is not designated as in the Hillsborough County Comprehensive Plan as a Green Corridor.
14. The Property is not designated historical or archaeological sites on or within 150' of the Property (per Florida Master Site File, May 24, 2022).
15. There will be no connectivity to the north side of Bloomington Section R-4 Unit 3 (see Note #18) and a Hillsborough County Property.
16. Proposed internal roadways (streets A, B, and C) will be public.
17. Access: Two points to Hide-a-Way Lane (west and north) and one to Olivet Court (east). Internal roadways (including contributions of Hide-a-Way Lane and Olivet Court, plus new streets A, B, and C) will be public. Hide-a-Way Lane to a 2-lane, 72' wide neighborhood road (not on MPO needs, scenic, or preservation maps).
18. Community gathering places will be provided with an approximate 6,000 square foot park located at the NE Corner of the property in compliance with LDC requirements for developments 350 units with lots >1/3 acre (per Policy 4.4.6).
19. The property contains no existing structures.
20. On corner lots, side-loaded garages and driveways accessing from the side street are prohibited. All garages shall be oriented to the primary front street.
21. Developer shall with approval by Hillsborough County, construct a 30' wide easement with 2.0' established shoulder on each side for a total of 20' for an Emergency Access. Elevation and public trail on adjacent or part of 11.8-acre County-owned "Trail 504" (Bloomington Tract "A" Section "H" Unit 3, Plat Book 45 Page 85), with 20' wide 6" high gates with knee box for emergency services and an additional 5' pedestrian gate 5' facing an entrance on Memorial Drive and the north road to be constructed with the easement ("Trail"). The Developer is to also construct a 5' wide pervious surface Pedestrian only trail that ties into the Trail to form a loop. The Developer is to construct both Trail and additional trail fencing shown on Page 2 of the General Site Plan, concurrently with subdivision improvements before a Certificate of Occupancy. Party of ownership of the Trail shall be subject to County performance. Project HSA maintain of the Trail (cleaning, debris/trash removal, and reserve in an annual sinking fund of 1/20th trail cost). The Developer or successor HSA is to replace the park tract at its expense to show a Public Access Easement ensuring the public access with County approved form (subject to sunset except if Citing Elementary School bus conflict; Per Compatibility Mitigation 1.63.1.1641.955 as amended 2025 10 359 (see page 2 of the General Site Plan for further details).

PD Study Area 150'
All Contained in Brandon Community Plan, District Garden Estates

PD Boundary: [Red line]

TYPICAL LOT DETAIL (6,000 SQFT)

TYPICAL CORNER LOT DETAIL (6,000 SQFT)

LEGAL DESCRIPTION:
 THE NORTH 3/4 OF THE EAST 1/2 OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16, TOWNSHIP 30 SOUTH, RANGE 21 EAST, ALL LYING AND BEING IN HILLSBOROUGH COUNTY, FLORIDA, LESS RESERVATION FOR ROAD RIGHT-OF-WAYS ALONG THE ONE HALF AND SECTION LINES
 CONTAINING 15.014 ACRES, MORE OR LESS

Client: Potomac Land Company
 26336 State Road 19
 Howey-In-The-Hills, FL 34737
 Phone: (407) 296-6322

Project: HAWK SPRINGS
 MM 26-0553 General Site Plan

Revisions:
 First Revision 3/16/2025
 Second Revision 4/16/2025
 Third Revision 5/28/2025

Scale: 1"=100'

Page: 1 of 2

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Page 2 of 2)

Pervious Surface Section with Retainers
 Aggregate or Millings to be Compacted
 Pedestrian Only Trail

Moreland Drive Emergency Entrance

MM 26-0553 Entrance

Emergency Access/Pedestrian Use Trail Typical Sections

Emergency Route/Pedestrian Trail/Park Fence Exhibit

Emergency Route/Pedestrian Trail Gate Color Concept

Emergency Access/Pedestrian Trail Sheet 2

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/16/2026

REVIEWER: Richard L. Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: BR

PETITION NO: MM 26-0553

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

CONDITIONS OF APPROVAL

New Conditions:

- The developer shall construct a southbound to westbound right turn lane at the intersection of Lithia Pinecrest Rd. and Adelaide Ave. with the initial increment of development.
- If PD 26-0553 is approved, the County Engineer will approve a Design Exception (dated June 16, 2026) which was found approvable by the County Engineer (on June 16, 2026) for the existing northbound to westbound left turn lane on Lithia Pinecrest Rd. As the existing turn lane does not comply with the minimum required turn lane length, the Design Exception will allow the turn lane to remain as is.
- If PD 26-0553 is approved, the County Engineer will approve a Design Exception (dated June 15, 2026) which was found approvable by the County Engineer (on June 16, 2026) for improvements to Olavet Ct. and Hideaway Ln. As Olavet Ct. and Hideaway Ln. are substandard local roadways, the developer shall make certain improvements consistent with the Design Exception, including constructing a +/-140 feet of 5-foot-wide sidewalk and a crosswalk to connect the site to the existing sidewalk within Cimino Elementary School.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere along the project boundary.
- Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. No construction access shall be taken from Moreland Dr. The developer shall include a note in each site/construction plan submittal which indicates same.

Revised Conditions:

- ~~6. The developer shall construct approximately 3,100 linear feet of sidewalk to connect the subdivision's internal sidewalks to the Lithia Pinecrest Road/Adelaide Avenue Intersection.~~
- ~~8. If the zoning is approved, a Design Exception will be approved allowing that in lieu of the developer improving the roadways adjacent to the proposed development (Hideaway Lane, Tevalo Drive and Adelaide Avenue) the developer will be allowed to build approximately 3,100 linear feet of sidewalk to connect the subdivision's internal sidewalks to the Lithia Pinecrest Road/Adelaide Avenue Intersection.~~

10. ~~The Developer acknowledges the existence of 11.8 acres of undeveloped property owned by Hillsborough County ("the County") immediately north and contiguous to the Project, contained in Bloomingdale Tract "A" Section "R" Unit 3 Plat Book 65 Page 85. The "Park and Recreation Area" as depicted on the aforementioned is the "Trail Site."~~

~~The Developer shall engage in a good faith effort, in conjunction with the County, to undertake the appropriate measures to engage the feasibility of constructing a public trail (the "Trail") on the Trail Site, for the benefit of the Project and the surrounding community.~~

~~If the County, in their sole respective discretions, determine that development of the Trail is feasible and warranted, then the Developer shall construct the Trail in conjunction with the subdivision improvements, and completion of the Trail shall be a requisite prior to any issuance of a Certificate of Occupancy for the Project.~~

~~The design and technical considerations of the Trail shall be determined by the applicable Hillsborough County codes and standards and agreed upon by both the developer and the County; however, the Trail shall be a minimum of 6' wide, constructed with 4-6" of base and 1.5-2" of asphalt with collapsible bollards at each end to allow maintenance equipment to enter the trail for maintenance. And at both entrances of the park/ trail construct a 4' high fence along the ROW at the park to preserve the park area~~

~~If the Trail is developed as contemplated above, the County shall retain all ownership interests in the Trail Site; however ongoing maintenance and management of the Trail shall be the responsibility of the homeowners' association, or similar entity, which governs the Project. Such management and maintenance of the Trail shall be reflected as appropriately in the Declaration of Covenants, or similar legal document, binding the Project.~~

~~The on-going maintenance of the Trail shall include, but not be limited to, grass cutting and edging, debris removal, trash removal) and any other functions necessary to maintain an operable trail suitable for use by the public. Additionally, the Homeowners Annual Assessments shall collect a sinking fund for the for the replacement of the trail equal to 1/15 the current cost of the trail. It is acknowledged that the benefit of the Trail is intended to be for the community at large, and to that end the Developer, and subsequently its successors and assigns, shall maintain free and unobstructed access to the Trail. Reasonable restrictions upon hours of operation may be designated and enforced, subject to approval by the County.~~

~~If development of the Trail is not feasible or warranted as contemplated above, then upon exchange of written notice from the Developer and Hillsborough County acknowledging such, this condition shall be of no further force or effect.~~

10. a. The Developer shall, subject to approval by Hillsborough County, construct a 15-foot-wide asphalt roadway with 2.5-foot stabilized shoulders on each side (total width of 20 feet) for use as an Emergency Access, Evacuation Route, and Public Trail on the adjacent portion of the 11.8-acre County-owned Trail Site (Bloomingdale Tract "A", Section "R", Unit 3, Plat Book 65, Page 85), hereinafter referred to as the "Trail."

The Trail shall include:

- 20-foot-wide, 6-foot-high gates equipped with a Knox box for emergency services.
- A 5-foot-wide pedestrian gate.
- A 5-foot-high fencing at the entrances on Moreland Drive and the north road to be constructed with the subdivision.

The Developer shall also construct a 5-foot-wide pervious-surface Pedestrian-Only Trail that connects to the main Trail to form a loop. The main Trail, the pedestrian trail, and all associated fencing (as generally shown on the PD Site Plan) shall be constructed concurrently with subdivision improvements and prior to the issuance of any Certificate of Occupancy. Ownership and

Maintenance Ownership of the Trail shall be subject to Hillsborough County's preference. The Project HOA (or its successor) shall maintain the Trail, including mowing, debris and trash removal, and shall establish and fund an annual sinking fund in an amount equal to 1/20th of the Trail's construction cost.

- b. The Developer (or successor HOA) shall, at its sole expense, replat the park tract to show a Public Access Easement that ensures free public access during County approved hours (sunrise to sunset), except where such hours conflict with Cimino Elementary School operating hours.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification to PD 19-1344 approved to construct 35 single family homes on a +/- 14.73 ac. Parcel. The proposed PD modification will increase the number of single family homes to 55 units, replace the proposed sidewalks along Olavet Ct., Tevalo Dr., and Adelaide Ave. for substandard roadways improvements for an emergency access and pedestrian facility to the north and sidewalk connections to Cimino Elementary.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Transportation Review Section staff has prepared a comparison of the potential number of peak hour trips generated, based upon the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition, under the existing and proposed zoning designations.

Approved PD Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 35 Single-Family Detached Dwelling Units (ITE Code 210)	548	29	37

Proposed Modification:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 55 Single-Family Detached Dwelling Units (ITE Code 210)	709	42	56

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 161	(+) 13	(+) 19

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Hideaway Lane is a publicly maintained 2-lane, substandard, local rural road characterized by +/- 20-feet of pavement in average condition. The roadway lies within a +/- 64-foot wide right-of-way. There are no sidewalk facilities present on Hideaway Lane in the vicinity of the proposed project. There are no sidewalks along the subject parcel's frontage.

Olavet Court is a publicly maintained 2-lane, substandard local rural road characterized by +/- 20-feet of pavement in average condition. The roadway lies within a +/- 64-foot wide right-of-way. There are no sidewalk facilities present on Olavet Court in the vicinity of the proposed project.

According to the Hillsborough County Transportation Technical Manual (TTM), a TS-7 local rural roadway requires a minimum of 12 foot travel lanes, 5 foot paved shoulders and sidewalks on both sides of the roadway.

SITE ACCESS AND CONNECTIVITY

The approved PD site plan has three (3) approved site access points consistent with the subdivision access requirements of the County Land Development Code (LDC), Sec. 6.02.01. There are no proposed changes to the vehicular access points. A gated emergency access and pedestrian access is proposed through the adjacent property owned by Hillsborough County to the north that will connect to Moreland Dr.

The applicant’s site access analysis indicates that project warrants a southbound right turn lane and a northbound left turn lane at the project’s vehicular site arrival point at Lithia Pinecrest Rd. and Adelaide Ave. (due to the fact that all project trips must travel through the intersection to ingress and egress the site).The applicant will be required to construct a new southbound right turn lane at the time of development. The northbound left turn lane exists. However, the turn lane does not meet minimum required queue length. The applicant has submitted an administrative variance request to waive the requirement to bring the turn lane up to standard. Please see the discussion under Design Exception: Turn Lane Length herein below.

The developer will be required to construct a minimum 5-foot wide sidewalk along its Hideaway Lane parcel frontage.

DESIGN EXCEPTION: SUBSTANDARD ROADS

As Hideaway Lane and Olavet Court are substandard local roads, the applicant’s Engineer of Record (EOR) submitted a Design Exception request for the roadway (dated June 15, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on June 16, 2026). The developer will be required make certain improvements, including constructing a +/-140 feet of 5-foot wide sidewalk and a high emphasis crosswalk to connect the site to the existing sidewalk within Cimino Elementary School. The developer will not be required to any other improvements to Hideaway Ln. or Olavet Ct. All improvements shall be consistent with the Design Exception.

If this zoning is approved, the County Engineer will approve the Design Exception request.

DESIGN EXCEPTION: TURN LANE LENGTH @LITHIA PINECREST

The existing northbound to westbound left turn lane at the intersection of Lithia Pinecrest Rd. and Adelaide Ave. does not meet the minimum standard length pursuant to the Hillsborough County Transportation Design Manual (TDM). As such, the applicant’s engineer of record submitted a Design Exception request, dated June 16, 2026, for the existing +/-375 of transition, deceleration lane and queuing to remain as is. Based on factors presented in the Design Exception request, the County Engineer approved a Roadway Design Exception (on June 16, 2026) authorizing deviations to the TDM, Sec. 2.3.1.4.

If this rezoning is approved, the County Engineer will approve the above referenced Design Exception Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Lithia Pinecrest Rd.	Bloomington Rd.	Boyette Rd.	D	F

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Sean Cashen](#)
Cc: [William Sullivan](#); [Follin, Jared](#); [Perez, Richard](#); [Phillips, Charles](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: MM 26-0553 - Design Exception Review
Date: Tuesday, June 16, 2026 3:52:28 PM
Attachments: [26-0553 DEAdd 6-15-26 1.pdf](#)
[26-0553 DEAdd 06-16-26 2.pdf](#)
[image001.png](#)

Sean,

I have found the attached two Design Exceptions (DE) for PD 26-0553 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

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, June 16, 2026 3:48 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: MM 26-0553 - Design Exception Review

Hello Mike,

The attached administrative variance is **Approvable** to me. Please include the following people in your response:

scashen@gulfcoastconsultinginc.com

illsullivan@potomacland.com

follinj@hcfl.gov

perezrl@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

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



**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)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Turn Lane length-Lithia Pinecrest Rd. <input type="checkbox"/> 4. <input type="checkbox"/> 2. Turn Lane length-Lithia Pinecrest Rd. <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. Turn Lane length-Lithia Pinecrest Rd. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Hawk Springs
<p>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.</p>	
Folio Number(s)	088026-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>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").</p>	
Name of Person Submitting Request	Sean P. Cashen. P.E., Gulf Coast Consulting, Inc.
<p>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.</p>	
Current Property Zoning Designation	PD RZ 19-1344
<p>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.</p>	
Pending Zoning Application Number	MM 26-0553
<p>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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>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".</p>	



June 16, 2026

Mr. Michael J. Williams, P.E.
Hillsborough County
601 East Kennedy Blvd., 19th Floor
Tampa, Florida 33602

Dear Mr. Williams:

RE: Design Exception for Northbound left turn lane at Lithia Pinecrest Road and Adelaide Avenue
Hawk Springs (MM 26-0553)– FOLIO #088026-0000

The subject property is being rezoned, as shown on the attached **Site Plan** and **Location Map**. The proposed zoning modifications would allow up to 55 lots (increased from the 34 lots per current zoning MM RZ 19-1344), with minimum 50' lot width and minimum 6000 sf of lot area.

This is a design exception to meet the requirements of Land Development Code 6.04.04.D. - Auxiliary Lanes, as it pertains to the Hillsborough County Transportation Design Manual (HCTDM) Section 2.3.1.4. Auxiliary Lanes. This request is for the developer to not be required to extend the existing left-turn deceleration lane for the northbound to westbound movement at the signalized intersection of Adelaide Avenue and Lithia Pinecrest Road to bring this left turn lane into compliance with the Hillsborough County Transportation Design Manual (HCTDM) Standards. This offsite signalized left turn lane onto Adelaide Avenue is the ingress-egress to this site and the left turn lane does not meet HCTDM standards. HCTDM Section 2.3.1.4 states "Auxiliary Lanes and tapers at intersections must be designed based on the criteria in the FDM (FDOT Design Manual) Chapter 212.14 Auxiliary Lanes and queue lengths for required turn lanes must be based on a traffic analysis." Chapter 212.14 of the FDM refers to Exhibit 212-1 which refers to FDM exhibits 212-2 and 212-3 enclosed, for left turn lane tapers.

1. **EXISTING CONDITIONS** - As the attached **Adelaide Avenue-Lithia Pinecrest Road Intersection Exhibit** details, this existing left turn lane consists of 90' queue lane and 60' of taper and 225 feet of transition for a total of 375 feet transition, deceleration lane and queuing.
2. **ANALYSIS OF EXISTING TURN LANE** – As demonstrated in the enclosed FDOT Exhibits 212-2 and 212-3, a posted speed of 45 MPH necessitates approximately 685 linear feet to accommodate transition, deceleration, and storage (queuing) requirements. This required length cannot be provided south of the intersection due to existing roadway corridor constraints, including the roadway transition toward the channelized creek drainage culvert crossing and associated abutments. Provision of this 685 feet of transition/deceleration/queueing at this location would necessitate substantial roadway widening and would result in impacts to existing

June 16, 2026
Page 2 of 3

infrastructure and environmental features.

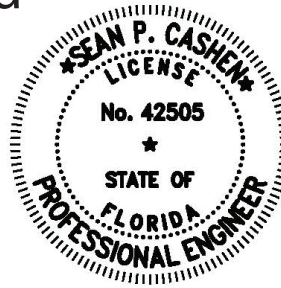
- 3. *JUSTIFICATION FOR THE REQUEST* – The existing left-turn deceleration lane for the northbound to westbound movement at the signalized intersection of Adelaide Avenue and Lithia Pinecrest Road cannot be brought up to standards due to the physical constraints created by the channelized creek drainage abutment immediately south of this left turn lane prohibit any feasible roadway widening in this location.

Enclosed for review are: **Location Map, Overall Aerial Photograph, Adelaide Avenue-Lithia Pinecrest Road Intersection Exhibit and FDOT Exhibits 212-2 and 212-3.**

If you have any questions/comments regarding this letter, please call me at (727) 524-1818

Sincerely,
 sean p
 cashe
 n

Digitally signed
 by sean p
 cashen
 Date:
 2026.06.16
 10:39:14 -04'00'



This item has been digitally signed and sealed by Sean P. Cashen, P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Based upon the information provided by the application, this request is:

- Disapproved
- Approved with Conditions
- Approved

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. at (813) 276-8364.

