

Rezoning Application: PD 24-1353**Zoning Hearing Master Date:** June 16, 2025**BOCC Hearing Meeting Date:** August 12, 2025**Hillsborough
County Florida**

Development Services Department

21.0 APPLICATION SUMMARY**Applicant:** Todd Pressman**FLU Category:** Residential-4 (R-4)**Service Area:** Urban**Site Acreage:** 3.88 MOL**Community
Plan Area:** Greater Carrollwood Northdale**Overlay:** None**Introduction Summary:**

Under MM 23-0951, PD 17-1112 was approved in 2024 to allow for exterior/open storage of RVs, campers, travel trailers, motor homes, watercraft, and automobiles. Comprehensive Plan Amendment 23-16, changing the subject property Future Land Use to Light Industrial (LI) was approved by the BOCC. During the appeal time period before the CPA was to become effective, the decision was challenged by parties of record. A mediated settlement was reached wherein the applicant agreed to withdraw the CPA to LI-P and further restrict the storage items through a new modification request. Since the approval of MM 23-0951, a Land Development Code amendment has been approved by the BOCC to change the LDC to state that when the Storage of Recreational Vehicles, Private Pleasure Crafts and Utility Trailers is done through a Planned Development (PD) rezoning, it is considered a neighborhood serving use and is no longer considered open storage. This allows the use to be considered in the RES-4 Future Land Use (FLU) category, rather than requiring a more intense FLU category. Under a PD rezoning, measures that address compatibility with the surrounding area can be made. Not permitted would be semi-trucks, storage containers/shipping containers, construction materials or construction vehicles stored on property. Additionally, there is no maintenance nor the ability to “live” or maintain a residence in any RV type vehicle.

	Existing	Proposed
District(s)	PD 17-1112	PD 24-1353
Typical General Use(s)	Open storage of RVs, campers, travel trailers, motor homes, watercraft like boats and jet skis and automobiles	Open storage of RVs, private pleasure crafts and utility trailers
Acreage	3.88 MOL	3.88 MOL
Density/Intensity	n/a	n/a
Mathematical Maximum*	n/a	n/a

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	PD 17-1112	PD 24-1353
Lot Size / Lot Width	n/a	n/a

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Case Reviewer: Chris Grandlienard, AICP

Setbacks/Buffering and Screening	South Buffer: 10' wide Buffer with Type C Screening West Buffer: 50' wide Type C Buffer North Buffer: 90' wide Type C Buffer East Buffer: 343' Wide Type C Buffer	South Buffer: 10' wide Buffer with Type B West Buffer: 50' wide Type C Screening 8' high fence North Buffer: 90' wide Type C Screening
Max Height	n/a	n/a

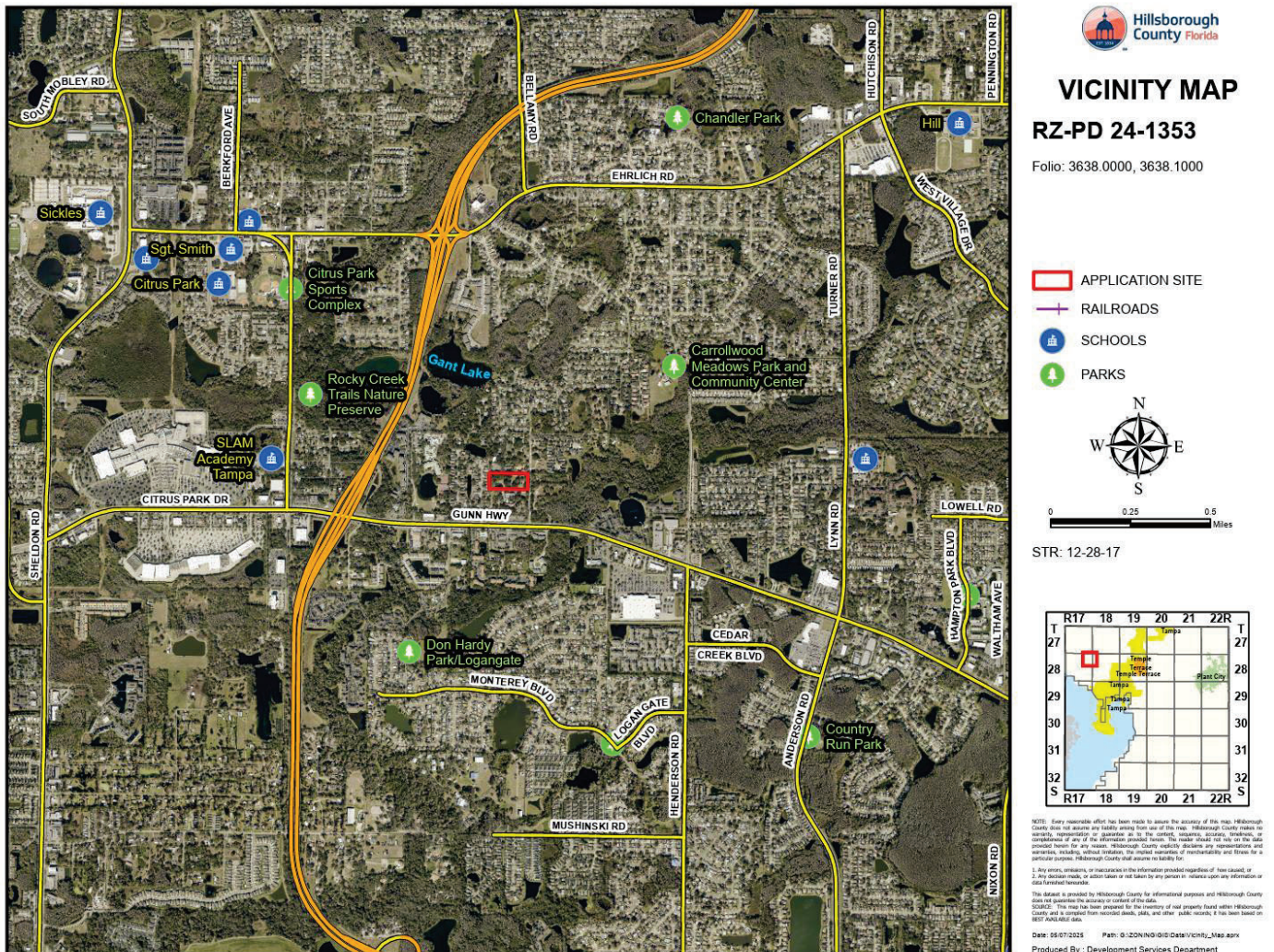
Additional Information:

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: Inconsistent	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

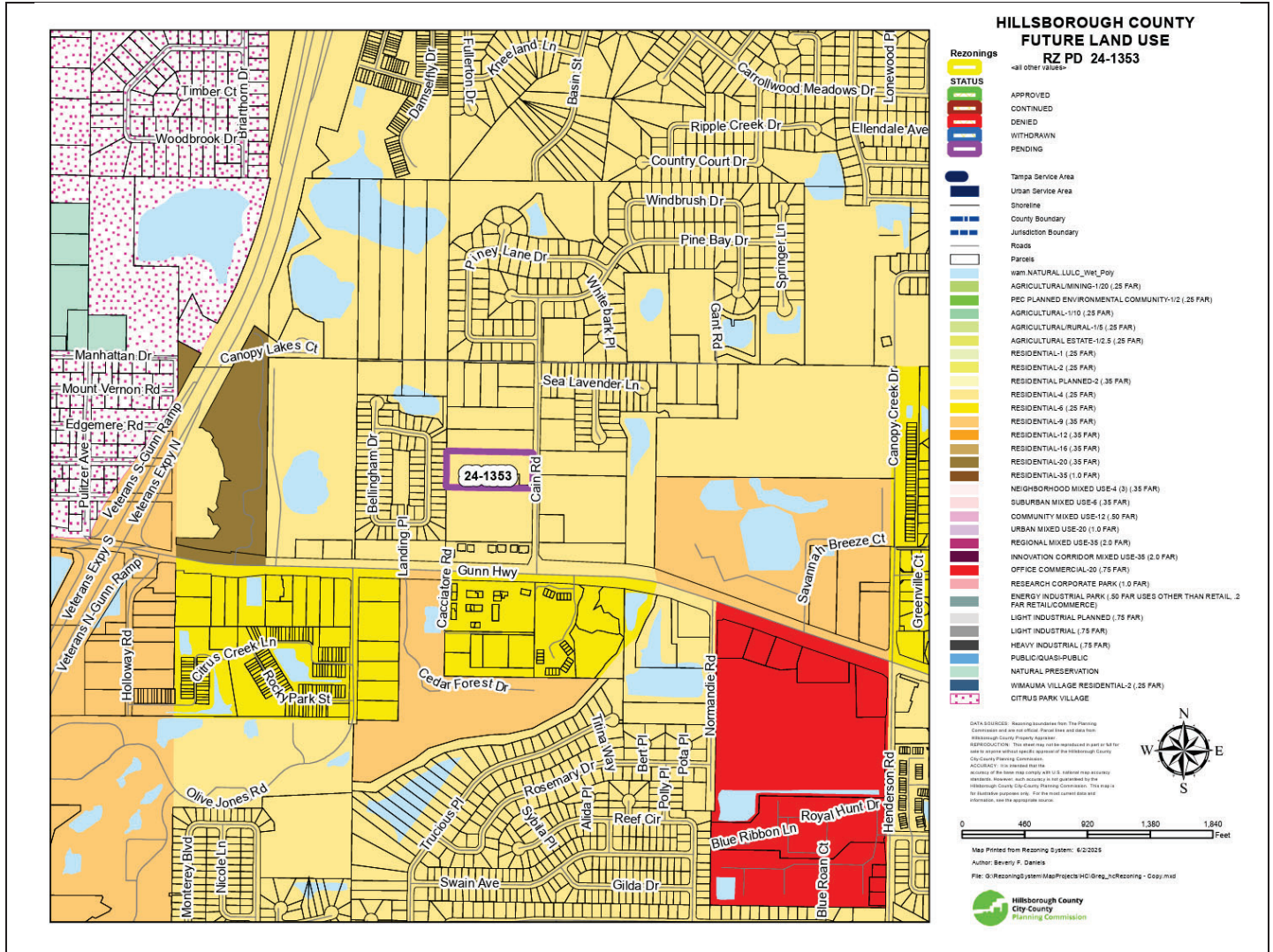


Context of Surrounding Area:

The site is located West of Cain Road and is located in the Urban Service Area within the limits of the Greater Carrollwood Northdale Plan. The area consists of residential and institutional uses. There is a church immediately south of the site. In the general proximity of the subject site is AS-1 zoning to the north, south, and east. A PD is located to the west.

