

**Rezoning Application:** PD 25-0587  
**Zoning Hearing Master Date:** July 21, 2025  
**BOCC CPA Public Hearing Date:** September 9, 2025



Development Services Department

## 1.0 APPLICATION SUMMARY

**Applicant:** University Community Hospital, Inc.  
**FLU Category:** RES-20, OC-20  
**Service Area:** Urban  
**Site Acreage:** 19.57  
**Community Plan Area:** None  
**Overlay:** None



### Introduction Summary:

This is a request to rezone a site from Planned Development (PD) 14-0314 and PD 90-0052 (as most recently modified by MM 09-0371) to a new Planned Development (PD) in order to add a parcel for a parking garage, revise the permitted uses, and increase the max floor area ratio from 0.56 to 0.63.

Zoning:	Existing		Proposed
District(s)	PD 14-0314	PD 90-0052	PD 25-0587
Typical General Use(s)	Hospital, drug store, optician/optical supplies, Health Practitioner's office, rental and leasing of medical supplies and equipment, accessory uses	BPO Uses	Hospital, Health Practitioner's Office and Parking Garage
Acreage	17.65 acres	1.92 acres	19.57 acres
Density/Intensity	0.56 FAR	0.40 FAR	0.63 FAR
Mathematical Maximum*	430,547 square feet	34,000 square feet	533,850 square feet

\*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	PD 14-0314	PD 90-0052	PD 25-0587
Lot Size / Lot Width	NA	NA	NA

Setbacks/Buffering and Screening	-Front: 30' -Building Envelope A: 50' from east property line -Building Envelope B: 30' from east property line -Building Envelope C: 60' from east property line and 10' from west property line -Building Envelope D: 40' from south property line and 30' from west property line	Front (south, west): 20' Side(east): 78' Side (north): ~218'	-Front: 30' -Building Envelope A: 50' from east property line -Building Envelope B: 30' from east property line -Building Envelope C: 60' from east property line and 10' from west property line -Building Envelope D: 40' from south property line and 30' from west property line -Building Envelope E: 20' from south and west property line, 16' from east property line, 60 feet from north property line w/ 20' Type B screening
Height	Building Envelope A: 90' Building Envelope B: 20' Building Envelope C: 50' Building Envelope D: 40'	50'	Building Envelope A: 90' Building Envelope B: 30' Building Envelope C: 50' Building Envelope D: 40' Building Envelope E: 83' (7-stories)

## Additional Information:

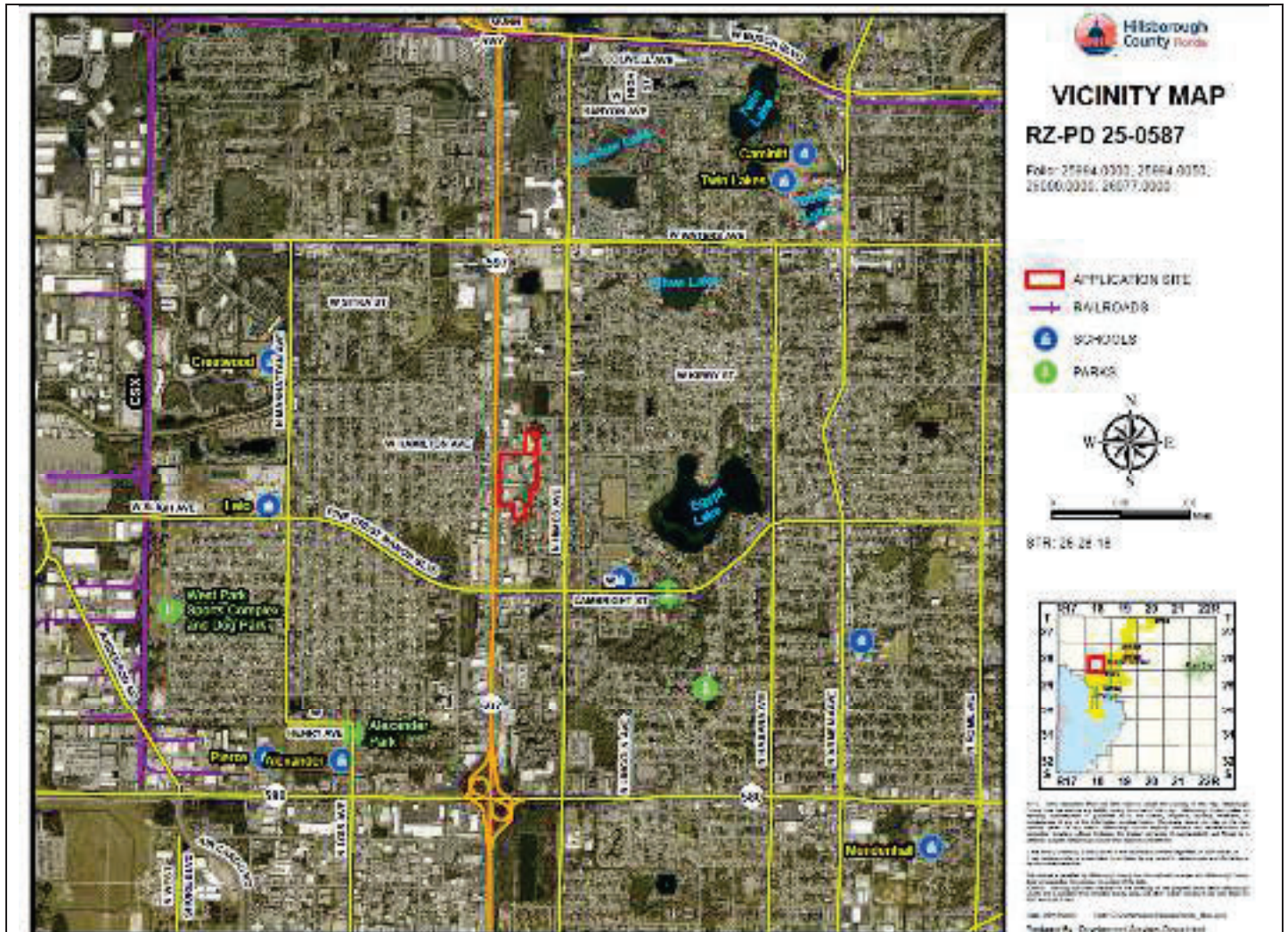
PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application