Sincerely,

Michael J. Williams, P.E.
Hillsborough County Engineer



LOCATION MAP



CONCEPT PLAN ONLY
SUBJECT TO CHANGE BASED ON FINAL DESIGN BOUNDARY
FOR THE PROJECT AND ANY OTHER RELEVANT
CONSTRAINTS SUBJECT TO SITE PLAN APPROVAL

Hawk Springs
Aerial Photograph



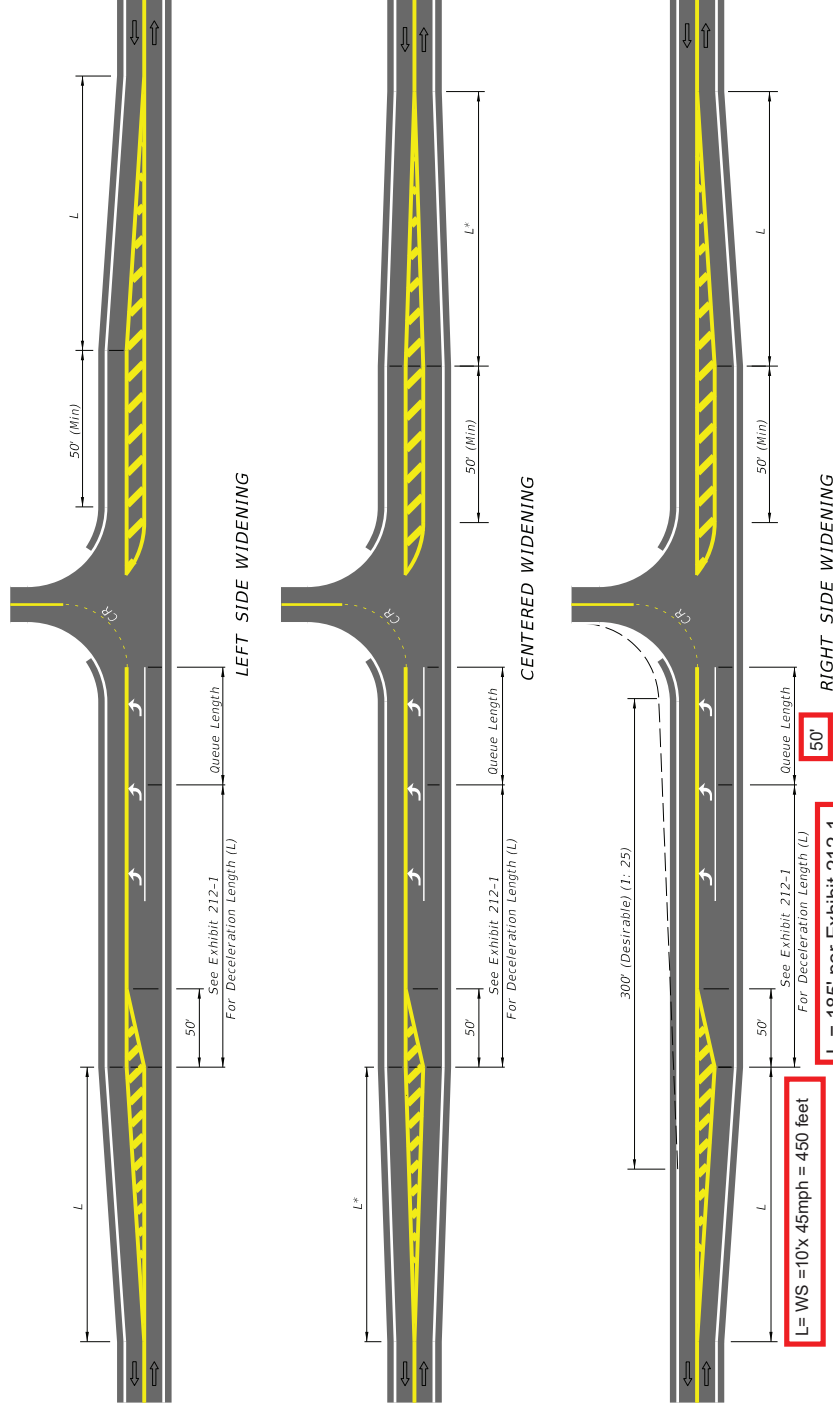
REUSE OF DOCUMENT
THE IDEAS & DESIGN CONCEPTS INCORPORATED WITHIN THIS DOCUMENT REPRESENTS A PROFESSIONAL SERVICE & IS THE PROPERTY OF GULF COAST CONSULTING, INC. & IS NOT TO BE USED FOR ANY OTHER PROJECT WITHOUT WRITTEN AUTHORIZATION FROM GULF COAST CONSULTING, INC.



**Adelaide Avenue-Lithia Pinecrest Road
Intersection Exhibit**

Imagery Date: 1/24/2025 27°52'46.03" N 82°13'40.18" W elev. 27 ft eye alt. 759-ft

LANE TRANSITIONS: 2-LANE ROADWAYS



$L = \frac{WS^2}{60}$ FOR DESIGN SPEEDS ≤ 40 mph

$L = WS$ FOR DESIGN SPEEDS ≥ 45 mph

WHERE: L = LENGTH OF TAPER, FEET
W = WIDTH OF LATERAL TRANSITION, FEET
S = DESIGN SPEED, mph

W = ONE LANE WIDTH
* W = 1/2 LANE WIDTH

NOTE:
For RRP Projects the following existing transition lengths (L) for the indicated Design Speed may be retained under constrained conditions:

- 120' for 30 mph
- 150' for 40 mph
- 180' for 50 mph
- 240' for 60 mph

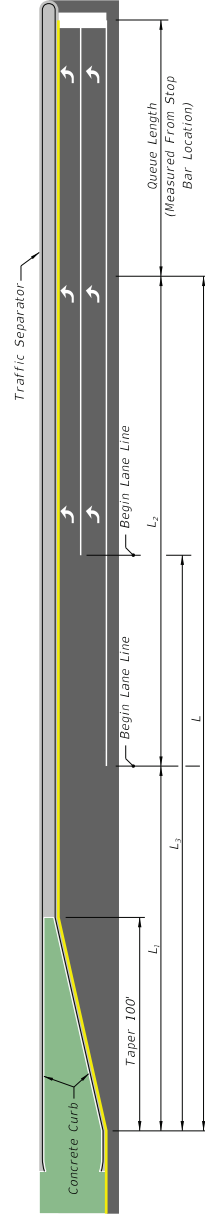
FLARED & PAINTED LEFT TURNS FOR 2-LANE ROADWAYS

Total transition/decel/queue = 685 feet
(Transition L of 450' + Total Deceleration L of 185' + 50' Queue length)

NOT TO SCALE

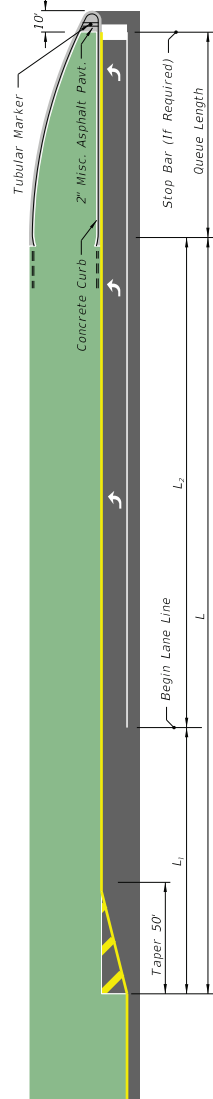
EXHIBIT 212-3
01/01/2025

MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN

Brakes Applied After Turning
Vehicle Clears Through Lane:
Entry Speed:
10 mph Below Design Speed
For Low Speed Roadways
Average Running Speed For
High Speed Roadways



SINGLE LEFT TURN

Brakes Applied After Turning
Vehicle Clears Through Lane:
Entry Speed:
10 mph Below Design Speed
For Low Speed Roadways
Average Running Speed For
High Speed Roadways

MEDIAN TURN LANES				
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1 (ft.)	Brake To Stop Distance L_2 (ft.)	Total Decel. Distance L_3 (ft.)
25	15	70	25	95
30	20	70	50	120
35	25	70	75	145
40	30	80	75	155
45	35	85	100	185
50	44	105	185	290
55	48	125	225	350
60	52	145	260	405
65	55	170	290	460
70	58	200	325	525
				300

Posted Speed 45 MPH

NOTE:

- For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
 - Entry Speed of 40 mph
 - Brake to stop distance (L_2) of 135 ft.
 - Total deceleration distance (L_3) of 240 ft.
- For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L_2) of 135 ft. and total deceleration distances (L_3) of 240 ft. may be retained.

NOT TO SCALE

EXHIBIT 212-1
01/01/2025



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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- 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)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Substandard Road-Adelaide Ave, Tevalo Dr & Olavet Ct. <input checked="" type="checkbox"/> 4. Substandard Road-Adelaide Ave, Tevalo Dr & Olavet Ct. <input type="checkbox"/> 2. Substandard Road-Adelaide Ave, Tevalo Dr & Olavet Ct. <input type="checkbox"/> 5. <input type="checkbox"/> 3. Substandard Road-Adelaide Ave, Tevalo Dr & Olavet Ct. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Hawk Springs
<p>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.</p>	
Folio Number(s)	088026-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>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").</p>	
Name of Person Submitting Request	Sean P. Cashen. P.E., Gulf Coast Consulting, Inc.
<p>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.</p>	
Current Property Zoning Designation	PD RZ 19-1344
<p>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.</p>	
Pending Zoning Application Number	MM 26-0553
<p>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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>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".</p>	



June 15, 2026

Mr. Michael J. Williams, P.E.
Hillsborough County
601 East Kennedy Blvd., 19th Floor
Tampa, Florida 33602

Dear Mr. Williams:

**RE: Design Exception for Hideaway Lane, Tevalo Drive, Olavet Court and Adelaide Avenue
Hawk Springs (MM 26-0553)– FOLIO #088026-0000**

The subject property is being rezoned, as shown on the attached **Site Plan** and **Location Map**. The proposed zoning modifications would allow up to 55 lots (increased from the 34 lots per current zoning MM RZ 19-1344), with minimum 50' lot width and minimum 6000 sf of lot area.

This design exception, per Transportation Technical Manual Section 1.7.2. to meet requirements of Land Development Code 6.04.03.L: Existing Facilities, is to request that the developer not be required to bring the above-referenced roads (Hideaway Lane, Tevalo Drive, Olavet Court and Adelaide Avenue) *fully* up to Hillsborough County TTM standards, but to instead allow for some reasonable improvements in lieu of full improvements per Typical Section TS-7 for local rural roads, as described herein.

1. **EXISTING CONDITIONS** - As the attached photographs and summary table show, the subject roadways (Hideaway Lane, Tevalo Drive, Olavet Court and Adelaide Avenue) are all a minimum of 20 feet wide, with 10-foot wide travel lanes, approx. 4' wide grassed shoulders with no sidewalk on either sides of these roadways (See Table I on page 2 for TS-7 Requirements and Observed Conditions). This would appear adequate and appropriate given the rural and residential nature of the area.
2. **PROPOSED IMPROVEMENTS** – The developer proposes to build approximately 140 lineal feet of a 5' wide sidewalk extension to connect this site to the existing sidewalk within Cimino Elementary School. Proposed 5' wide concrete sidewalk to extend approx. 90 lineal feet west along north side of Hideaway Lane Right-of-way; then extend south approx. 15 lineal feet to Hideaway Lane pavement where High Emphasis Cross walk striping will extend across this street; and then extend approx. 35 lineal feet to connect into existing sidewalk within Cimino

Elementary School. This sidewalk extension will provide a safe and continuous pedestrian access route from the project site to this school.

The Typical Section (TS) for adjacent roadway roads (Hideaway Lane, Tevalo Drive, Olavet Court and Adelaide Avenue) is TS-7 for Local Rural Roads. The required right-of-way for the TS-7 is 96 feet. The observed rights-of-way for all roads (Hideaway Lane, Tevalo Drive, Olavet Court and Adelaide Avenue) are 72 feet. These measurements and the corresponding requirements of the TS-7 are shown in the table below (*All measurements are approximate and vary along the roadway.*):

TABLE I

Design Element	TS-7 Requirement	Observed and Proposed Conditions
Sidewalk	5 feet on both sides	Current adjacent roads have no sidewalk. Offsite Sidewalk to be provided by developer from site on north side of Olavet Ct. routed east to Tevalo Drive, then west side of Tevalo Drive routed north to north side of Adelaide Ave, routed east to Lithia Pinecrest Road
Swale and clear zone and depth of swale	27 feet total each side consisting of 8' shoulder and 19' wide swale; 2 feet swale depth	Variable along the length of all roads. There is not sufficient right-of-way to provide the full required 27 feet (at 2' depth) adjacent to the segments of Hideaway Lane, Tevalo Drive, Olavet Court and Adelaide Avenue.
Shoulder widths	8 feet (5' paved)	Approx. 4' grassed shoulder
Right-of-Way widths	96 feet	Approx 72 feet
Lane widths	12 feet	Approx. 10 feet

3. **JUSTIFICATION FOR THE REQUEST** – (a) The trip generation associated with this expansion is 43 AM Peak hour trips and 57 PM Peak Hour Trips per the Traffic Management Study dated February 2026 prepared by Florida Engineering & Consulting. (b) The proposed improvements enhance pedestrian safety as compared to the existing condition. (c) Given the above-described trip generation and associated impacts, the approx. 140 lineal feet of offsite sidewalk extension is a contribution to the community on the part of the developer, providing a continuous and safe means of pedestrian access from this site to the school, and we feel that this improvement offsets any impacts, especially since full mobility fees will be paid in addition to the cost of this improvement.

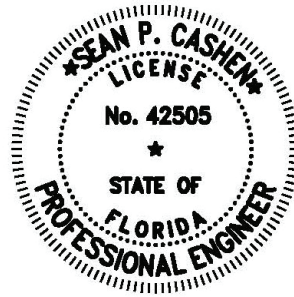
June 15, 2026
Page 3 of 4

Enclosed for review are: **Location Map, Site Plan, Aerial Photograph, Offsite Sidewalk Extension Exhibit, Existing Pavement Exhibit and TS-7 Detail.**

If you have any questions/comments regarding this letter, please call me at (727) 524-1818

Sincerely
sean p
cashe
n
Sean P. Cashen, P.E.
Principal

Digitally
signed by
sean p cashen
Date:
2026.06.15
13:56:12[®]
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This item has been digitally signed and sealed by Sean P. Cashen, P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

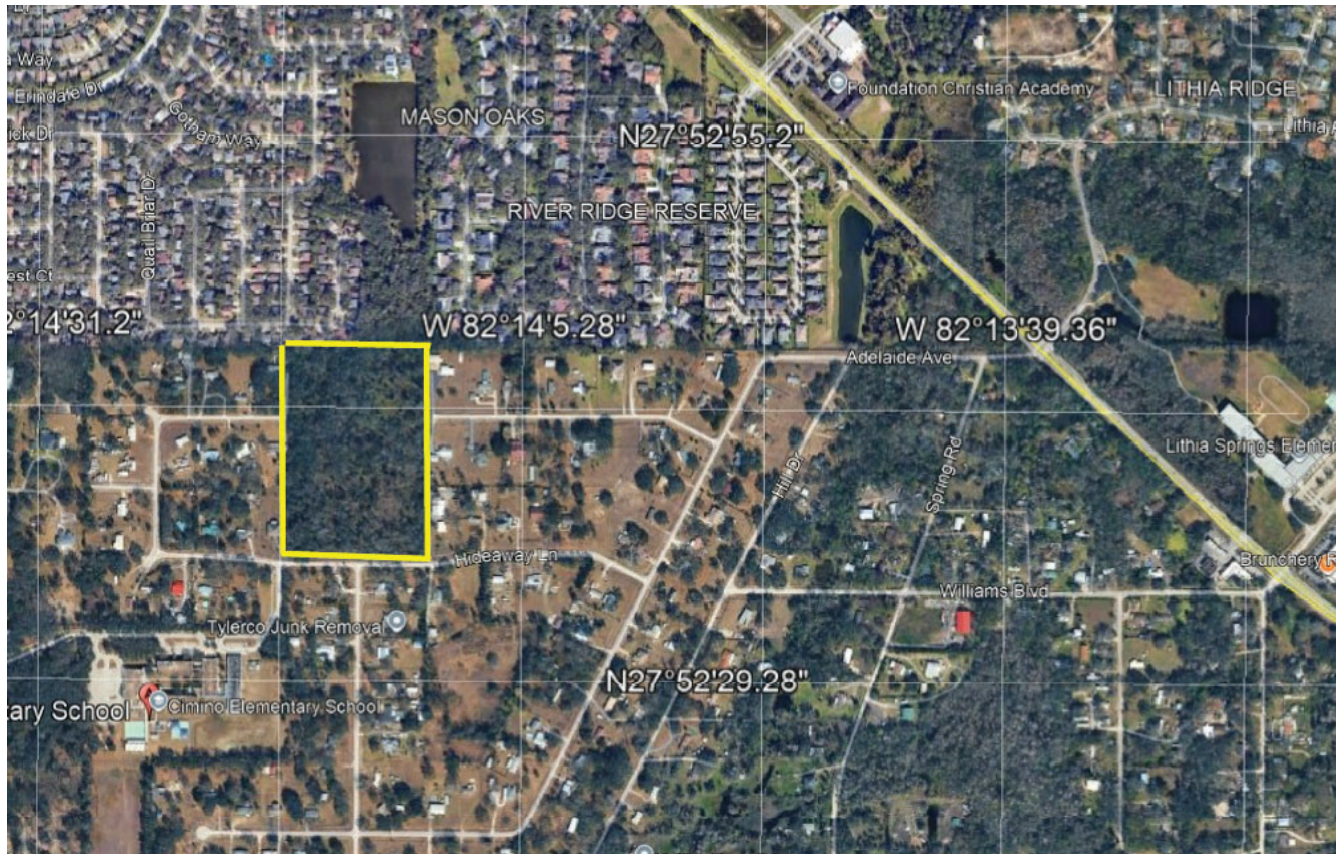
Based upon the information provided by the application, this request is:

- Disapproved
- Approved with Conditions
- Approved

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. at (813) 276-8364.