2.0 LAND USE MAP SET AND SUMMARY DATA

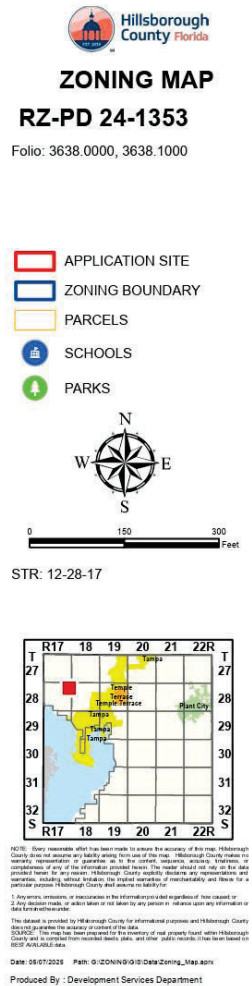
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential – 4 (RES-4)
Maximum Density/F.A.R.:	4.0 dwelling units/gross acre; 0.25 F.A.R.
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Non-residential uses shall meet locational criteria for specific land use.

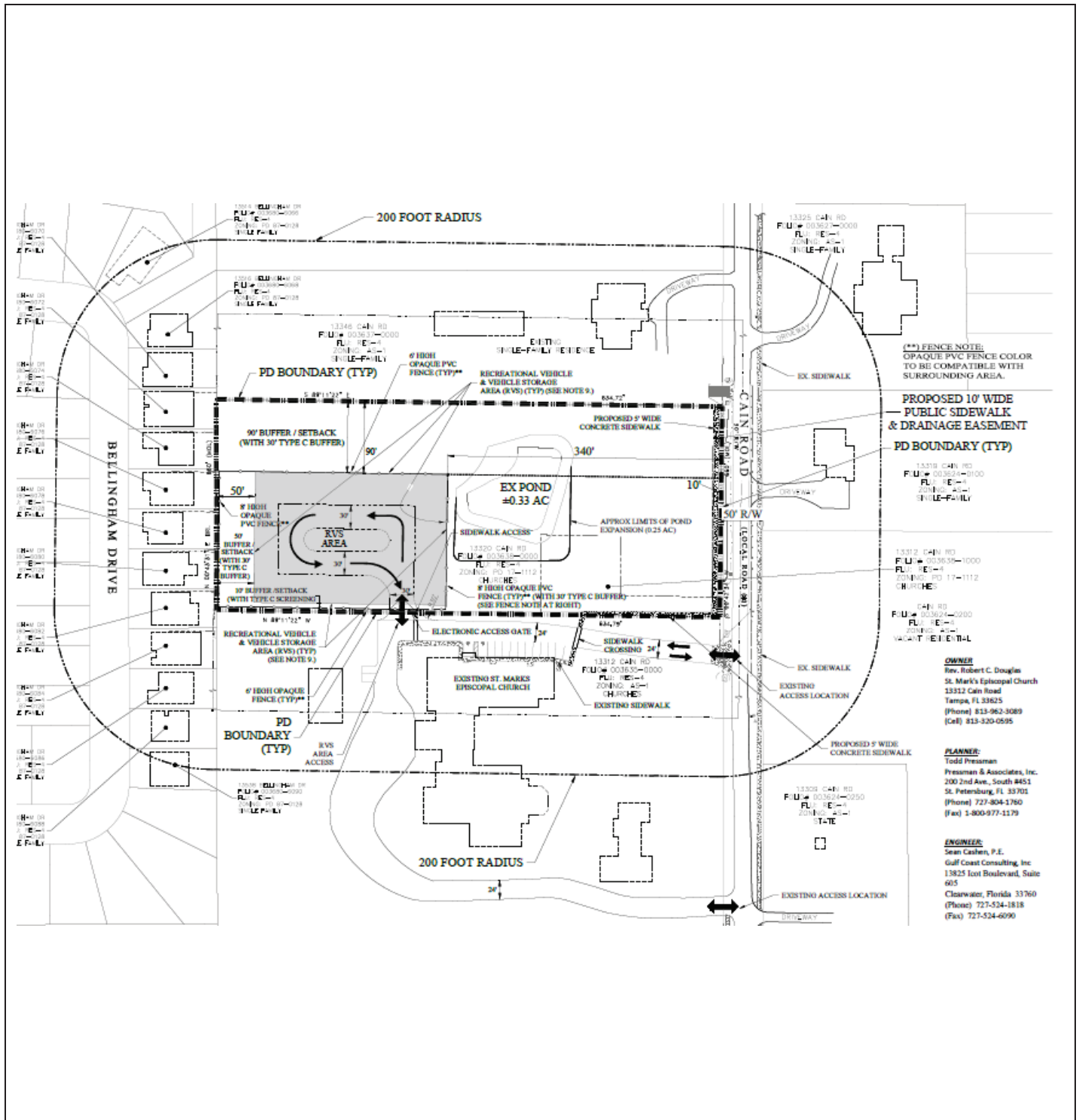
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-1	AS-1: Min. 1-ac. lot	SF Residential & Agricultural	Single-family Residential
South	AS-1	AS-1: Min. 1-ac. lot	SF Residential & Agricultural	Church
East	AS-1	AS-1: Min. 1-ac. lot	SF Residential & Agricultural	Single-family Residential, Vacant
West	PD	Per 87-0128	Single-family Residential	Single-family Residential



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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
Cain Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Section)	<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 ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	61	4	6
Proposed	61	4	6
Difference (+/-)	No Change	No Change	No Change

*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	X	Vehicular & Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC

Notes: Although not shown on the PD site plan, staff notes that pedestrian access along the eastern frontage is possible.

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Cain Rd./ Substandard Rd.	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

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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	Wetlands Present.
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: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other: Airport Height Restriction: 180' AMSL				
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"/> N/A	<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	
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	
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	
Impact/Mobility Fees: Mini - Warehouse (Per 1,000 s.f.) Mobility: \$725 Fire: \$32				
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 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 site is located West of Cain Road and is located in the Urban Service Area within the limits of the Greater Carrollwood Northdale Plan. The area consists of residential and institutional uses. There is a church immediately south of the site. In the general proximity of the subject site is AS-1 zoning to the north, south, and east. A PD is located to the west. The subject property is designated Residential-4 (RES-4) on the Future Land Use map. The Planning Commission finds the proposed use inconsistent with the Comprehensive Plan.