Sincerely,

Michael J. Williams, P.E.
Hillsborough County Engineer



LOCATION MAP



CONCEPT PLAN ONLY
 SUBJECT TO CHANGE BASED ON FINAL DESIGN. BOUNDARY
 INFORMATION IS FOR INFORMATIONAL PURPOSES ONLY.
 CONSTRAINTS SUBJECT TO SITE PLAN APPROVAL. Aerial Photo--Offsite Sidewalk


 G&C CONSULTING, INC.
 10000 W. 10TH AVENUE, SUITE 100
 DENVER, CO 80202
 TEL: 303.733.1111 FAX: 303.733.1112
 WWW.GANDCCONSULTING.COM


 100' 50' 0' 50'

Hawk Springs
 Aerial Photo--Offsite Sidewalk

Sidewalk Exhibit



**+/- 140.90 Feet
of Sidewalk to
Cimino Elementary**

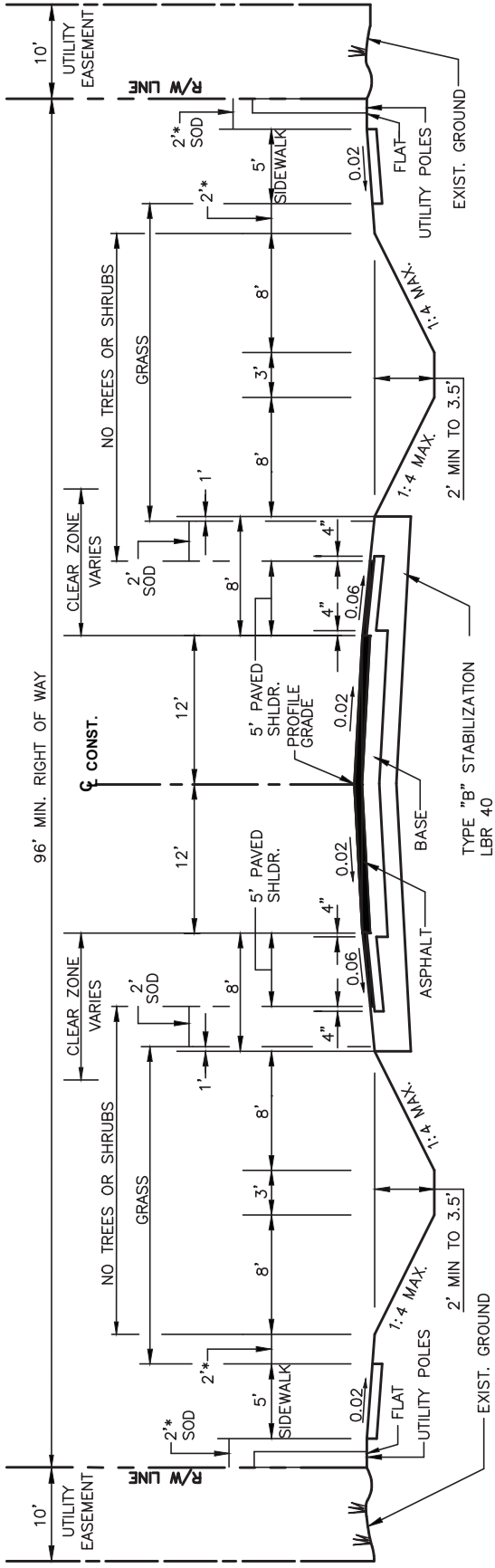
Site

Frontage sidewalks

DRAINAGE
RETENTION
AREA

Crosswalk to Cimino Elementary
(High Emphasis Striping)

Offsite Sidewalk Exhibit

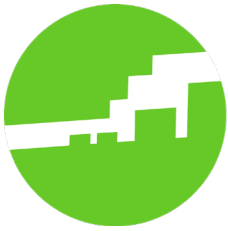


TYPICAL SECTION

N.T.S.
FOR LESS THAN 10,000 AADT
MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION
			DRAWING NO. TS-7 SHEET NO. 1 OF 1



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: MM 26-0533 Folio(s): 88026.0000 General Location: North side of Loma Vista Drive and Hide-Away Lane intersection, southwest of Lithia Pinecrest Road
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Brandon
Rezoning Request	Major Modification (MM) to Planned Development (PD) 19-1344 to develop 55 dwelling units
Parcel Size	15.01 ± acres
Street Functional Classification	Hide-Away Lane – Local Lithia Pinecrest Road – Arterial
Commercial Locational Criteria	N/A
Evacuation Area	N/A

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD 19-1344	Vacant Land
North	Residential-4	PD	Single Family + Public/Quasi-Public/Institutions
South	Residential-2 + Public/Quasi-Public	PD + AS-1	Single Family + Educational
East	Residential-2	AS-1 + RSC-2 + PD	Single Family
West	Residential-4 + Residential-2	AS-1 + RSC-2 + RSC-4 + PD	Single Family

Staff Analysis of Goals, Objectives and Policies:

The 15.01± acre subject site is located within the Urban Service Area (USA) and is within the boundaries of the Brandon Community Plan. The site is currently vacant and is located within the Garden Estates District as identified by the Brandon Community Plan. The property is designated Residential-4 (RES-4) on the Future Land Use Map and is surrounded primarily by Residential-4 designated properties to the north, west, and south, with Residential-2 (RES-2) designated properties located to the east. Agricultural Single Family-1 (AS-1) zoning districts exist to the west, south, and east and are developed with detached single-family residences, while Planned Development (PD) zoning districts exist to the north.

The applicant is requesting a Major Modification to Planned Development (PD) 19-1344. The original PD was approved for 34 single-family detached dwelling units with a minimum lot size of 10,000 square feet. The current request seeks approval for 55 single-family detached dwelling units on minimum 6,000-square-foot lots. While the proposed residential use remains allowable within the Residential-4 Future Land Use designation and the overall density remains below the maximum density permitted by the Future Land Use category, the proposed modification significantly alters the development pattern that formed the basis for the original approval.

The subject property is located within the Urban Service Area, where Objective 1.1 of the Future Land Use Section (FLUS) directs the majority of the County's growth and development. Pursuant to FLUS Objective 2.2, the Residential-4 Future Land Use category establishes the maximum residential density and range of

permitted uses. The proposed density remains within the allowable density of the Residential-4 category; therefore, the request is consistent with the density framework established by the Future Land Use Map.

However, FLUS Policy 3.1.3 requires new development to be compatible with surrounding existing development patterns. Compatibility does not require identical development but does require sensitivity to maintaining the character of the surrounding area. When PD 19-1344 was originally approved, the development proposed 34 dwelling units on minimum 10,000-square-foot lots. Staff found the request consistent because the larger lot configuration provided a transition between the surrounding large lot residential development pattern and the residential densities permitted by the Residential-4 Future Land Use designation. The surrounding development pattern further supported this finding, as lots within the existing Tavallo Hills subdivision are generally developed at sizes comparable to the originally approved 10,000-square-foot lots, while Residential-2 designated properties to the south are characterized by even larger-lot residential development. Although smaller residential lots exist north of the subject property, they are separated from the site by intervening development and do not share the same neighborhood context, limiting their relevance when evaluating compatibility with the surrounding area. The approved plan also included buffering and screening measures intended to mitigate impacts to adjacent properties and maintain compatibility with the established character of the Garden Estates District.

The current proposal differs substantially from the approved development pattern. The approximately 15-acre site is located within the existing neighborhood of Tavallo Hills, which is accessed from Lithia Pinecrest Road to the east. Per FLUS Policy 4.4.3, the lot size and density of new or redeveloped residential lots shall reflect the character of the surrounding residential area. The increase from 34 dwelling units to 55 dwelling units and the reduction in minimum lot size from 10,000 square feet to 6,000 square feet results in a development pattern that is significantly more intensive than the previously approved plan, especially when considering the site is located in the middle of an established neighborhood of larger lots, which is inconsistent with the aforementioned policy direction. While the density remains within the maximum allowable density under the Residential-4 designation, the proposed lot sizes are substantially smaller than those previously approved and further depart from the established character envisioned by the Brandon Community Plan.

In addition to the lot size and density concerns, the proposed site plan does not promote the level of neighborhood integration contemplated by the Comprehensive Plan. FLUS Policy 4.4.2 states that neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods. Similarly, Mobility Goal 4 seeks to provide safe and convenient connections within the transportation network, while Mobility Objective 4.1 promotes the design of urban and suburban communities around a grid or modified grid street network that improves interconnections between neighborhoods and surrounding neighborhood-serving uses. Although the subject property is located within the existing Tavallo Hills neighborhood, the proposed development remains largely isolated from the surrounding street network and does not provide meaningful opportunities for connectivity to adjacent residential areas. As a result, the development functions as a self-contained subdivision rather than an integrated component of the surrounding neighborhood structure. This lack of connectivity is inconsistent with the Comprehensive Plan's objectives of promoting interconnected neighborhoods, coordinated residential development patterns, and a connected transportation network.

The Brandon Community Plan identifies the subject property within the Garden Estates District. The Garden Estates District is characterized by detached single-family homes on lots of at least one-half acre and is intended to preserve the area's larger-lot residential character. Although the Community Plan does not prohibit smaller lots, it clearly establishes larger lot development as the preferred pattern within the

district. The previously approved PD, with 10,000-square-foot lots, represented a compromise between the larger-lot vision of the Garden Estates District and the density permitted by the Residential-4 Future Land Use designation. Staff found that proposal compatible due to its larger lot configuration, buffering, and transition to surrounding development. In contrast, the proposed 6,000-square-foot lots substantially reduce that transition and move further away from the development pattern envisioned by the Garden Estates District. FLUS Objective 4.4 and FLUS Policy 4.4.1 require that development be integrated with surrounding neighborhoods through appropriate transitions in density, intensity, lot size, and design. The proposed reduction in lot size erodes the compatibility measures that supported the original approval and diminishes consistency with the established neighborhood character and the vision of the Garden Estates District.

The Brandon Community Plan envisions Brandon as a community of diverse neighborhoods while emphasizing the preservation of established development patterns and neighborhood character. Although residential development is appropriate on the subject property, the proposed increase in lot yield and corresponding reduction in lot size are inconsistent with the Garden Estates District's objective of maintaining a larger-lot residential character. Unlike the previously approved 34-lot development, which incorporated larger lots as a compatibility measure, the proposed 55-lot subdivision would represent a substantial departure from the development pattern that staff previously determined to be compatible with the surrounding area.

Therefore, while the proposed residential use and overall density remain generally consistent with the Residential-4 Future Land Use designation, the reduction in lot size from 10,000 square feet to 6,000 square feet and the increase in unit count from 34 to 55 dwelling units are inconsistent with FLUS Policy 3.1.3, FLUS Objective 4.4, FLUS Policy 4.4.1, and the goals and policies of the Brandon Community Plan related to preserving the character of the Garden Estates District. Accordingly, staff finds the proposed Major Modification inconsistent with the 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

Objective 3.1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.*

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.*

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

Policy 4.4.2: *Neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods.*

Policy 4.4.3: *Lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.*

Mobility

Promote Connectivity

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

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

Livable Communities Element: Brandon Community Plan

Vision Statement:

Brandon, the Heart of Hillsborough, is a vibrant community of diverse neighborhoods. While preserving its small town atmosphere, the community embraces a rich blend of comprehensive economic opportunities and sustainable growth. Future development will seek to balance Brandon's natural, business and cultural environments.

Goal 6: *Re-establish Brandon's historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.*

3. Implement Brandon Character Districts to protect established neighborhoods and historic patterns of development.

5. General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.

*e. **Garden Estates** – Usually adjacent to “Suburban” districts or agriculturally zoned properties including a few small working farms. These areas consist predominantly of single-family homes with lot sizes of at least half-acre. They may retain agricultural zoning including related horse and farm animal ownership rights, giving the feel of a semi-rural lifestyle. Blocks may be large and the roads irregular to accommodate existing site conditions such as flag lots or large, grand oak trees. Although located within the Urban Service Area, homes may have been constructed with private wells and septic systems so that County water may or may not be available in these areas. Demand for neighborhood serving uses like Childcare and Adult Day Care is minimal. As a result, special uses should be located at intersections and would not be deemed compatible unless they meet the locational criteria for a neighborhood serving commercial use in the Land Development Code.*

HILLSBOROUGH COUNTY FUTURE LAND USE

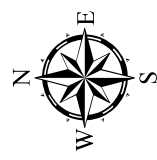
MM 26-0553

Rezoning
STATUS



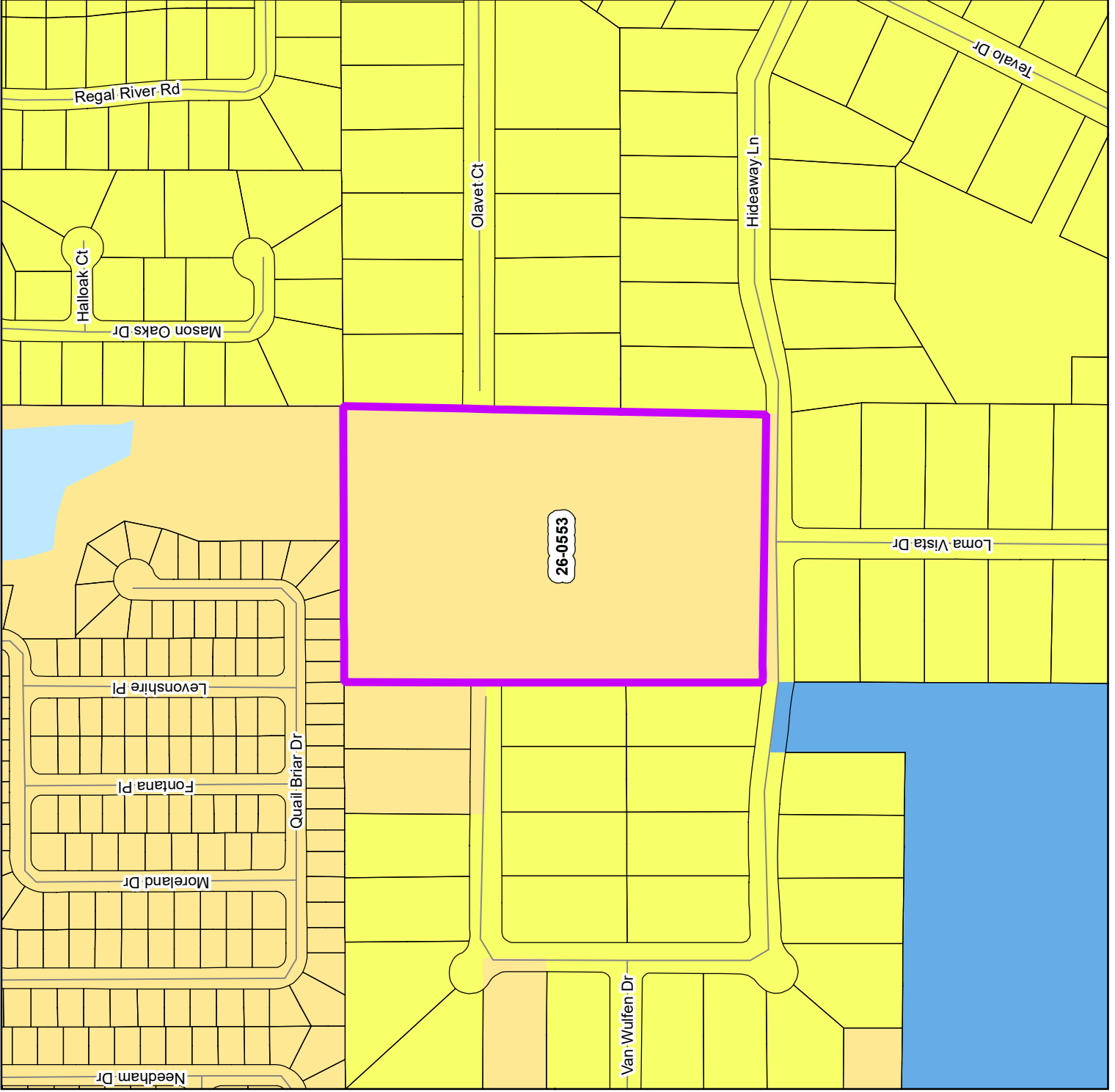
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- Water

- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only. It is intended that the information on this map be used in conjunction with the official records of Hillsborough County. The map is not a warranty of accuracy. It is intended that the information on this map be used in conjunction with the official records of Hillsborough County. The map is not a warranty of accuracy. It is intended that the information on this map be used in conjunction with the official records of Hillsborough County. The map is not a warranty of accuracy.

Map Printed from Rezoning System: 5/6/2026
 Author: A. Cone
 File: G:\Rezoning\System\MapProjects\HC\Hobby_HilRezoning.mxd





Rezoning Application: PD 26-0651
Zoning Hearing Master Date: June 22, 2026
BOCC CPA Meeting Date: August 11, 2026

1.0 APPLICATION SUMMARY

Applicant: Souad Mansour, Trustee
FLU Category: RES-1
Service Area: Rural
Site Acreage: 14.6 AC
Community Plan Area: Thonotosassa
Overlay: None



Introduction Summary:

The applicant requests to rezone two parcels zoned AR (Agriculture Rural) to PD (Planned Development) for development of an 11 lot single-family detached project.

Zoning:	Existing	Proposed
District(s)	AR	PD 26-0651
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	14.6	14.6
Density/Intensity	1 unit per 5 acres	0.75 units per acre (11 lots)
Mathematical Maximum*	2 units	1 unit per acre (14 lots)

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AR	PD 25-0500
Lot Size / Lot Width	5 acres / 150'	1 acre / 150'
Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides	25' Front 25' Rear 7.5' Sides
Height	50'	35'

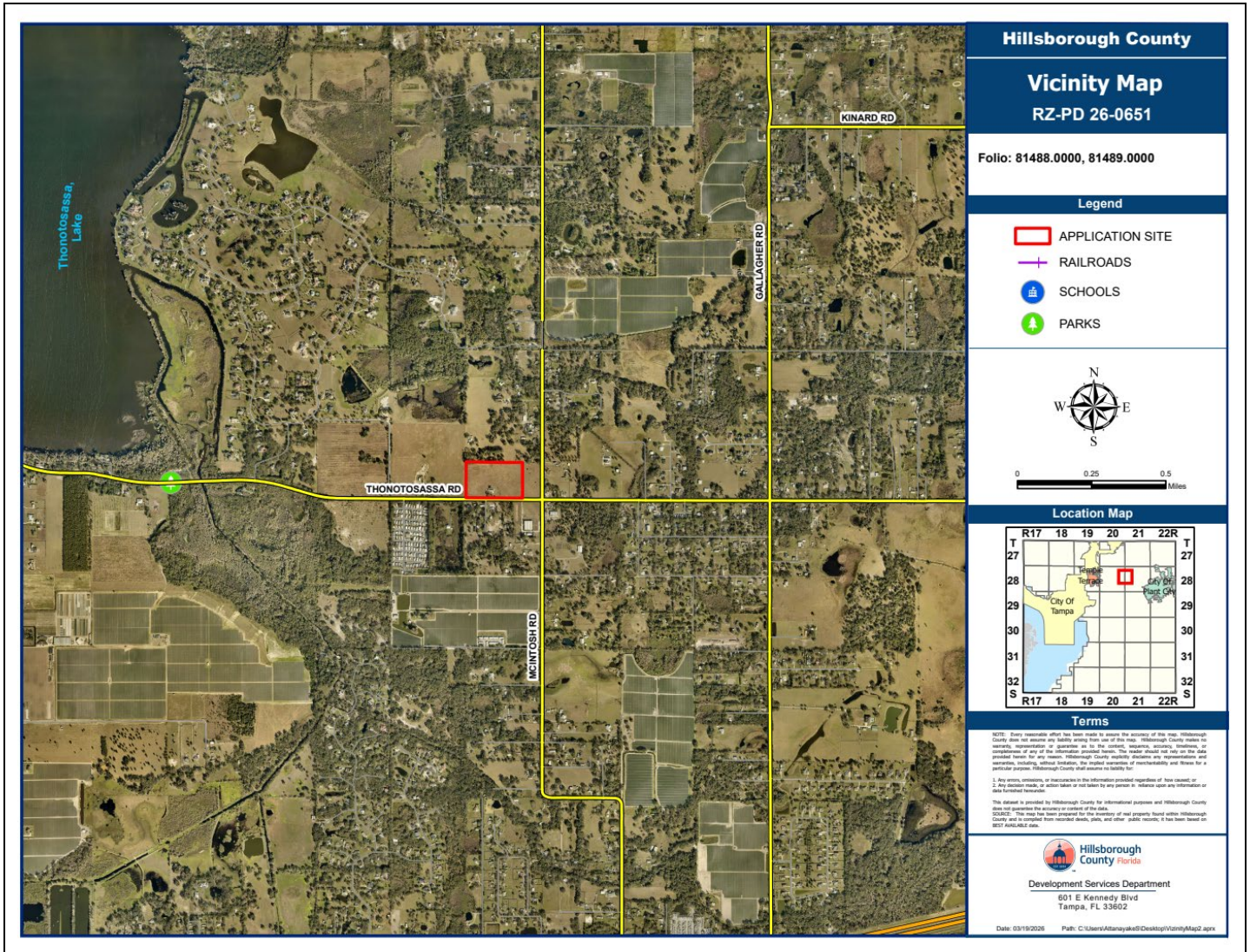
Additional Information:

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

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

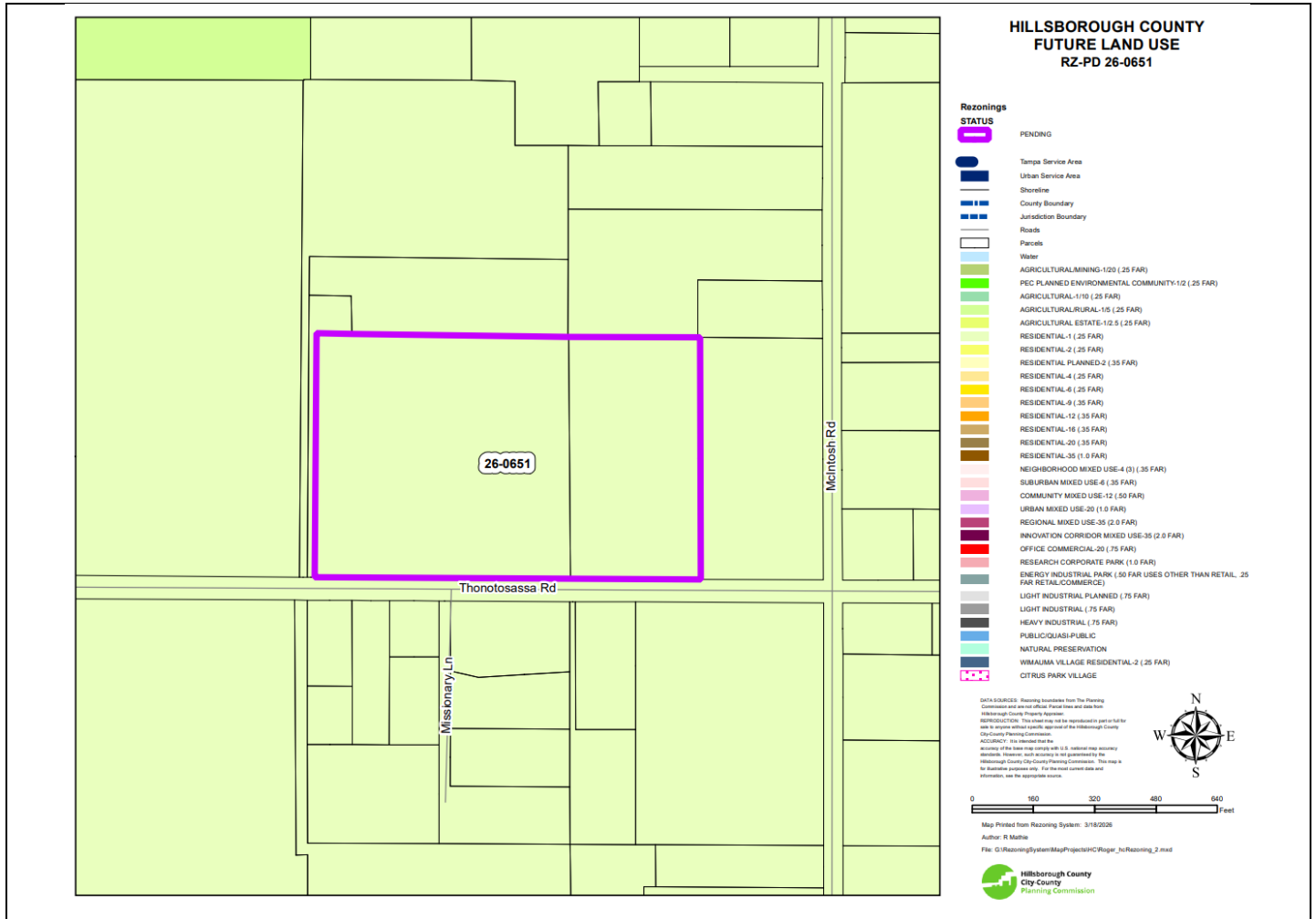


Context of Surrounding Area:

The site is located near the northwest corner of the Thonotosassa and McIntosh Roads intersection within the Thonotosassa community. The area is developed with agricultural uses and residential at a rural level of density. Few commercial uses are found within the general area. Thonotosassa Lake is found to the northwest of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

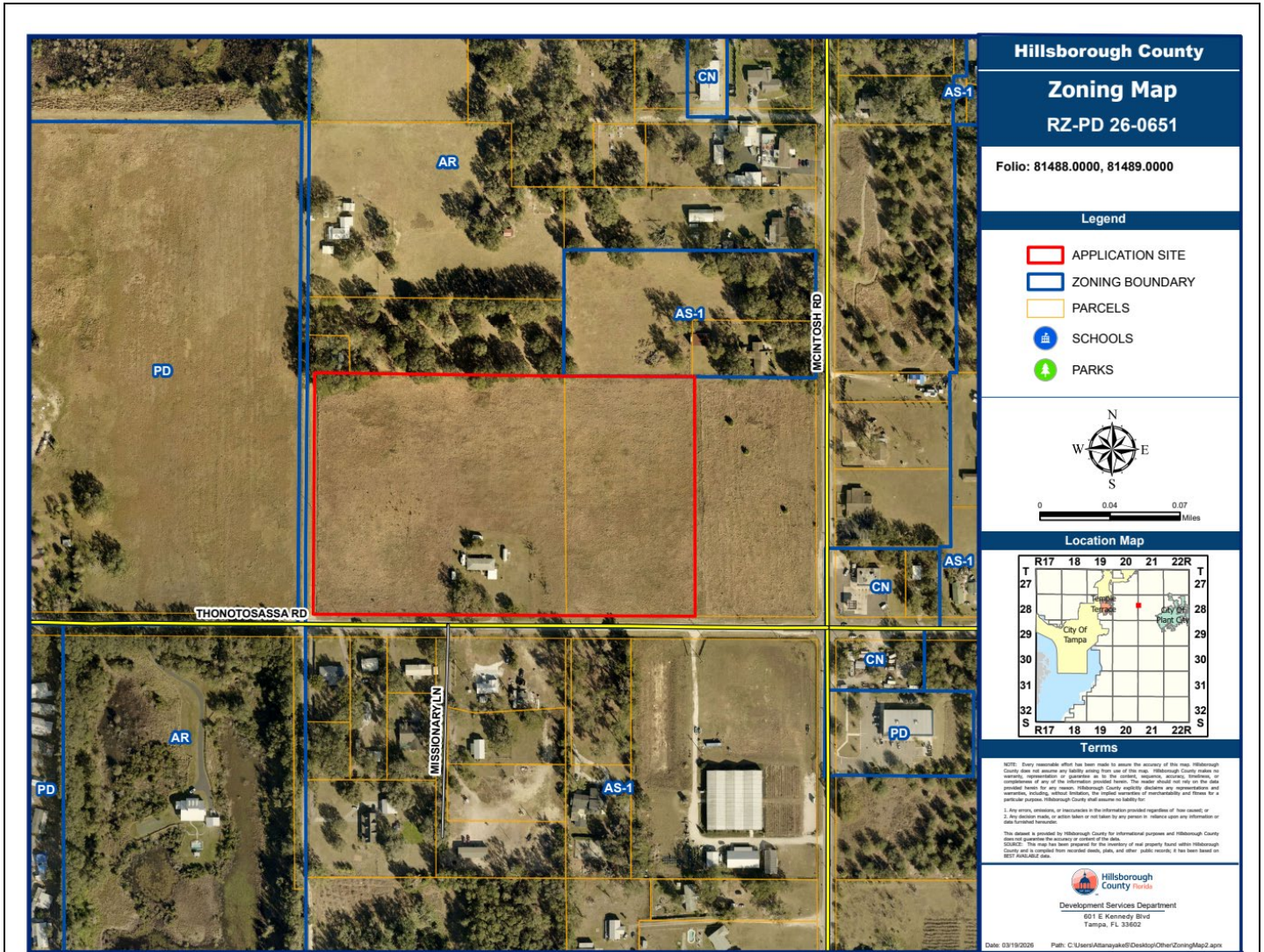
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-1
Maximum Density/F.A.R.:	1 du/ga / 0.25 FAR
Typical Uses:	Agricultural, farms, ranches, residential, neighborhood commercial, offices and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

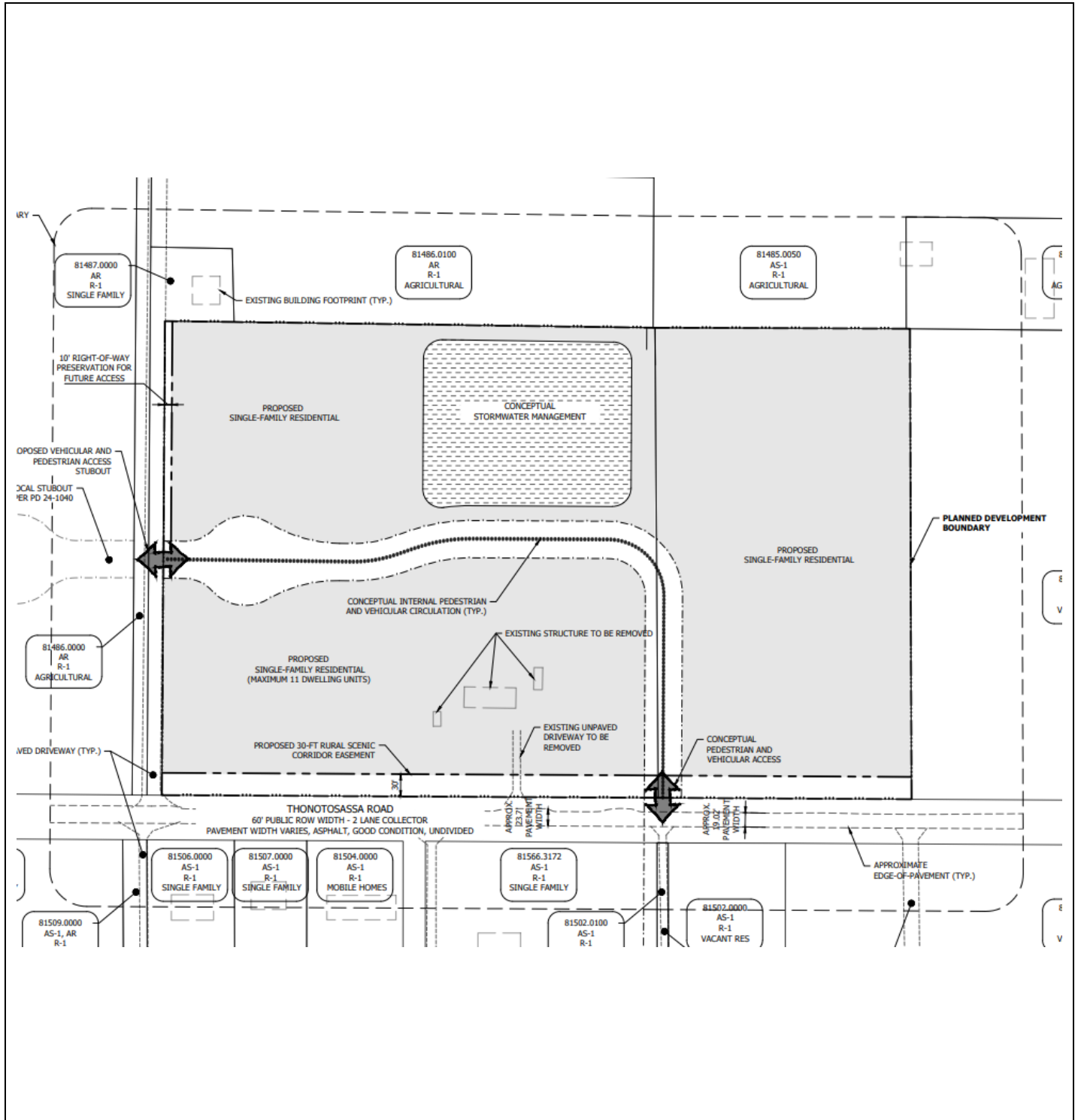


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR AS-1	1 DU / 5 AC 1 DU / 1 AC	Single-Family Residential/Agricultural	Single Family Residential
South	AS-1	1 DU / 1 AC	Single-Family Residential/Agricultural	Single-Family Residential
East	AR	1 DU / 5 AC	Single-Family Residential/Agricultural	Agriculture
West	AR	1 DU / 5 AC	Single-Family Residential/Agricultural	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Thonotosassa Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18	1	2
Proposed	354	12	13
Difference (+/-)	(+) 336	(+) 11	(+) 11

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Pedestrian & Vehicular	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		Pedestrian & Vehicular	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Thonotosassa Rd./ Substandard Rd.	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation				
<input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	
<input checked="" type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> No	<input checked="" type="checkbox"/> No	<input type="checkbox"/> No	
Service Area/ Water & Wastewater				
<input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
<input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> No	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> No	
Hillsborough County School Board				
Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	
Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input type="checkbox"/> No	<input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission				
<input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A	<input 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	
<input type="checkbox"/> Locational Criteria Waiver Requested				
<input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A				
<input type="checkbox"/> Density Bonus Requested				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject site is proposed to be developed with an 11 lot single-family residential subdivision. The proposed lot size and lot width is found within the area – specifically in those zoned PD and AS-1. The proposed development standards are comparable to the RSC-3 zoning district development standards, which require a minimum front and rear yard setback of 25 feet and minimum side yard setbacks of 7.5 feet. Height is limited to a maximum of 35 feet, which is less than those required in the surrounding zonings (50 feet). No relief from the required 30-foot wide Rural Scenic Corridor along Thonotosassa Road is requested.

Staff finds the proposed development compatible with the surrounding area.

5.2 Recommendation

Staff recommends approval subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted June 1, 2026.

1. The project shall permit a maximum of 11 single-family detached lots.
2. Project development standards for the project shall be as follows:

Minimum Lot Size:	1 acre
Minimum Lot Width:	150 feet
Minimum Front Yard Setback:	25 feet
Minimum Front Yard functioning as a Side Yard Setback:	25 feet
Minimum Rear Yard Setback:	25 feet
Minimum Side Yard Setback:	7.5 feet
Maximum Building Height:	35 feet
3. The 30-foot wide Rural Scenic Corridor shall be provided along Thonotosassa Road. This corridor shall not be included in any minimum lot size or minimum setbacks.
4. 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.
5. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
6. 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.
7. 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.
8. The project shall be served by and limited to one (1) vehicular access connection to Thonotosassa Rd. Additionally, the developer shall construct one (1) vehicular and pedestrian access stubout along the western project boundary, as well as preserve 10 feet of right-of-way along the western PD boundary (north of the western stubout) to accommodate a potential future access to the north.
9. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

- 10. Internal project roadways shall be privately owned and maintained. Project access connection(s) may be gated. All gated access shall comply with Typical Detail - 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM).
- 11. Construction access shall be restricted to the access connection to/from Thonotosassa Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
- 12. If PD 26-0651 is approved, the County Engineer will approve a Design Exception request (dated June 15, 2026) which was found approvable by the County Engineer (on June 16, 2026) for the Thonotosassa Rd. substandard roadway improvements, and which permits deviations from the Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) standards. As Thonotosassa Rd. is a substandard collector roadway, the developer will be required to improve the roadway (between the project access and McIntosh Rd.) prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, the developer shall widen the roadway such that there are 10-foot-wide travel lanes (to include milling and resurfacing where appropriate).
- 13. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 14. 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*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/16/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: TH

PETITION NO: PD 26-0651

- 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.