Under the new LDC requirements, the applicant requests to allow the exterior/open storage of RVs, boats and travel trailers. Not permitted would be semi-trucks, storage containers/shipping containers, construction materials or construction vehicles stored on property. Additionally, there is no maintenance nor the ability to “live” or maintain a residence in any RV type vehicle. Changes to LDC Section 12.01.00 now reflect that the Storage of RVs and boats typically serves as a neighborhood serving commercial use that supports residential development and when permitted in a PD district that includes measures that addresses compatibility with the surrounding area, shall not constitute open storage. The applicant has put in place adequate compatibility measures such as enhanced buffering and screening, operating hours, the use is minimal impact, the site will preserve mature trees on-site and there will be no new structures.

Based on the above considerations staff finds the requested PD zoning district compatible with the existing zoning and development pattern in the area.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

Prior to PD site plan certification, the developer shall revise the PD site plan to:

1. Revise North and West Buffer to indicate Type C Screening, not Type C Buffer.
2. Remove East Buffer from list.
3. Revise South Buffer to indicate 10' wide Buffer with Type B.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 7, 2025.

1. The project shall be permitted: Exterior/open storage of RVs, private pleasure crafts and utility trailers. Not permitted would be semi-trucks, storage containers/shipping containers, construction materials or construction vehicles stored on property. Additionally, there is no maintenance nor the ability to "live" or maintain a residence in any RV type vehicle.
2. Buffering and screening shall be provided where depicted on the general site plan.
 - 2.1 A 90-foot-wide buffer with Type C screening shall be provided along the northern open storage boundary. In lieu of a 6-foot-high masonry wall, a 6-foot-high PVC fence shall be provided. Existing natural forestation shall remain in the buffer, unless requested for removal by Natural Resources staff, to contribute to meeting Type C screening requirements.
 - 2.2 A 50-foot-wide buffer with Type C screening shall be provided along the western open storage boundary. In lieu of 6-foot-high masonry wall, an 8-foot-high PVC shall be provided. Existing natural forestation shall remain in the buffer, unless requested for removal by Natural Resources staff, to contribute to meeting Type C screening requirements.
 - 2.3 A 10-foot-wide buffer with Type B screening shall be provided along the southern open storage boundary.
 - 2.4 An 8-foot-high fence shall be provided along the eastern open storage boundary.
3. Operating hours shall be from 6 am to 10 pm.
4. The project shall take access to Cain Rd. through adjacent folio to the south (i.e. through folio 3635.0000). As shown on the PD site plan, no direct vehicular access to Cain Rd. from the subject PD shall be permitted. Additionally, and with respect to such access:
 - a. Unless otherwise approved through the appropriate process, the developer shall be responsible for any constructing any improvements within the site or easement area needed to meet Hillsborough County Land Development Code (LDC), Transportation Technical Manual (TTM) or other applicable rules and regulations; and,

- b. Prior to site/construction plan approval, the developer shall demonstrate that a perpetual, non-exclusive, ingress/egress easement with a minimum width of 24 feet has been recorded in the Official Records of Hillsborough County which effectuates access through adjacent folio 3635.0000. If sole pedestrian access to the subject site is through the adjacent parcel, then the easement shall be expanded to include such pedestrian access route between the permitted uses within the subject PD and the sidewalk that is existing (or to be constructed) within the Cain Rd. right-of-way.
5. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
6. Construction access shall be limited to the access shown on PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same
7. If PD 24-1353 is approved, the County Engineer shall approve a Sec. 6.04.02.B. Administrative Variance (dated April 30, 2024) which has been found approval by the County Engineer (on May 1, 2025). Approval of this Administrative Variance will waive the Cain Rd. substandard road improvements required pursuant to Sec. 6.04.03.L. of the LDC.
8. 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.
9. The construction and location of any proposed wetland impacts are not approved by this rezoning, 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, to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
10. 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).
11. 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.
12. 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.
13. 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.

14. 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.
15. 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.
16. 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.
17. 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.
18. The developer shall construct a minimum 5-foot sidewalk along the property's frontage on Cain Road.

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

The Applicant requests three variations to the Land Development Code:

(1) LDC Section 6.06.06, Buffering and Screening Requirements, Subsection C:

Along the North and West property lines, existing natural forestation will remain in place as screening. Where it exceeds code requirements, it will replace the required screening. Where it does not meet code, code-compliant screening will be provided.

(2) LDC Section 6.06.06, Buffering and Screening Requirements, Subsection C: Along the South property line next to the proposed storage area, a 10' buffer with Type "C" screening is proposed instead of the required 20' Type "B". This is justified because the adjacent land is owned by the same applicant (the church) and includes a driveway, not a neighboring residential property, minimizing impact.

(3) LDC Section 6.06.06, Buffering and Screening Requirements, Subsection C: Along the East side of the storage area, an 8' opaque fence and a 30' Type "C" buffer are proposed where no buffer is required due to an existing 50' right-of-way (R/W). This is intended to provide extra screening for visibility from the road, despite the storage area being set back 340' and partially obscured by mature trees.

Here is a summary of the arguments the applicant has made for the variations:

- **Enhanced Screening:** The proposed buffers offer greater height, density, and width than code requires, resulting in superior visual and noise screening for neighbors.
- **Minimal Impact Use:** The vehicle storage use is quiet, generates very low traffic, produces almost no noise, and causes virtually no infrastructure impacts.
- **Tree Preservation:** The church has made significant efforts to preserve mature trees on-site, demonstrating long-term stewardship of the property.
- **Limited Scope of Use:** The storage area is small relative to the church's total property and should be viewed as ancillary or accessory. It is fully enclosed by an opaque fence and gated from Cain Road.
- **No New Structures:** No buildings are proposed—only the fence and vehicles will occupy the area.
- **Existing Vegetation as Buffer:** The West and North sides of the facility benefit from extensive mature oak trees within 50- and 90-foot buffers, respectively. These, combined with the fence and any county-required plantings, will create an effective visual barrier.

Staff supports approval of the requested variations based on the applicant's efforts to exceed screening requirements and preserve mature vegetation. The proposed use involves no new structures beyond an opaque fence, and the storage area is small in scale relative to the overall property. Enhanced buffers, existing tree coverage, and site design provide effective visual screening well beyond code requirements. Given the site context, including ownership of adjacent land, the variations are reasonable and consistent with the intent of the land development code.

9.0 FULL TRANSPORTATION REPORT (see following pages)**AGENCY REVIEW COMMENT SHEET**

TO: ZONING TECHNICIAN, Development Services Department

DATE: 6/8/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: GCN

PETITION NO: MM 24-1353

- ☐ 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 take access to Cain Rd. through adjacent folio to the south (i.e. through folio 3635.0000). As shown on the PD site plan, no direct vehicular access to Cain Rd. from the subject PD shall be permitted. Additionally, and with respect to such access:
 - a. Unless otherwise approved through the appropriate process, the developer shall be responsible for any constructing any improvements within the site or easement area needed to meet Hillsborough County Land Development Code (LDC), Transportation Technical Manual (TTM) or other applicable rules and regulations; and,
 - b. Prior to site/construction plan approval, the developer shall demonstrate that a perpetual, non-exclusive, ingress/egress easement with a minimum width of 24 feet has been recorded in the Official Records of Hillsborough County which effectuates access through adjacent folio 3635.0000. If sole pedestrian access to the subject site is through the adjacent parcel, then the easement shall be expanded to include such pedestrian access route between the permitted uses within the subject PD and the sidewalk that is existing (or to be constructed) within the Cain Rd. right-of-way.
2. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
3. Construction access shall be limited to the access shown on PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same
4. If PD 24-1353 is approved, the County Engineer shall approve a Sec. 6.04.02.B. Administrative Variance (dated April 30, 2024) which has been found approval by the County Engineer (on May 1, 2025). Approval of this Administrative Variance will waive the Cain Rd. substandard road improvements required pursuant to Sec. 6.04.03.L. of the LDC.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a Major Modification (MM) to two parcels, totaling +/- 3.847 ac., which is currently zoned as Planned Development (PD) 17-1112, and was most recently amended via MM, 23-0951. The existing PD is approved for the following uses: Exterior/open storage of RVs, campers, travel trailers, motor homes, watercraft like boats and jet skis, automobiles. Not permitted would be semi-trucks, storage containers/shipping containers, construction materials or construction vehicles stored on property.

Additionally, there is no maintenance nor the ability to “live” or maintain a residence in any RV type vehicle.

The applicant is seeking to abandon the 2nd development option which would potentially permit direct access to Cain Rd. Since the last zoning approval on this project, state law changed which allowed property owners the ability to grant an easement to themselves (i.e. an easement through one property they own to provide access to another property they own). Previously this was not allowed, hence the need for the aforementioned two development options, in the event the properties changed ownership and the new owners did not agree to continue such access arrangement. Staff has proposed a condition which requires the applicant to record an easement, which will memorialize the single access arrangement (i.e. to serve the proposed PD through the commonly owned church parcel to the south, folio 3635.0000).

Consistent with Sec. 6.2.1.C. of Development Review Procedures Manual requirements, given that no changes to use or access are being proposed, no trip generation or site access analysis was required to process this request. Transportation Review Section staff has prepared the below comparison of the number of trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario and consistent with methodology developed and used for a number of years to evaluate impacts for open storage projects. Since the Institute of Transportation Engineers (ITE) does not include data for open storage uses, a methodology is applied whereby the project’s acreage (3.847) is multiplied by the maximum floor area ratio of the underlying Future Land Use Designation (in this case R-4 with a maximum FAR of 0.25). The result, 41,893 s.f., is then analyzed using ITE data for mini warehouse uses (LUC 151). This is staff’s best available method of consistent approximating open storage uses across a variety of open storage users. Data presented below is based on the institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
MM 23-0951, 41,893 s.f. Mini-Warehouse as Open Storage Approximation (LUC 151)	61	4	6

Proposed Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 24-1353, 41,893 s.f. Mini-Warehouse as Open Storage Approximation (LUC 151)	61	4	6

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	No Change	No Change	No Change

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Cain Road is a 2-lane, undivided, local, substandard road characterized by +/- 10 to 10.5-foot-wide travel lanes in average condition. The roadway lies within a +/- 50-foot-wide right-of-way along the project’s frontage. There are +/- 5-foot-wide sidewalks along the east side of Cain Rd. in the vicinity of the project. There are no bicycle facilities along Cain Rd. in the vicinity of the proposed project.

SITE ACCESS

No changes to access are proposed. The second PD option, which would have allowed direct access to Cain Rd., is proposed to be eliminated. The project will be served via a single vehicular access connection to Cain Rd. Access to the site is through the adjacent church parcel to the south of the project. Staff has required recordation of a perpetual access easement to memorialize this arrangement, as described hereinabove.

Turn lanes are not required pursuant to Sec. 6.04.04.D. of the LDC.