CONDITIONS OF APPROVAL

1. The project shall be served by and limited to one (1) vehicular access connection to Thonotosassa Rd. Additionally, the developer shall construct one (1) vehicular and pedestrian access stubout along the western project boundary, as well as preserve 10 feet of right-of-way along the western PD boundary (north of the western stubout) to accommodate a potential future access to the north.
2. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
3. Internal project roadways shall be privately owned and maintained. Project access connection(s) may be gated. All gated access shall comply with Typical Detail - 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM).
4. Construction access shall be restricted to the access connection to/from Thonotosassa Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
5. If PD 26-0651 is approved, the County Engineer will approve a Design Exception request (dated June 15, 2026) which was found approvable by the County Engineer (on June 16, 2026) for the Thonotosassa Rd. substandard roadway improvements, and which permits deviations from the Transportation Technical Manual (TTM) Typical Section - 7 (TS-7) standards. As Thonotosassa Rd. is a substandard collector roadway, the developer will be required to improve the roadway (between the project access and McIntosh Rd.) prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, the developer shall widen the roadway such that there are 10-foot-wide travel lanes (to include milling and resurfacing where appropriate).

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 14.61 ac., from Agricultural Rural (AR) to Planned Development (PD). The applicant is proposing up to 11 single-family detached dwelling units.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation letter which indicates that, due to the number of peak hour trip generated, no site access analysis is required to process this application. Staff has prepared a comparison of the potential number of gross peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Information shown below is based upon data from the 12th Edition of the ITE Trip Generation Manual.

Existing Zoning:

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

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 11 Single-Family Detached Dwelling Units (ITE Code 210)	354	12	13

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 336	(+) 11	(+) 11

EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Thonotosassa Rd. is a 2-lane, substandard, collector road, characterized by +/- 9-foot-wide to 10-foot-wide travel lanes in below average condition. The existing right-of-way width on Thonotosassa Rd. in the vicinity of the project is +/- 60 feet. There are no bicycle facilities along the roadway in the vicinity of the proposed project. There are no sidewalks in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

Project access is to/from Thonotosassa Rd. The developer is proposing one (1) vehicular and pedestrian stubout along the western project boundary, as well as proposing to preserve 10 feet of right-of-way along the western PD boundary (north of the western stubout) to accommodate a potential future access to the north. This 10-foot preservation area and western stubout, when combined with the two (2) flag lots to the west, would create a 50-foot-wide right-of-way that could permit those properties to the north obtain (as a matter between the private parties) TTM compliant access to Thonotosassa Rd. through the subject PD, and facilitates compliance with LDC requirements including Sec. 6.02.01.A.

No turn lanes are warranted pursuant to Sec. 6.04.04.D. of the LDC.

REQUESTED DESIGN EXCPETION – THONOTOSASSA RD. – SUBSTANDARD ROAD

As Thonotosassa Rd. is a substandard collector roadway, the developer is required to improve the public roadway network (between the project access and nearest roadway meeting an applicable standard) to current Hillsborough County standards. The applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated June 15, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on June 16, 2026). The deviations from the Transportation Technical Manual (TTM) Typical Section - 7 (TS – 7) (for 2-lane, Rural, Local and Collector Roadways) include the following:

1. The developer shall be permitted to widen the road such that there are 10-foot-wide lanes in lieu of the 12-foot-wide lanes required pursuant to TS-7; and,
2. The developer shall be permitted to maintain unpaved shoulders of unspecified width in lieu of the 8-foot-wide shoulders, of which 5 feet are paved, pursuant to TS-7.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent segment(s) are provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Thonotosassa Rd.	Taylor Rd.	McIntosh Rd.	D	C

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, June 16, 2026 8:32 AM
To: Victor Huggins
Cc: Margaret Perez; Anne Q. Pollack; Baker, James; Heinrich, Michelle; Ratliff, James; Phillips, Charles; De Leon, Eleonor; Tirado, Sheida; PW-CEIntake
Subject: FW: RZ-PD 26-0651 - Design Exception Review
Attachments: 26-0651 DEAdd 06-15-26_1.pdf

Victor,

I have found the attached Design Exception (DE) for PD 26-0651 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: Monday, June 15, 2026 5:47 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: RZ-PD 26-0651 - Design Exception Review

Hello Mike,

The attached Design Exception is **Approvable** to me. Please include the following people in your response:

vhuggins@landisevans.com
mperez@landisevans.com
apollack@trenam.com
bakerje@hcfl.gov
heinrichm@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

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Hillsborough County Florida

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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)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Road - Thonotosassa Rd. <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Thonotosassa Estates
<p>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.</p>	
Folio Number(s)	81488.0000, 81489.0000
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p>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").</p>	
Name of Person Submitting Request	ANNE Q. POLLACK
<p>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.</p>	
Current Property Zoning Designation	AR
<p>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.</p>	
Pending Zoning Application Number	PD 26-0651
<p>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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>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".</p>	



June 15, 2026

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**Re: PD 26-0651
Design Exception – Substandard Road
Thonotosassa Rd
Folio No. 81488.0000, 81489.0000**

Dear Mr. Williams;

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual (TTM), pursuant to Section 1.7.2, to address the requirements of Hillsborough County Land Development Code (LDC) Section 6.04.03.L – Existing Facilities.

This request applies to Thonotosassa Road from McIntosh Road to the future project access located approximately 650 feet west of McIntosh Road.

The developer proposes to rezone the property to Planned Development (PD) to allow up to 11 single-family detached dwelling units. Trip generation for the proposed development was estimated using the ITE Trip Generation Manual, 12th Edition, Land Use Code (LUC) 210 – Single-Family Detached Housing, and is presented in Table 1 below.

Table 1. Trip Generation for 11 Single-Family Detached Housing Dwelling Units

Land Use	Size	AM Peak Hour Trips (Entering / Exiting)	PM Peak Hour Trips (Entering / Exiting)
Single-Family Detached Housing (LUC 210, ITE 12 th Edition)	11 Dwelling Units	13 (3 / 10)	13 (8 / 5)

Design Exception Request

Per the Hillsborough County Roadway Functional Classification Map, the segment of Thonotosassa Road along the project frontage is classified as a Collector roadway, with 45 mph posted speed. Typical Section 07 (TS-07) – Local Rural Roads, 2-Lane Undivided Typical Section, non-residential – provided in the Hillsborough County Transportation Technical Manual (TTM) 2023 (see Figure 1) is recommended as the comparison criteria for the existing conditions of Thonotosassa Road.

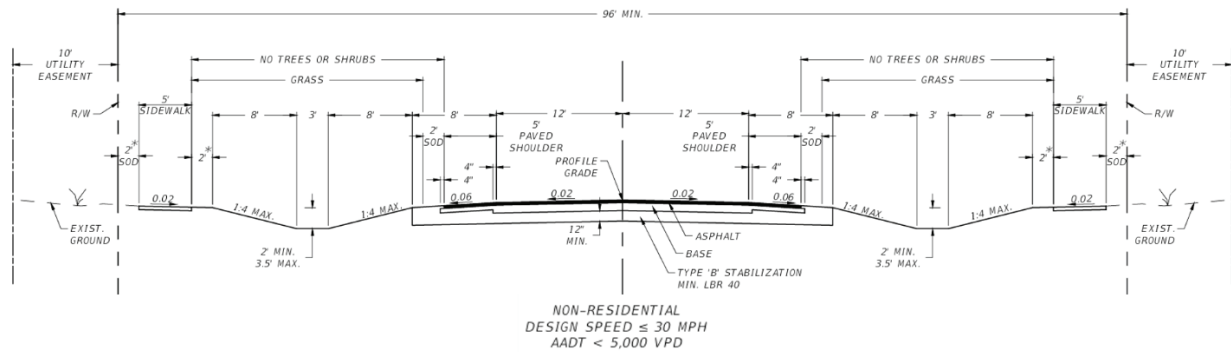


Figure 1. TS-07 from Hillsborough County TTM 2023

The segment of Thonotosassa Road currently has the following characteristics:

- Two-lane rural roadway
- Nine-to-ten-foot lanes
- 60 feet right of way
- No established drainage system along the segment of roadway

The request is for a Design Exception to the minimum typical section design elements specified as criteria in TS-07. The following exceptions are requested to accommodate the proposed development.

1. Lane Width – The minimum lane width is 12 feet. The existing roadway consists of 9- to 10-foot lanes.
2. Shoulders – An 8-foot graded shoulder with a 5-foot paved shoulder is required. The existing roadway currently has unpaved shoulders.
3. Sidewalk – Requires sidewalks on both sides of the street. The subject parcel is in the rural service area, over 1 mile from the urban service area limits and not within 2 miles walking distance of a school; external sidewalks are not required.

4. Drainage/Roadside Ditches - TS-07 requires grassed roadside ditches/swales with 1:4 maximum side slopes, a 3-foot ditch bottom, and a depth ranging from 2 feet minimum to 3.5 feet maximum. The existing roadway has open roadside drainage with grassed/unpaved shoulders.
5. Right-of-Way – Minimum right-of-way requirement is 96 feet. The existing right-of-way is 60 feet.

The justification for this Design Exception is as follows:

1. The Developer proposes to widen Thonotosassa Road to provide 10-foot travel lanes from the project access to McIntosh Road. The proposed improvements also include milling and resurfacing of the roadway.

The proposed improvement will meet the intent of the Transportation Technical Manual to the extent feasible.

Refer to **Figure 2** for the proposed limits of the improvements and **Figure 3** for the proposed typical section.



Figure 2. Proposed Limits of the Improvements

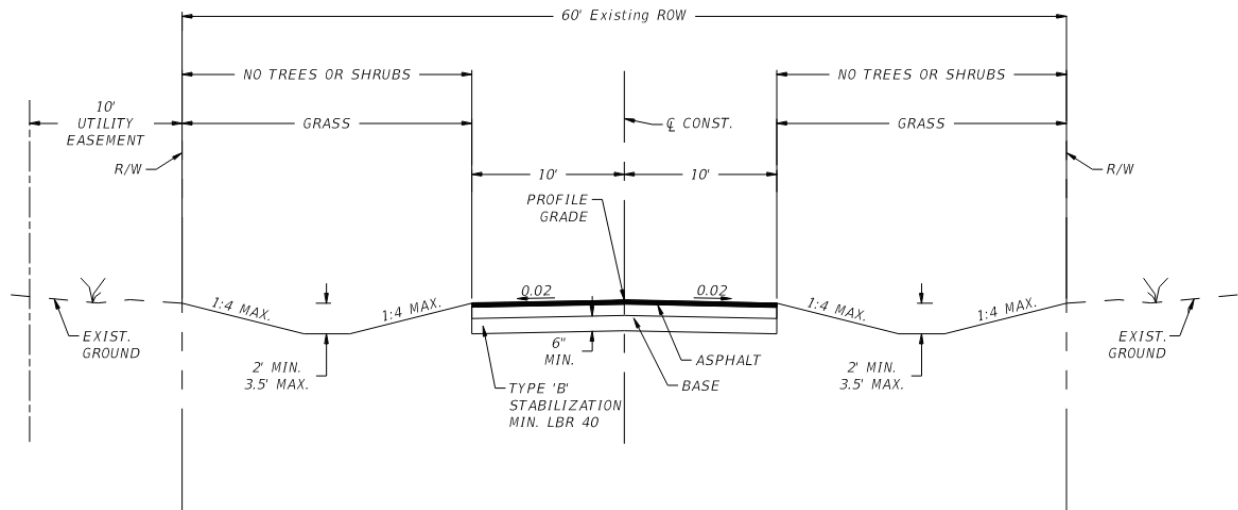
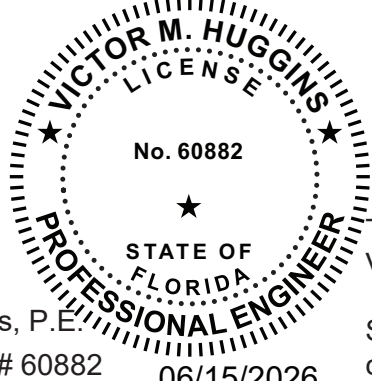


Figure 3. Proposed Typical Section

Sincerely,

Landis Evans + Partners, Inc.



Victor M Huggins 2026.06.15
13:40:52-04'00'

This item has been digitally signed and sealed by Victor M Huggins on the date adjacent to the seal.

Victor M Huggins, P.E.
Florida License # 60882

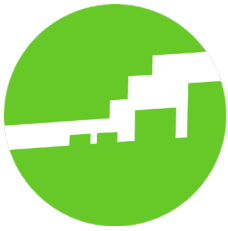
06/15/2026

Signature must be verified on any electronic copies.

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

- _____ Disapproved
- _____ Approved with Conditions
- _____ Approved

Michael J. Williams, P.E.
Hillsborough County Engineer



Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: PD 26-0651 Folio(s): 81488.0000 & 81489.0000 General Location: North of Thonotosassa Road and west of McIntosh Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-1 (1 du/ga; 0.25 FAR)
Service Area	Rural
Community Plan(s)	Thonotosassa
Rezoning Request	Rezone from Agricultural Rural (AR) to Planned Development (PD) to develop 11 single family detached homes
Parcel Size	+/- 14.6 acres
Street Functional Classification	Thonotosassa Road – County Collector McIntosh Road – County Collector
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-1	AR	Single-Family + Vacant
North	Residential-1	AR + AS-1 + CN	Agricultural + Light Commercial + Public/Quasi-Public/Institutional
South	Residential-1	AS-1	Single-Family + Vacant
East	Residential-1	AR + AS-1 + CN	Single-Family + Vacant + Light Commercial + Public Utilities/Communications + Public/Quasi-Public/Institutional
West	Residential-1 + Agricultural/Rural-1/5	PD	Agricultural

Staff Analysis of Goals, Objectives and Policies:

The ±14.6-acre subject site is located north of Thonotosassa Road and west of McIntosh Road. The site is located within the Rural Area and is within the limits of the Thonotosassa Community Plan. The applicant is requesting to rezone the property from Agricultural Rural (AR) to Planned Development (PD) to develop 11 single family residential homes.

The subject site is located within the Rural Area, which is intended to preserve long-term agricultural uses, large-lot rural residential development, and undeveloped natural areas pursuant to Future Land Use Section (FLUS) Objective 1.2. FLUS Objective 3.1 states that all 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 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The surrounding uses are mainly agricultural and single family residential. There are some light commercial uses located along McIntosh Road. Additionally, there are some public/quasi-public/institutional uses to the north and east of the site. The development pattern is rural residential in nature. The proposed rezoning to add additional large-lot, single family residential units compliments the existing land use pattern; therefore, the request is consistent with Rural Area standards under FLUS Objective 1.2 and compatibility policies under FLUS Objective 3.1 and Policy 3.1.3.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. As outlined in FLUS Policy 2.2.1, Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The Residential-1 (RES-1) category allows for the consideration of agricultural, farms, ranches, residential, neighborhood commercial, offices and multi-purpose projects. The site is surrounded by the Residential-1 Future Land Use category on all sides with Agricultural/Rural-1/5 (AR-1/5) being located further west of the site. The site consists of approximately 14.6 acres, which allows for a maximum of 14 dwelling units (14.6 ac x 1 dwelling unit/acre = 14.6 or 14 dwelling units). The proposed development on the site consists of 11 total single-family units. The proposed use and density are consistent with the Residential-1 Future Land Use category; therefore, the request is consistent with FLUS Objective 2.2 and Policy 2.2.1.

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, Hillsborough County Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUS Objective 4.4 and FLUS Policy 4.4.1 require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern consists primarily of residential and agricultural uses with some light commercial scattered throughout the area at major intersections. Specifically, FLUS Policy 4.4.1 states that development shall be integrated with the adjacent land uses through the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections, and gradual transitions of intensity. Additionally, FLUS Policy 4.4.3 states that lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and, where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection. The addition of single-family units to a residential area is sensitive to the existing development patterns and is a compatible use. Additionally, the one-acre lot size proposed aligns with the existing lot sizes in the surrounding area and complies with lot size requirements found within the Thonotosassa Community Plan; therefore, the proposed Planned Development is consistent with FLUS Objective 4.4 and all associated policies.

FLUS Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The subject site is within the limits of the Thonotosassa Community Plan. Goal 3 of the Community Plan states to provide improved yet affordable infrastructure and a balance of residential, commercial, and other land uses while maintaining the rural nature of the Thonotosassa area. Additionally, some strategies listed under this goal include requiring minimum lot sizes of 1 acre for residential development within the Residential-1, Agricultural Estate-1/2.5 (AE-1/2.5), and Agricultural Rural-1/5 Future Land Use categories. The proposed Planned Development is within the Residential-1 Future Land Use category and proposes lot sizes of 1 acre; therefore, it is consistent with Goal 3 of the Thonotosassa Community Plan.

Overall, staff finds that the proposed use is an allowable use in the Residential-1 (RES-1) Future Land Use category, is compatible with the existing development pattern found within the surrounding area, and supports the vision of the Thonotosassa 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 the conditions proposed by the Development Services Department.

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

FUTURE LAND USE SECTION

Urban Service Area

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

Future Land Use Categories

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

Objective 3.1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.*

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

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 longrange viability of its communities through a community and special area studies planning effort.