ADMINISTRATIVE VARIANCE REQUEST – CAIN RD. SUBSTANDARD ROAD

As Cain Rd. is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance request (dated April 30, 2025) from the Sec. 6.04.03.L. requirement to improve the public roadway network, between the project access on Cain Rd. and the nearest roadway meeting an applicable standard, to County standards. Based on factors presented in the request, the County Engineer found the request approvable (on May 1, 2025).

If PD 24-1353 is approved by the Hillsborough County BOCC, the County Engineer will approve the Administrative Variance request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Cain Rd. was not evaluated as a part of the 2020 Hillsborough County Level of Service (LOS) Report. As such, LOS information for this project cannot be provided.

Ratliff, James

From: Williams, Michael
Sent: Thursday, May 1, 2025 5:43 PM
To: Sean Cashen
Cc: todd@pressmaninc.com; Grandlienard, Christopher; Ratliff, James; Drapach, Alan; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 24-1353 - Administrative Variance Review
Attachments: 24-1353 AVReq 05-01-25.pdf
Importance: High

Sean,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 24-1353 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hcfl.gov

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HCFL.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

Sent: Thursday, May 1, 2025 4:36 PM

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

Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

Subject: RZ-PD 24-1353 - Administrative Variance Review

Importance: High

Hello Mike,

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

scashen@gulfcoastconsultinginc.com

todd@pressmaninc.com

grandlienard@hcfl.gov

ratliffja@hcfl.gov <mailto:todd@pressmaninc.com>

drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

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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Received May 1, 2025
Development Services**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. Substandard Road - Cain Rd. 1-8-25 <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Substandard Road - Cain Rd. 4-30-25 <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase 13320 Cain Road; PD 24-1353;	
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s) 003638-0000 and 003638-1000 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request Sean P. Cashen, P.E.	
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation PD MM23-0951	
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number PD 24-1353	
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.	
Related Project Identification Number (Site/Subdivision Application Number) N/A	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	

Received May 1, 2025
Development Services



April 30, 2025

Mr. Michael J. Williams, P.E.
Development Review Director, County Engineer
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, Florida 33602

Dear Mr. Williams:

RE: PD 24-1353
13320 Cain Road Site – Administrative Variance for Cain Road
FOLIO #'s 003638-0000 and 003638-1000.

Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03. L. of the Hillsborough County Land Development Code (LDC), which states:

Sec. 6.04.03. L – Existing Facilities – Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access.

L. Existing Facilities

1. Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

The subject property is in for the rezoning process, as is shown on the attached **PD Site Plan**. This variance is to request that the developer not be required to meet 6.04.03. L. criteria of improvements and upgrading of existing roadways to conform with standards for new roadways of the same access class.

This Administrative Variance is part of a rezoning request to change the existing zoning on 3.85 acres from PD MM23-0951 (previously approved May 9, 2024) to PD 24-1353. This rezoning request is mandated by the Mediated Settlement Agreement dated August 6, 2024. The PD zoning requested is for a proposed Vehicular Storage Area of approx. 35,000 sf within this parcel located just north of the existing St. Marks Episcopal Church.

The LDC allows for relief of certain standards of Section 6.04.02 Access Management, subject to providing the following information and justifications.

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1. Site Information: FOLIO #'s 003638-0000 and 003638-1000.
2. Associated Application Numbers: RZ PD 24-1353
3. Type of Request: Administrative variance to Section 6.02.04 B
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.03.L is sought.*
5. Description of what the LDC/zoning conditions require: *Improvements and upgrading of existing roadways to conform with standards for new roadways of the same access class.*
6. Description of existing roadway conditions (e.g. Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Cain Road has an approximate 50-foot wide right-of-way with approximately 10-foot to 10.5-foot wide travel lanes and pavement width varies from 20 feet to 21 feet along this section of the roadway in the vicinity of this proposed PD. The existing pavement condition appears to be good. There are no paved shoulders or bike lanes. The existing grassed shoulders are approx. 6 feet in width at approx. 6% slope and appear to be adequate. Sidewalk exists on the east side of this roadway but no sidewalk on the west side / project side. There are no known or observed drainage deficiencies or vehicular off-tracking adjacent to Cain Road.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.02.04.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 whether the following circumstances are met:

The proposed Outdoor Storage facility connects to the church driveway which connects to Cain Road which is a substandard local 2-lane road. An Administrative Variance is required for "access" to substandard Cain Road via the church driveway. No additional driveway connections to Cain Road are proposed as part of this proposed Outdoor Vehicle Storage use.

- a. There is an unreasonable burden on the applicant. *Due to the existing right-of-way of 50 feet, and the County standard Roadway Section for a 2-lane rural road per the TS-7 Detail with 96 feet of right-of-way, this roadway cannot be brought up to TS-7 standards due to the existing constrained right-of-way.*

The Typical Section (TS) for this rural local roadway to meet county standards is the TS-7 Detail. The required right-of-way for the TS-7 is 96 feet. The observed right-of-way is 50 feet near the site. 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.*):

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Design Element	TS-7 Requirement	Observed and Proposed Conditions
Sod area for fence/hedge clearance (<i>Outside</i> of sidewalk)	2 feet on both sides	Sidewalk to be provided by subject developer on west side of Cain Road within project site. Existing 5' sidewalk on east side of Cain Road. The developer will meet the requirements of 2 feet of sod on either side of the proposed five-foot wide sidewalk within project site on west side of road.
Sidewalk	5 feet on both sides	
Sod area (<i>Inside</i> sidewalk)	2 feet on both sides	
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 Cain Road. There is not sufficient right-of-way to provide the full required 27 feet (at 2' depth) adjacent to the segment of Cain Road for which the new sidewalk is being provided.
Shoulder widths	8 feet (5' paved)	6' grassed shoulder
Right-of-Way widths	96 feet	Approx 50 feet
Lane widths	12 feet	10 – 10.5 feet

Therefore, proposed roadway improvements cannot meet the TS-7 requirements within this constrained 50-foot right-of-way.