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.*

Development

Objective 4.1: *Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.*

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 – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.*

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

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

Policy 4.4.3: *Lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.*

LIVABLE COMMUNITIES ELEMENT: THONOTOSASSA COMMUNITY PLAN

Goal 3: Rural Character, Open Space and Agriculture – *Provide improved yet affordable infrastructure and a balance of residential, commercial, and other land uses while maintaining the rural nature of the Thonotosassa area. This goal includes encouragement for agriculture, protection of property owners’ rights and values, and the establishment of open space and green space and low density, rural residential uses.*

Comprehensive Plan Strategies

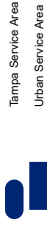
- *Require minimum lot sizes of 1 acre for residential development within the Residential-1, Agricultural Estate, and Agricultural Rural Future Land Use categories.*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0651

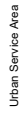
Rezoning
STATUS



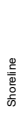
PENDING



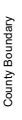
Tampa Service Area



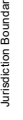
Urban Service Area



Shoreline



County Boundary



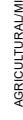
Jurisdiction Boundary



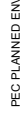
Roads



Parcels



Water



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



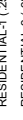
PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)



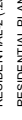
AGRICULTURAL-1/10 (.25 FAR)



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)



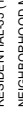
RESIDENTIAL-6 (.25 FAR)



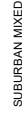
RESIDENTIAL-9 (.35 FAR)



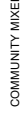
RESIDENTIAL-12 (.35 FAR)



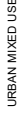
RESIDENTIAL-16 (.35 FAR)



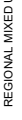
RESIDENTIAL-20 (.35 FAR)



RESIDENTIAL-35 (1.0 FAR)



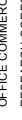
NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)



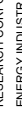
SUBURBAN MIXED USE-6 (.35 FAR)



COMMUNITY MIXED USE-12 (.50 FAR)



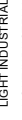
URBAN MIXED USE-20 (1.0 FAR)



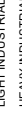
REGIONAL MIXED USE-35 (2.0 FAR)



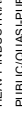
INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)



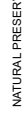
OFFICE COMMERCIAL-20 (.75 FAR)



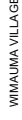
RESEARCH CORPORATE PARK (1.0 FAR)



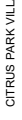
ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)



LIGHT INDUSTRIAL PLANNED (.75 FAR)



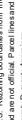
LIGHT INDUSTRIAL (.75 FAR)



HEAVY INDUSTRIAL (.75 FAR)



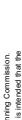
PUBLIC/QUASH-PUBLIC



NATURAL PRESERVATION

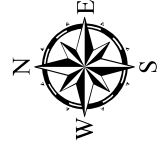


WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

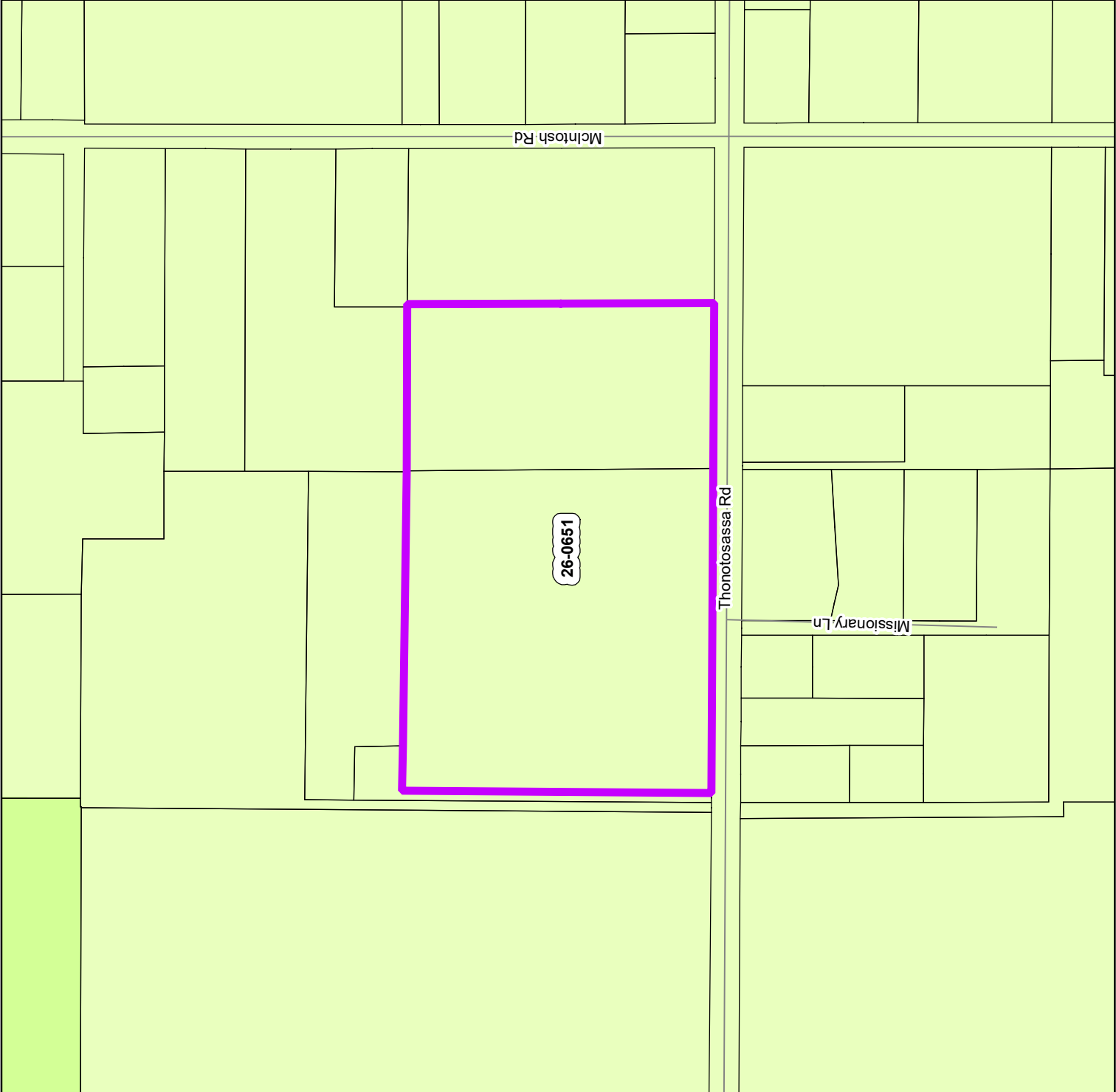


CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official Parcel lines and data from Hillsborough County Property Appraiser. The information on this map is for informational purposes only and is not intended to be used as a basis for any legal action. The information on this map is not intended to be used as a basis for any legal action. The information on this map is not intended to be used as a basis for any legal action. The information on this map is not intended to be used as a basis for any legal action.



Map Printed from Rezoning System: 3/18/2026
Author: R. Mathie
File: G:\Rezoning\System\MapProject\HCP\Repe...licRezoning_2.mxd



26-0651

Mcintosh Rd

Thonotosassa Rd

Missionary Ln

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Rezoning Application: MM 26-0670

Zoning Hearing Master Date: June 22, 2026

BOCC Land Use Meeting Date: August 11, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Jacob T. Cremer – Barbas Cremer, PLLC
 FLU Category: SMU-6
 Service Area: Urban
 Site Acreage: 2.58 +/-
 Community Plan Area: Thonotosassa
 Overlay: None



Introduction Summary:

The applicant is requesting to modify the exiting PD approved for a Mobile Home/RV Park to allow for light industrial uses including warehousing, distribution, light manufacturing and accessory outdoor storage limited to 20% of the enclosed portions of the principal use. The applicant has submitted a notarized affidavit stating the site is not subject to Florida Statute Chapter 723.

Zoning:	Existing	Proposed
District(s)	PD 92-0195 ZC	MM
Typical General Use(s)	Mobile Home/RV Park and Motel/Restaurant	Warehousing, Distribution, Light Manufacturing, and Accessory Outdoor Storage
Acreage	2.58 +/-	2.58 +/-
Density/Intensity	6 MH spaces 6 RV spaces 2,930 sf non-residential	FAR: 0.35 (40,000 sf)
Mathematical Maximum*	20 u/a for MH spaces 12 u/a for RV spaces 1.0 FAR for non-residential	FAR: 0.50 (56,192 sf)

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	PD 92-0195	PD
Lot Size / Lot Width	N/A	N/A
Setbacks/Buffering and Screening	Front: 5' Rear: 5' Side: 5' Buffering & Screening: NA	Front West: 30' Front South: 10' Side North: 30' Side East: 15' Buffering & Screening: 30'/C, 15'/B
Height	NA	20'

Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

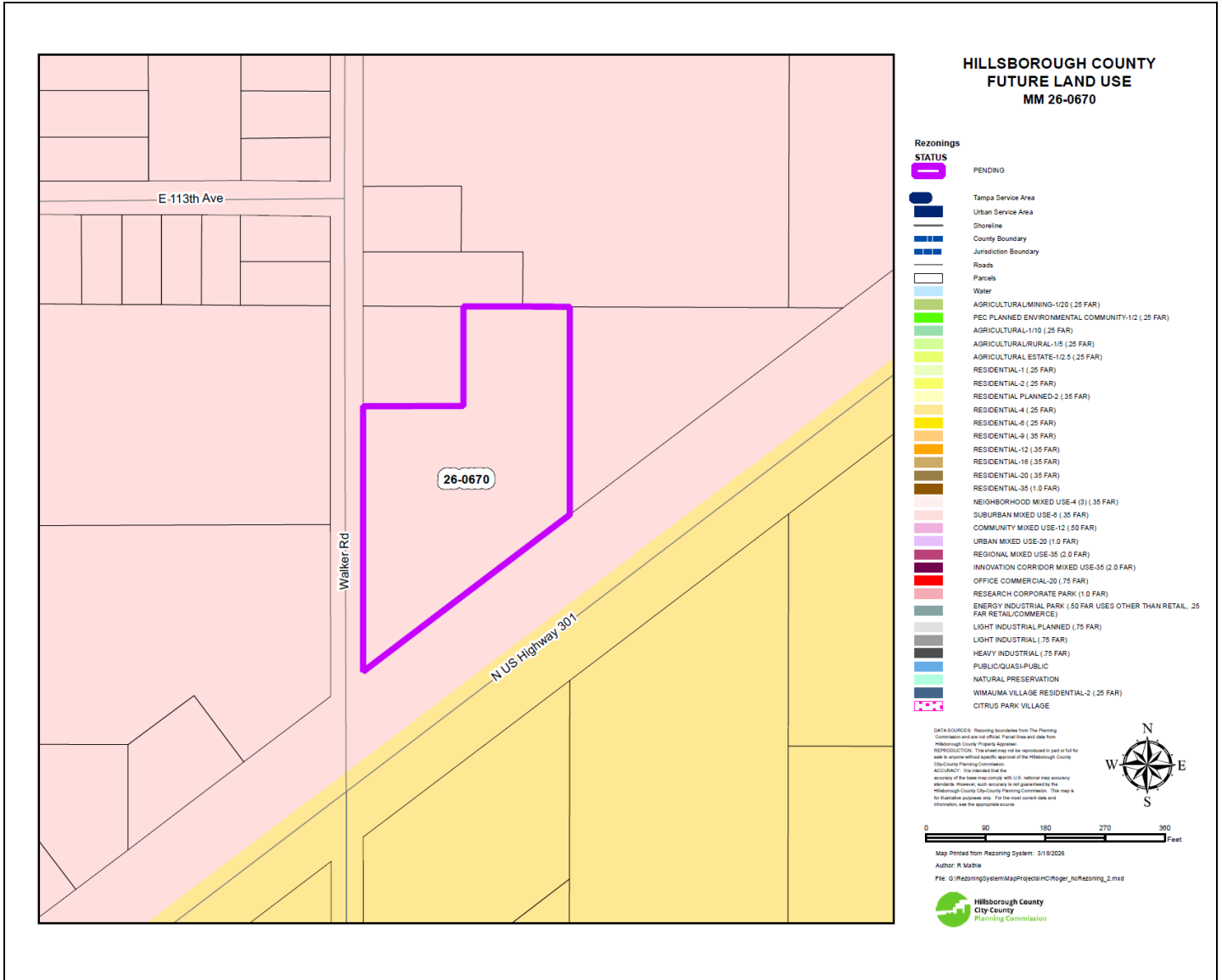


Context of Surrounding Area:

The property is located on the northeastern corner of Walker Road and N US Highway 301 east of Interstate 75. The area is comprised of a mixture of zoning districts and uses at various lot sizes. The adjacent properties to the northeast and east are zoned Planned Development (PD) developed with an RV park and office. The properties to the northwest and west for the subject property are zoned AR and PD developed with residential uses. While the property to the south is zoned CN, developed with office uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



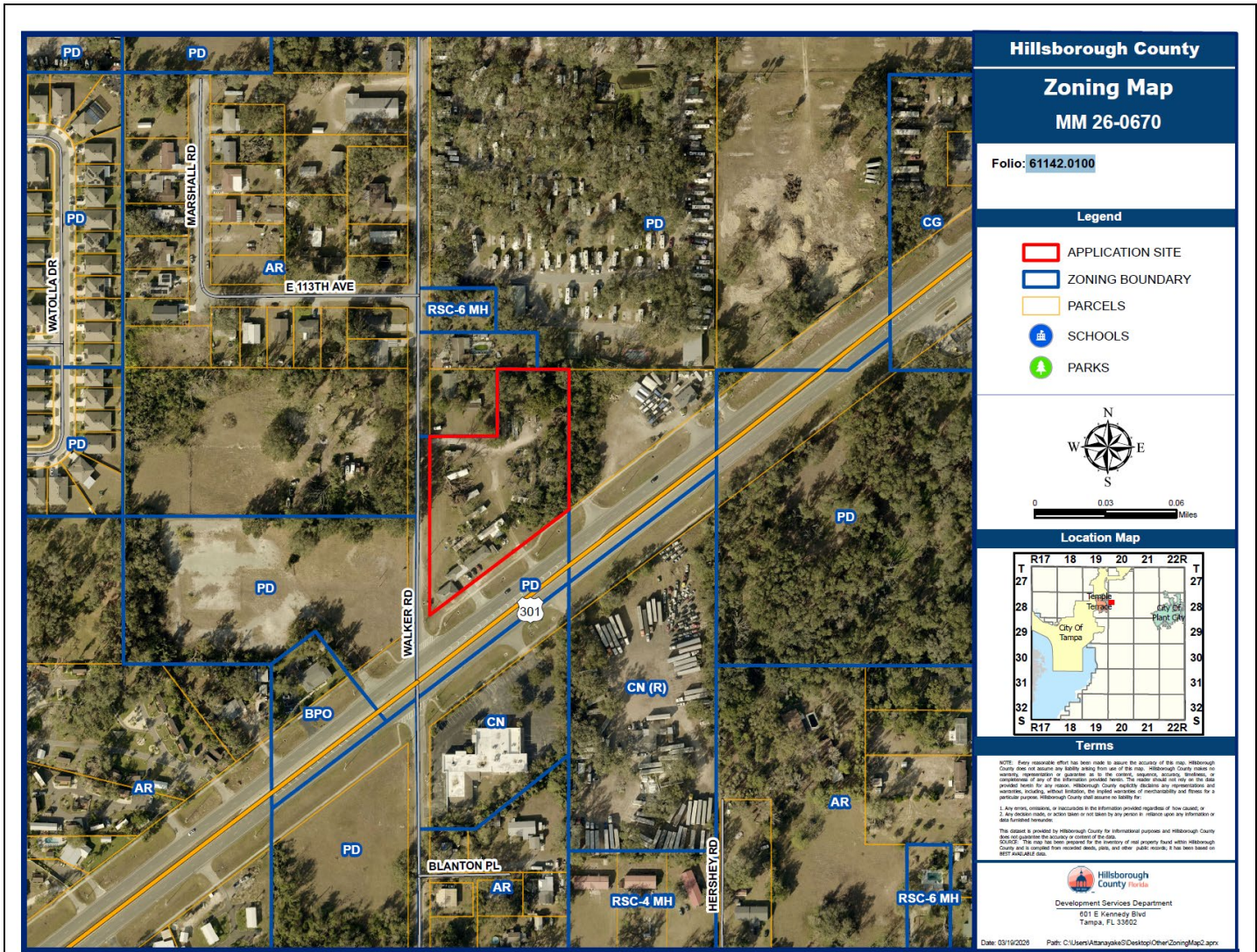
Subject Site Future Land Use Category:	Suburban Mixed-Use – 6 (SMU-6)
Maximum Density/F.A.R.:	6 DU per GA/ FAR: 0.25, 0.35, & 0.50

Typical Uses:

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.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



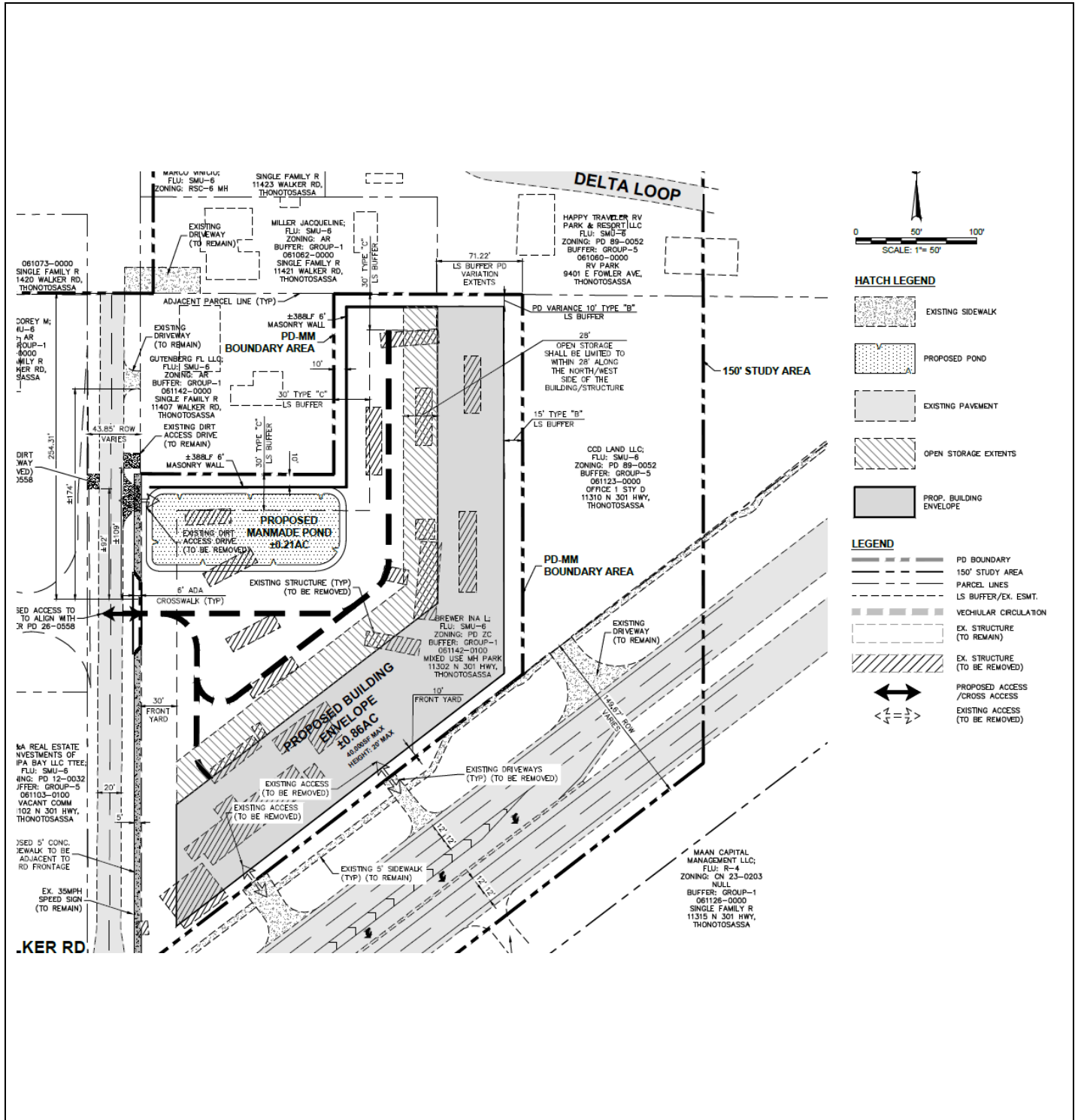
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:

North	PD 89-0052, AR	Option 1: 12 u/a and 0.29 FAR Option 2: 12 u/a and .14-.18 FAR 1 DU per 5 GA	Option 1: Open Storage, CG, RV Park, Office uses Option 2: limited CG, M, RV Park uses Agricultural Rural	RV PARK, SINGLE FAMILY R
South	CN	FAR: 0.20	Neighborhood Commercial	OFFICE
East	PD 89-0052	Option 1: 12 u/a and 0.29 FAR Option 2: 12 u/a and .14-.18 FAR	Option 1: Open Storage, CG, RV Park, Office uses Option 2: limited CG, M, RV Park uses	Office
West	AR, PD 12-0032	1 DU per 5 GA 0.06 FAR	Agriculture, Single Family Mini-Warehouse / Limited CG uses	Office Vacant

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
US Hwy 301	FDOT Arterial - Rural	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 by FDOT)
Walker Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (TBD) <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	401	13	23
Proposed	569	53	45
Difference (+/-)	+168	+40	+22

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Walker Rd./Minimum Access Spacing	Administrative Variance Requested	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input checked="" type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on the northeastern corner of Walker Road and N US Highway 301 (a six lane arterial roadway) east of Interstate 75.

The proposed project will be below (FAR 0.35) the maximum FAR which can be considered in the SMU-6 Future Land Use category (FAR 0.50.) Building height is limited to 20 feet, which is less than comparable commercial, office and manufacturing standard zoning districts. Accessory open storage will be located to the west/north of the building, shielding it from US Hwy 301 by the building. Required screening on all other property lines will be required. Additionally, the accessory open storage area will be located at least 28 feet from the northern PD boundary.

Land Development Code required buffering and screening will be provided along applicable PD boundaries, with the exception of approximately 77 feet along the north, which is adjacent to an RV Park's recreation area.

Based upon the above, staff finds the project is compatible with the surrounding zonings.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to certification the following changes must be made:

- 1. Please revise the site plan to show that the open storage will not encroach into the 30’ buffer in the northern portion of the property.
- 2. Revise use notation of “light industrial” to “Manufacturing.”
- 3. Revised the 10/B along to the north to 15/B.
- 4. Site plan to remove mezzanine notation regarding FAR.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted - June 02, 2026.

- 1. The maximum density must not exceed the land use plan category (UL-2 @ 20 DU/GA). The development shall permit a maximum of 40,000 square feet of the following: M zoning district uses, warehousing, distribution, light manufacturing and accessory open storage. Accessory open storage shall be limited to a maximum of 20% of the enclosed portions of the use.

1.a. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 569 daily trips, 53 AM or 45 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering’s (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator. If it is determined that the turn lanes are warranted, the developer shall be required to construct the turn lanes concurrent with development.

- 2. Minimum setbacks for mobile home shall be Development standard shall be as follows:

Front/Side/Rear:	_____ five feet
Utility Easement:	_____ three feet
<u>Minimum Front (W) Setback:</u>	<u>30 FT (Walker)</u>
<u>Minimum Front (S) Setback:</u>	<u>10 FT (US Hwy 301)</u>
<u>Minimum Side (N) Setback:</u>	<u>30 FT (Folio 61062.0000)</u>
<u>Minimum Side (N) Setback:</u>	<u>15 FT (Folio 61060.0000)</u>
<u>Minimum Side (NW) Setback:</u>	<u>30 FT (Folio 61142.0000)</u>
<u>Minimum Side (E) Setback:</u>	<u>15 FT (Folio 061123.0000)</u>
<u>Maximum Building Height:</u>	<u>20 FT</u>

- 3. There shall be a 50 ft depth along major street abutting a mobile home or RV park, and a setback of not less than 25 ft in depth between the mobile home units and the park boundaries Buffering and screening shall be provided as follows:

3.1 30-foot wide buffer with Type C screening along the northern PD boundary where depicted on the site plan (adjacent to Folio 61062.0000).

3.2 15-foot wide buffer with Type B screening along the northern PD boundary where depicted on the site plan (adjacent to folio 61060.0000).

- 3.3 30-foot wide buffer with Type C screening along the northwestern PD boundary where depicted on the site plan (adjacent to Folio 61142.0000).
 - 3.4 15-foot wide buffer with Type B screening along the eastern PD boundary where depicted on the site plan (adjacent to Folio 61123.0000).
 - 3.5 Accessory open storage shall be screened in accordance with 6.06.06.C.7.b(1).
4. ~~The following existing uses shall be permitted on-site:~~
- ~~a. All legally permitted principal and accessory mobile home park activities structures, or buildings existing or occurring on the subject parcel on April 9, 1992.~~
 - ~~b. The park total 2.65 acres, is limited to single family mobile homes spaces or RV spaces and new development shall meet the applicable regulations in the Zoning Code as amended.~~
 - ~~c. No loudspeakers shall be used in the mobile home park.~~
 - ~~d. Mobile Home Parks, and Mobile Home Park sections.~~
 - ~~e. Recreational Vehicle Parks and RV park sections shall have a maximum density of 12 units per acre.~~
 - ~~f. Management units, Recreational areas and structures, Service buildings and structures, including boat docks, and ramps for use by park residents only.~~
 - ~~g. Accessory uses and structures which are customarily accessory and clearly incidental to the mobile home park or recreational vehicle park, subject to the Zoning Code, as amended.~~
 - ~~h. Home Occupations, subject to the Zoning Code, as amended.~~
 - ~~i. Convenience establishments which are of a commercial nature, including food stores, snack bars, coin-operated laundry, dry cleaning pick up, beauty shops, and barber shops may be allowed in the park. These uses shall be located and designed to serve only residents of the park and present no visible signs from any area outside the park~~
5. ~~All previous conditions of approval, except those in direct conflict with the conditions above, shall still apply.~~
6. ~~Within 90 days of the zoning conformance zoning approval by the Hillsborough County Board of County Commissioners, the owners shall submit to the Planning and Development Management Department, seven copies of a site plan for certification reflecting all the conditions outlined above which apply.~~
4. 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.
5. 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.
6. 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.

- 7. The project access shall be served by one full access connection to Walker Rd.
 - Any site access improvements at the intersection of US Hwy 301 and Walker Rd. required by FDOT shall be implemented at the time of the initial increment of site development.
- 8. As Walker Rd. is a collector substandard roadway, the developer will be required to improve Walker Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.
- 9. If PD 26-0670 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated April 8, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.07 – access spacing - which was found approvable on June 15, 2026. Approval of this Administrative Variance will allow the proposed Walker Rd. access connection to be located within +/-92 feet and +/- 174 feet of the next closet access connections to the north.
- 10. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 11. 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:



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

PD Variations:

1. Variation to allow a 15-foot buffer with Type B screening in lieu of a 30-foot wide buffer with Type C screening (adjacent to folio 61060.0000). This reduction is along only a portion of the northern PD boundary (71.22 feet). Per the applicant, this encroachment is necessary to place the building furthest from the single family residential to the west. Additionally, this portion of the abutting property to the north is developed with the RV park's recreational uses, rather than residential uses. Staff has no objections to the request.

Agency	Number	Violation	Status
Code Enforcement*			
<input type="checkbox"/> None current or pending			
<input checked="" type="checkbox"/> Violation(s)	HC-CE-24-005125	General standards for residential structures; structural standards for dwellings; accumulation; nuisance/un-secured structure; property standards; open storage; adequate protective treatment	Non-compliance, accruing fines.
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

Received May 07, 2026
Development Services

May 7, 2026

Hillsborough County Development Services
601 E Kennedy Blvd, 16th Floor
Tampa, FL 33602

Re: Bowden Estates – Major Modification Application: MM 26-0670
11302 N. U.S. Hwy. Holdings, LLC
Folio Number: 061142-0100

To Whom It May Concern:

In accordance with Florida Statute Ch. 723, and as required by the Hillsborough County Development Review Procedures Manual (DPRM), please be advised that the existing units within the subject mobile home park are leased and not tenant owned.

For additional questions, please contact the Applicant's Representative, Jacob T. Cremer, Barbas Cremer, PLLC, 2002 W. Cleveland Street, Suite 203, Tampa, FL 33606, e-mail address jcremer@barbascremer, and telephone number (813) 419-3914.

Sincerely,

11302 N. U.S. HWY HOLDINGS, LLC,
a Delaware limited liability company,

By: 

Christopher Minnetian
As President
11302 N US HWY Holding, LLC
1209 N. Orange Street
Wilmington, DE 19801-1120

NOTARY PUBLIC

The foregoing instrument was acknowledged before me this 7 day of ^{May} April, 2026, by Christopher Minnetian, as President of 11302 N. U.S. HWY HOLDINGS, LLC, a Delaware limited liability company, who is personally known to me or who has produced _____ as identification and who did / did not take an oath.



[NOTARY STAMP]


Notary Signature

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/15/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: THONOTOSSASA

PETITION NO: MM 26-0670

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

CONDITIONS OF APPROVAL

- The project shall be limited to 40,000 square feet floor space for Light Industrial Warehouse/Distribution uses and accessory outdoor storage not to exceed 20% of the total square footage.
 - a. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 569 daily trips, 53 AM or 45 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator. If it is determine that the turn lanes are warranted, the developer shall be required to construct the turn lanes concurrent with development.
- The project access shall be served by one full access connection to Walker Rd.
 - Any site access improvements at the intersection of US Hwy 301 and Walker Rd. required by FDOT shall be implemented at the time of the initial increment of site development.
- As Walker Rd. is a collector substandard roadway, the developer will be required to improve Walker Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.
- If PD 26-0670 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated April 8, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.07 – access spacing - which was found approvable on June 15, 2026. Approval of this Administrative Variance will allow the proposed Walker Rd. access connection to be located within +/-92 feet and +/- 174 feet of the next closet access connections to the north.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification to a Planned Development zoning (PD# 92-0195) of a single parcel totaling +/-2.58-acres located at the northeast corner of US Hwy 301 and Walker Rd. The approved PD zoning allows for a Mobile Home Park. The proposed Modification will allow for up to 40,000 s.f. of Light Industrial Warehouse/Distribution uses and accessory outdoor storage.

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 reflect a worst-case analysis that represents the maximum potential trip impacts of the 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 may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g.40,000 s.f. of certain types of applicable uses such as contractor's yard or industrial park, 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 the 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 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 that 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 trip 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 (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 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 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 trips potentially generated under the highest trip generation scenario for the approved developments allowed under the current zoning, utilizing a generalized worst-case scenario, and trip generation studied in the applicant's submitted site access analysis for the proposed Planned Development zoning. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: Mobile Home Park – 51 Units (ITE 240)	401	13	23

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 40,000 sf Light Industrial Warehouse/Distribution uses and accessory outdoor storage - Per Applicant's Traffic Study*	569	53	45

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+168	+40	+22

* The trip cap data is based on the figures presented in the applicant's traffic study.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US 301 is a 4-lane, divided, principal arterial roadway in average condition. The roadway is characterized by +/- 12-foot wide travel lanes, lying within a 200-foot wide right-of-way. There are +/- 5-foot wide bicycle facilities (on paved shoulders) and +/- 5-foot wide sidewalks along both sides of US 301 in the vicinity of the proposed project.

Walker Rd. is a 2-lane, undivided, substandard, collector roadway in good condition. The roadway is characterized by travel lanes varying between +/- 9 and 11-feet, lying within +/- 47-foot wide right-of-way along the project's frontage). There are no sidewalks or bicycle facilities on Walker Rd. Staff notes that Walker Rd. is shown as a local roadway on the County Functional Class Map, however, it is reclassified to a collector roadway due to the number of daily trips exceeding 5,000 per day pursuant to the applicant's traffic analysis.

The applicant will be required to improve the Walker Rd. to County typical standards at the time of site development, unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

SITE ACCESS AND CONNECTIVITY

The proposed PD site plan shows one (1) full access connection to Walker Rd., aligning with the proposed access connection on the west side of Walker Rd. under proposed PD#26-0558. All existing access shall be removed and stored to the existing roadway section with sod and any applicable edge of pavement treatments.

The applicant's submitted site access analysis finds that no turn lane is warranted at the project access under the proposed trip cap scenario. However, at the time of site development a site access analysis based on the actual proposed uses to be constructed will be required to determine if the specific peak hour trip characteristics will trip a turn lane warrant.

As US Hwy 301 is a FDOT facility immediately abutting the site, the developer will be required to coordinate with FDOT at the time of site development to determine if any site access related improvements (i.e. turn lane improvements) at the intersection of US Hwy 301 and Walker Rd. will be required. County staff notes that the applicant attended a pre-application with FDOT District 7 Permitting staff on May 5, 2026. At the meeting, FDOT staff indicated that a westbound right turn lane warrant analysis would be required at the time of permitting for site construction.

REQUESTED ADMINISTRATIVE VARIANCE: WALKER RD ACCESS SPACING

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated April 8, 2026) to allow the Walker Rd. project driveway connection within less than the required minimum 245-foot spacing, pursuant to Section 6.04.07, from existing driveway connections, approximately 92 feet and 174 feet to the north. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on June 15, 2026.

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

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US HWY 301	Fowler Ave.	Harney Rd. (S)	D	C

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Vicki Castro](#); [Michael Yates](#)
Cc: [jcremer](#); [cwalden](#); [Heinrich, Michelle](#); [Perez, Richard](#); [Phillips, Charles](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: MM 26-0670 - Administrative variance Review
Date: Monday, June 15, 2026 3:12:23 PM
Attachments: [26-0670 AVReq 04-09-26.pdf](#)
[image001.png](#)
[image002.png](#)

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 26-0670 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

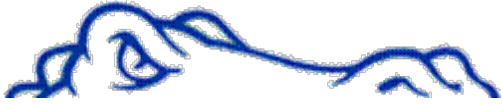
P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Saturday, June 13, 2026 3:57 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: MM 26-0670 - Administrative variance Review

Hello Mike,

The attached administrative variance is **Approvable** to me. Please include the following people in your response:

vcastro@palmtraffic.com
myates@palmtraffic.com
jcremer@barbascremer.com
cwalden@barbascremer.com
heinrichm@hcfl.gov
perezrl@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

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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)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. AV-Access Spacing - WalkerRd <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Bowden Estates
<p>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.</p>	
Folio Number(s)	061142-0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>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").</p>	
Name of Person Submitting Request	Vicki Castro, P.E.
<p>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.</p>	
Current Property Zoning Designation	PD
<p>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.</p>	
Pending Zoning Application Number	MM 26-0670
<p>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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	
<p>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".</p>	



April 08, 2026

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

RE: Bowden Estates – MM 26-0670
Folio: 061142-0100
Administrative Variance Request – Minimum Spacing – Walker Road
Palm Traffic Project No. T26017

Dear Mr. Williams:

This letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (minimum spacing) for access to Walker Road for the project. The project is located west of Walker Road and north of US 301, as shown in Figure 1. This request is made based on our virtual meeting on October 03, 2025, with Hillsborough County staff.

The proposed rezoning will allow for up to 57,103 square feet of Business Park. The project proposes having one (1) full access to Walker Road. Walker Road is identified in the Hillsborough County Functional Classification Map as a local roadway with a posted speed limit of 35 mph, however, the AADT is anticipated to be above 5,000, so it was considered a collector roadway.

The request is for an Administrative Variance to Section 6.04.08 of the Hillsborough County LDC for the access spacing to Walker Road. Based on Section 6.04.08, the connection spacing for Walker Road is 245 feet. As shown in Figure 2, the driveway spacing provided ranges from approximately 92 feet to 174 feet, all low volume residential driveways.

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

a) There is unreasonable burden on the applicant

The request is to have one (1) full access to Walker Road to serve the proposed development. This property currently has two (2) accesses to US 301 and one (1) access to Walker Road that will be removed. The proposed driveway location will align with the proposed rezoning application to the west (PD 26-0558). The proposed driveway location meets the connection spacing requirement of 245 feet from US 301. Given the singular access and location of the proposed driveway connection to the west, meeting the connection spacing standard to the low volume residential driveways to the north is not possible, and therefore, not approving the variance would be an unreasonable burden on the applicant.

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

The proposed full access driveway on Walker Road is approximately 92 feet south of the proposed dirt driveway that is proposed to be removed in conjunction with the PD 26-0558 rezoning, approximately 109 feet south of the southern driveway for 11407 Walker Road and approximately 174 feet south of the northern driveway for 11407 Walker Road, as shown in Figure 2 on the site plan. All these driveways are low volume residential driveways, and the proposed driveway location was selected to minimize the impacts to these driveways and to align with the proposed driveway to the west. In addition, the design removes potential conflicting movements at the project driveway and therefore would not be detrimental to the public health, safety and welfare of the motoring public.

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

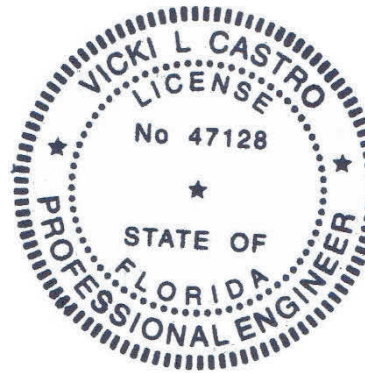
The access spacing variance is requested to provide a functional access to the site. Access to US 301 was not feasible due to connection spacing standards. Without the variance, reasonable access to the property could not be provided.