- b. The variance would not be detrimental to the public health, safety, and welfare. *The variance is not expected to be detrimental to the public, health, safety, and welfare because the projected traffic increase as a result of this outdoor storage use is minimal and should not adversely affect the level of service or functioning of Cain Road. The trip generation associated with this project is very low. There is no category for Outdoor Vehicle Storage as a traffic generator in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition. An outdoor vehicle storage facility will result in very infrequent traffic as a result of unloading and retrieving vehicles interspersed with weeks or months of dormancy (no traffic generation) when the vehicles are stored. As a result, due to the very low and sporadic traffic generation for such a use, ITE has not studied this category as a significant traffic generator.*
- c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *Due to the right-of-way constraints of Cain Road it is not possible to meet the TTM TS-7 roadway standards. Thus, without the variance, reasonable access cannot be provided to the existing church driveway which connects to Cain Road.*

APPLICATION NUMBER: PD 24-1353

ZHM HEARING DATE: June 16, 2025

BOCC HEARING DATE: August 12, 2025

Case Reviewer: Chris Grandlienard, AICP

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Enclosed for your review are the following:

Location Map Aerial; PD General Site Plan; TS-7 Detail

24-1353

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Page 5 of 5

If you have any questions/comments regarding this request, please call me at (727) 524-1818.

Sincerely,

Digitally
signed by
sean p. cashen
Date:
2025.04.30
15:34:35
-04'00'

Sean P. Cashen, P.E. Date: _____
Principal

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

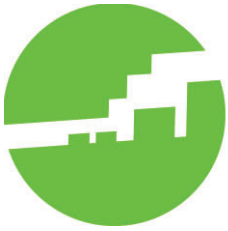
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. at (813) 276-8364.

Sincerely,

Michael J. Williams, P.E.
Hillsborough County Engineer

Notice: Consistent with Section 6.04.02.B of the LDC, the results of this variance application may be appealed, as further described in Section 10.05.01 of the LDC, to the Land Use Hearing Officer within 30 calendar days of the day of the above action.

24-1353



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: June 16, 2025 Report Prepared: June 5, 2025	Case Number: PD 24-1353 Folio(s): 3638.0000, 3638.1000 General Location: North of Gunn Highway, west of Cain Road, east of the Veterans Expressway
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Greater Carrollwood-Northdale
Rezoning Request	Rezone from an existing PD to a new PD to eliminate the approved Life Care Treatment facility and seek to allow outdoor storage of RVs, boats and travel trailers
Parcel Size	+/- 3.88 acres
Street Functional Classification	Cain Road – Local Gunn Highway – County Arterial Veterans Expressway – State Principal Arterial
Commercial Locational Criteria	Does not meet/Waiver submitted
Evacuation Area	E

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD	Public/Quasi-public/Institutions
North	Residential-4	AS-1 + RSC-2	Single-Family Residential + Light Industrial
South	Residential-9 + Residential-4 + Residential-6	PD + BPO + AS-1	Light Commercial + Vacant + Public/Quasi-public/Institutions
East	Residential-4	AS-1	Single-Family Residential + Vacant + Public/Quasi-public/Institutions
West	Residential-4	PD	Single-Family Residential + HOA Common Property

Staff Analysis of Goals, Objectives and Policies:

The ± 3.88-acre subject site is located north of Gunn Highway, west of Cain Road, and east of the Veterans Expressway. The site is located within the Urban Service Area and is located within the limits of the Greater Carrollwood-Northdale Community Plan. The applicant is requesting to rezone from an existing Planned Development (PD) to a new Planned Development (PD) for the exterior/open storage of RVs, boats and travel trailers. Not permitted would be semi-trucks, storage containers/shipping containers, construction materials or construction vehicles stored on property. Additionally, there is no maintenance nor the ability to “live” or maintain a residence in any RV type vehicle. This request would eliminate the previously approved Life Care Treatment Facility under the current PD designation in favor of the proposed storage-related uses.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the County’s growth is to be directed. Policy 1.4 requires all new development to be compatible with the surrounding area, noting that “compatibility does not mean “the same as”, rather it refers to the sensitivity of the development proposals in maintaining the character of existing development.” The site currently consists of public/quasi-public/institution uses, with a religious establishment located to the south of the site. There are single-family residential uses directly adjacent to the site on the west, north and northeast boundaries of the property. Directly to the west of the site, there is vacant land and to the south there is public/quasi-public uses, vacant land, and light commercial uses. The proposed open storage area is designed to be located on the west side of the subject property, directly adjacent to the single-family residential on that boundary. With the general vicinity of the site being mainly comprised of residential uses, the light industrial nature of the open storage use does not meet the intent of Policy 1.4 in the Future Land Use Element (FLUE) in the *Unincorporated Hillsborough*

County Comprehensive Plan relating to compatibility. The proposed development is more intense in nature and will not fit into the residential character of the area.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. The character of each land use category is defined by building type, residential density, functional use and the physical composition of the land. The integration of these factors set the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive but are intended to be illustrative of the character of uses within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is located in the Residential-4 (RES-4) Future Land Use category. The RES-4 category allows for the consideration of residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Non-residential uses are required to meet Commercial Locational Criteria as outlined under FLUE Objective 22. According to the applicant, the proposed use would serve as a revenue operating stream to support the future of the church located to the south of the property. Additionally, it will be maintained and operated by the church according to the applicant.

On May 8, 2025, Land Development Code (LDC) Amendment 25-0399 was approved by the Board of County Commissioners. This amendment differentiates the storage of operable RVs, Private Pleasure Crafts and Utility Trailers from other items considered open storage when permitted in a PD zoning district and would no longer require intensive zoning districts or non-residential Future Land Use designations of the Comprehensive Plan to store these specific items. As this proposal is to rezone to a Planned Development (PD), the storage of RVs, Pleasure crafts, and Utility Trailers may be considered in the Residential-4 Future Land Use category. However, though the use may be considered in the RES-4 Future Land Use category, compatibility concerns remain due to the proposed use's proximity to single-family residential homes located directly to the west and north. Mitigation measures—including a 50-foot buffer with an 8-foot opaque fence along the west side and a 90-foot buffer along the north side—were acknowledged and considered in the review. While Planning Commission staff acknowledges these mitigation measures, the adjacency of open storage to established residential neighborhoods was ultimately deemed incompatible, and therefore, not supportable.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposed rezoning does not meet the intent of FLUE Objective 16 and Policies 16.1, 16.2 and 16.3. Although the proposal includes a 90' setback with Type C screening on the north boundary of the site, the western boundary is much closer to the single family residential with only a 50' setback with a Type C buffer. The proposed storage area is proposed to be surrounded by 8' opaque fencing. However, the setbacks and buffers alone do not allow for a gradual transition in intensity between land uses. There are significantly less intense uses, specifically, the single-family neighborhoods that surround the site that need to be protected per policy direction in the FLUE. Furthermore, the development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods per FLUE Policy 16.5. Due to the proposed use being more intensive and adjacent to established residential neighborhoods, the request is inconsistent with this policy direction.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) emphasize that new development should be compatible with the established character of the surrounding area. The development pattern in this area is predominately single-family detached residential, with a religious institution located to the south of the subject site. Although the open storage of RV's private crafts, and utility trailers may be considered under a residential Future Land Use designation through the Planned Development (PD) rezoning process, as outlined by LDC Amendment 25-0399, the proposed use is not consistent with the established character or development pattern of the surrounding neighborhood. This rezoning to permit open storage adjacent to residential homes would be inconsistent with this policy direction.

According to FLUE Objective 22, Commercial Locational Criteria for neighborhood serving commercial uses has been implemented to scale new commercial development consistent with the character of the area. FLUE Policy 22.2 identifies the intersection nodes that may be considered as qualifying intersections for non-residential uses. The subject site does not meet Commercial Locational Criteria, as the closest qualifying intersection is approximately 2,500 feet away at the intersection of Veterans Expressway and Gunn Highway. FLUE Policy 22.8 outlines unique circumstances that that would support a waiver to this section of the Plan. The waiver would be based on the compatibility of the use with the surrounding area. The applicant submitted a Commercial Locational Criteria waiver request that includes a justification asserting that the proposed use guarantees a small use area with buffering and screening included. The waiver request further states that the use has no infrastructure, has low trip generation, will generate no noise or activity, and is less impactful than the development criteria currently approved. While the waiver request was taken into consideration, the proposed use remains incompatible with the surrounding area. In addition, no unique circumstances that would warrant approval of a waiver to Commercial Locational Criteria directly adjacent to single-family residential homes were provided. Therefore, the waiver cannot be supported by the Planning Commission Staff.

The site is within the limits of the Greater Carrollwood-Northdale Community Plan. The Community Plan seeks to ensure that new development and redevelopment 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. The proposed open storage use is commercial in nature and it would be extremely challenging to integrate it into the suburban character of the neighborhood.

Overall, while staff finds that the proposed use may be considered in the RES-4 Future Land Use category, it is not compatible with the existing development pattern found within the surrounding area and does not support the vision of the Greater Carrollwood-Northdale Community. The proposed Planned Development would not allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed major modification **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*

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

FUTURE LAND USE ELEMENT

Urban Service Area

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

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

Land Use Categories

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

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

Relationship to Land Development Regulations

Objective 9: All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

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

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

Neighborhood/Community Development

Objective 16: Neighborhood Protection – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will

emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.

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

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

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

Policy 16.5: Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

Commercial Locational Criteria

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

Policy 22.2: The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site.

In the review of development applications consideration shall also be given to the present and short-range configuration of the roadways involved. The five-year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long-Range Transportation Needs Plan shall be used as a guide

to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.

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

LIVABLE COMMUNITIES ELEMENT: GREATER CARROLLWOOD-NORTHDALE

Goal 2 - Strategy 2:

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 PD 24-1353

<all other values>

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- warm NATURAL LULC_Wet_Poly
- AGRICULTURAL MINING-120 (25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (25 FAR)
- RESIDENTIAL-1 (25 FAR)
- RESIDENTIAL-2 (25 FAR)
- RESIDENTIAL PLANNED-2 (35 FAR)
- RESIDENTIAL-4 (25 FAR)
- RESIDENTIAL-6 (25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (35 FAR)
- RESIDENTIAL-16 (35 FAR)
- RESIDENTIAL-20 (35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (75 FAR)
- LIGHT INDUSTRIAL (75 FAR)
- HEAVY INDUSTRIAL (75 FAR)
- PUBLIC/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 for informational purposes only and is not intended to be used as a legal document. It is intended that the map be used in conjunction with the official zoning map and the City of Hillsborough County Planning Commission. ACCURACY: It is intended that the map be used in conjunction with the official zoning map and the City of Hillsborough County Planning Commission. This map is for informational purposes only. It is not intended to be used as a legal document. It is intended that the map be used in conjunction with the official zoning map and the City of Hillsborough County Planning Commission.



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