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

Sincerely,

**Vicki L
Castro**

Digitally signed
by Vicki L Castro
Date: 2026.04.08
19:27:44 -04'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.
Principal

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

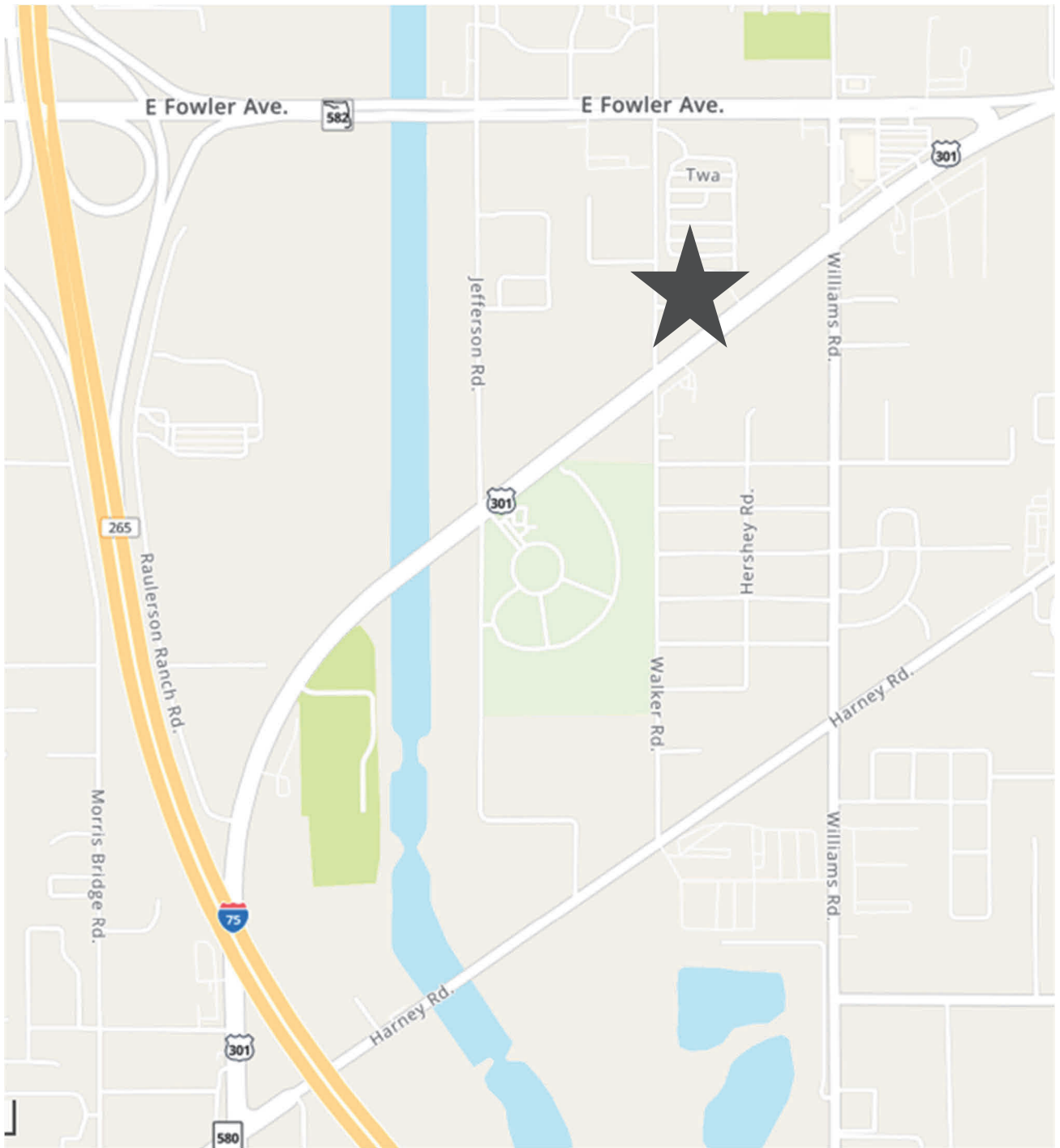
_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



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Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 22, 2026 Report Prepared: June 11, 2026	Case Number: MM 26-0670 Folio(s): 61142.0100 General Location: Northwest of Fort King Highway, east of Walker Road, and south of East Fowler Avenue
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed-Use-6 (6 du/ga; 0.25/0.35/0.50 FAR)
Service Area	Urban
Community Plan(s)	Thonotosassa
Rezoning Request	Major Modification (MM) to Planned Development (PD 92-0195) to develop a 40,000 square foot light industrial warehouse.
Parcel Size	+/- 2.58 acres
Street Functional Classification	East Fowler Avenue – State Principal Arterial Walker Road – Local Fort King Highway – State Principal Arterial
Commercial Locational Criteria	Not applicable

Evacuation Area	None
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed-Use-6	PD 92-0195	Light Commercial
North	Suburban Mixed-Use-6	AR + PD + RSC-6	Single-Family Residential + Mobile-Home Park
South	Residential-4 + Residential-12	CN + PD + AR + RSC-4	Light Commercial + Single-Family Residential + Vacant
East	Suburban Mixed-Use-6 + Residential-4	PD + AR + CG + CN	Light Commercial + Vacant
West	Suburban Mixed-Use-6 + Public/Quasi-Public	PD + AR + BPO	Single-Family Residential + Vacant + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The ±2.58-acre site is generally located northwest of Fort King Highway, east of Walker Road, and south of East Fowler Avenue. The site is located within the Urban Service Area (USA) and is within the limits of the Thonotosassa Community Plan. The Future Land Use category of the site is Suburban Mixed-Use-6 (SMU-6), which is intended for areas urban or suburban in intensity and density of uses. Rezoning is required to be approved through a site planned controlled zoning district. The applicant is requesting a Major Modification (MM) to modify the current Planned Development (PD 92-0195) to develop a 40,000 square foot light industrial warehouse. The proposed uses include light industrial uses such as warehousing, distribution, light manufacturing and outdoor storage which is accessory and limited to 20% of the enclosed portions of the principal use. Specifically, the proposed use does not include retail, restaurants, or recreational uses.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), at least 80 percent of new population growth is to be directed. FLUS Objective 3.1 states that new developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood. Specifically, Policy 3.1.2 states that gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques, and control of specific land uses. Additionally, Policy 3.1.3 requires all new

developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” Some elements affecting compatibility include height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise odor, and architecture. According to the Hillsborough County Property Appraiser, the site is currently designated as a light commercial use. The surrounding area contains a mix of commercial and residential uses. Light commercial uses are located immediately east of the site and south of Fort King Highway. Across Walker Road to the west are single-family residences and vacant land, while properties to the north consist of additional single-family homes and a mobile-home park. Given the proximity of these residential uses, the introduction of a warehouse use on the subject site has the potential to create compatibility concerns related to building scale, operational characteristics, noise, lighting, and traffic. However, potential compatibility impacts can be mitigated through appropriate site design measures, including buffering and screening, setbacks, and landscaping. The site plan, most recently submitted to Optix on June 2, 2026, demonstrates an intentional building orientation designed to minimize impacts on adjacent residential properties to the north. The majority of the proposed building envelope is located along the US Highway 301 frontage, with only a limited portion of the building situated adjacent to the northern property boundary.

Planning Commission staff finds this site design favorable from a compatibility standpoint, as no drive aisles are proposed along the northern property line and the building orientation reduces the potential for adverse impacts on surrounding residential uses. Additionally, a proposed man-made pond west of the building provides additional separation between the warehouse and the properties to the west. The pond also serves as an effective buffer between the building envelope and the single-family residence located northwest of the proposed structure. The applicant has committed to providing the required 30-foot buffer along the northern property line, with the exception of a limited area where a variation has been requested to allow a 15-foot type B buffer. The requested variation extends only along the portion of the northern property line abutting the building and does not apply to the area adjacent to the proposed open storage. The western portion of the building area, where open storage is proposed, will maintain the required 30-foot Type C buffer. As a result, the reduced buffer is limited in scope and is confined to a limited portion of the building area. Additionally, the portion of the northern property line where the buffer variation is requested abuts a mobile home park that is under the same ownership as the site. There are no mobile home units located directly adjacent to this shared property line. Instead, the area consists of a wooded area of trees that provides an existing natural buffer between the two uses. Beyond the wooded area is a shuffleboard court for residents. Given the absence of residential units immediately adjacent to the shared boundary, the existing tree cover, and the intervening recreational area, the potential impacts associated with the reduced buffer are minimal. Therefore, the request is consistent with Objective 3.1 and its associated policies related to compatibility.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. As outlined in FLUS Policy 2.2.1, Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category, allowing for the consideration of uses such as agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The proposed use of a light industrial warehouse is consistent with what is permitted in the SMU-6 Future Land Use category. With the site being 2.58 acres, the total square footage permitted on site is 56,192 square feet ($2.58 \text{ ac} \times 43,560 = 112,384 \text{ sq ft} \times 0.50 \text{ FAR} = 56,192 \text{ sq ft}$). The proposed

square footage of the building is 40,000 square feet, which is well within the maximum permitted for the site. The request is therefore consistent with FLUS Objective 2.2 and FLUS Policy 2.2.1.

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, Hillsborough County Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUS Objective 4.4 and FLUS Policy 4.4.1 require new development to be compatible to the surrounding neighborhood. Specifically, any density or intensity increases shall be compatible with existing, proposed, or planned surrounding development. Development and redevelopment must be integrated with the adjacent land uses through the creation of like uses, creation of complementary uses, mitigation of adverse impacts, transportation and pedestrian connections, and gradual transitions of intensity. For the subject site, the proposed rezoning does not result in an increase in density, and the requested intensity is well within the range permitted in the currently approved SMU-6 Future Land Use category. Additionally, the SMU-6 category requires development to occur through a site planned controlled rezoning district, allowing for the evaluation of site-specific compatibility issues and the incorporation of appropriate mitigation measures. The proposed PD site plan demonstrates sensitivity to adjacent residential uses through building placement, buffering, landscaping, and other compatibility measures. In addition, the proposed warehouse is limited to a maximum building height of 20 feet, further reducing the potential for adverse visual impacts on nearby residential properties. The requested buffer variation along the northern property boundary is also limited in scope and is located adjacent to property that is under the same ownership. The variation is also consistent with a previously approved County buffer variation request associated with the industrial development located to the west of the site, which also abuts the mobile home park. Collectively, these design features support a finding of consistency with Objective 4.4 and Policy 4.4.1.

FLUS Objective 6.1 encourages growth that is both sustainable and resilient while protecting environmentally sensitive resources. FLUS Policy 6.1.1 specifically states to regulate land development to protect the attributes, functions, and amenities of the natural environment. This policy seeks to review, amend, and implement land development regulations to ensure the protection of the attributes, functions, and amenities of the natural environment under all projected growth scenarios. On June 3rd, 2026, the Natural Resources (NR) department submitted an objection to the request based on the proposed reduction area of the required 30-foot buffer along the variation northern portion of the property. Natural Resources stated that a minimum width acceptable is a 15-foot buffer to maintain the incompatible land use buffer and for spacing of the trees. The applicant's original request proposed a 10-foot total buffer for that requested variation area; however, since those comments were received, the applicant has agreed to increase the buffer to 15-feet. Due to this change occurring after the site plan revision deadline, it will be included as a prior-to-certification condition. A revised approval from the Natural Resources Department is integral to Planning Commission staff finding this request consistent with Objective 6.1 and Policy 6.1.1.

FLUS Objective 7.1 encourages the County to pursue a thriving economy through the promotion of target industries, as defined in Florida Statutes, which are focused on national and international competitiveness. Additionally, the County will promote businesses that provide diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population. FLUS Policy 7.1.3 outlines the importance of competitive sites and existing office/industrial uses to the economic future of

Unincorporated Hillsborough County. In addition, having targeted industry jobs located proximate to residential development for the workforce and site design flexibility shall be considered to support this effort. The proposed warehouse use advances these goals by facilitating employment generating development within an area that has been redeveloping as an industrial corridor. The site is also located within a federally designated Opportunity Zone, which are designed to recognize distressed areas that provide tax incentives to encourage private long-term investments with a goal of redeveloping and creating jobs to people who live and work in the distressed area. Development of the site with a warehouse use has the potential to contribute to these objectives by expanding employment opportunities and supporting continued investment in the surrounding area. With the site's proximity to US Highway 301, the warehouse is well suited for this area. US Highway 301 serves as a major transportation corridor and designated County truck route, which provides efficient access for truck movement while minimizing the need for truck traffic on residential roadways. With all these factors, the proposed use of a warehouse is consistent with Objective 7.1 and its associated policies on economic development.

Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the Thonotosassa Community Plan. Goal 4 of the Plan seeks to 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. The proposed rezoning is consistent with this goal in that it facilitates an employment generating use within an area that already contains a mix of commercial development, while incorporating site design and buffering measures intended to reduce potential impacts on adjacent residential properties.

Overall, staff finds that the proposed use is an allowable use in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category, is compatible with the existing development pattern found within the surrounding area and supports the vision of the Thonotosassa Community Plan. The proposed Major Modification 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 Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Hillsborough County Development Services Department.

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

FUTURE LAND USE SECTION

Urban Service Area

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

Future Land Use Categories

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

Objective 3.1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.*

Policy 3.1.2: *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.*

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.*

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.*

Development

Objective 4.1: Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.

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 – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

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

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

Environmental Protection and Resiliency

Objective 6.1: Encourage growth that is both sustainable and resilient while protecting environmentally sensitive resources.

Policy 6.1.1: Regulate land development to protect the attributes, functions and amenities of the natural environment. Continue to review, amend and implement land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

Economic Development

Objective 7.1: The County shall pursue a thriving economy through the promotion of target industries, as defined in Florida Statutes, which are focused on national and international competitiveness. Additionally, the County will promote businesses that provide diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population.

Policy 7.1.3: Competitive Sites and existing office/industrial uses are important to the economic future of unincorporated Hillsborough County. In addition, having targeted industry jobs located proximate to residential development for the workforce and site design flexibility shall be considered to support this effort.

LIVABLE COMMUNITIES ELEMENT: THONOTOSASSA

Goal 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 26-0670

Rezoning
STATUS



PENDING

Tampa Service Area

Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

Water

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

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

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL-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 (.75 FAR)

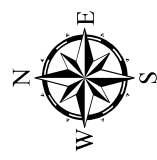
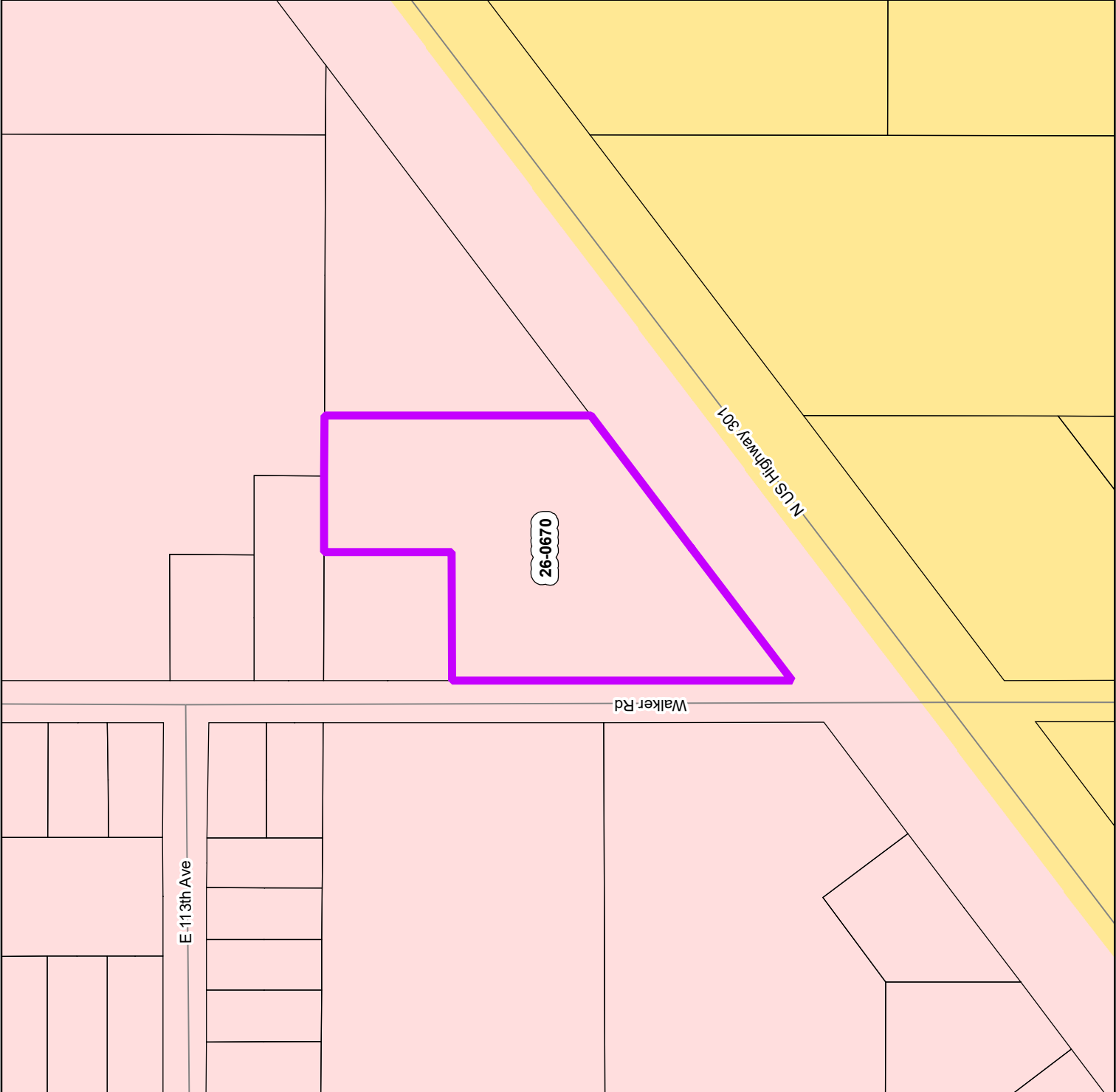
HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASH-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



Map Printed from Rezoning System: 3/18/2026
 Author: R. Mathie
 File: G:\Rezoning\System\MapProject\HCPRegr_lic\Rezoning_2.mxd



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