**Planning Commission Recommendation:**  
Consistent

**Development Services Recommendation:**  
Approvable, subject to the proposed conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.1 Vicinity Map



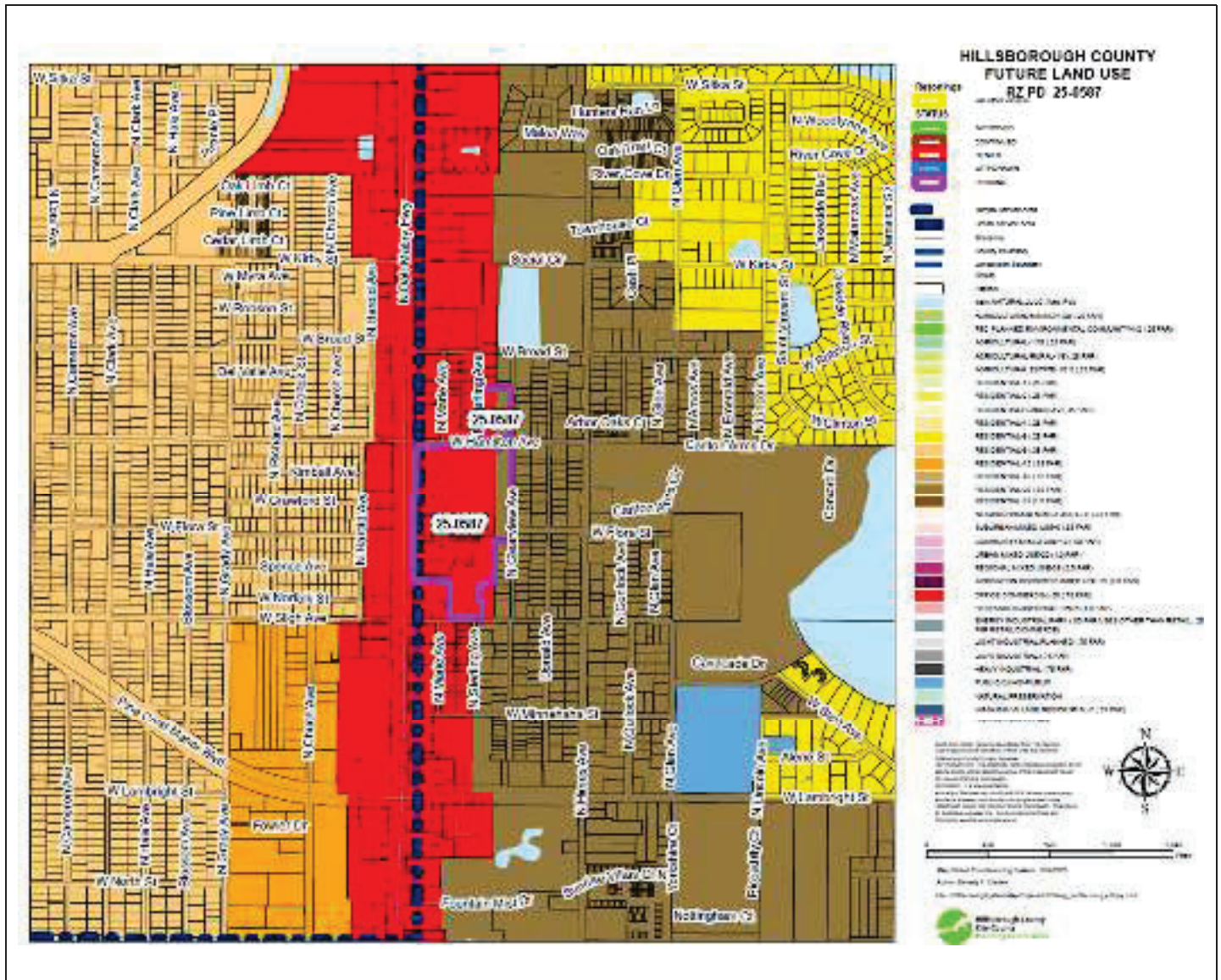
**Context of Surrounding Area:**

Subject site is located along the eastside of North Dale Mabry Highway in the Egypt Lake Community Area. Site is in a commercial area, with commercial uses primarily located along Dale Mabry Highway. Residential and Office uses are located directly to the north, east and south.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Future Land Use Map

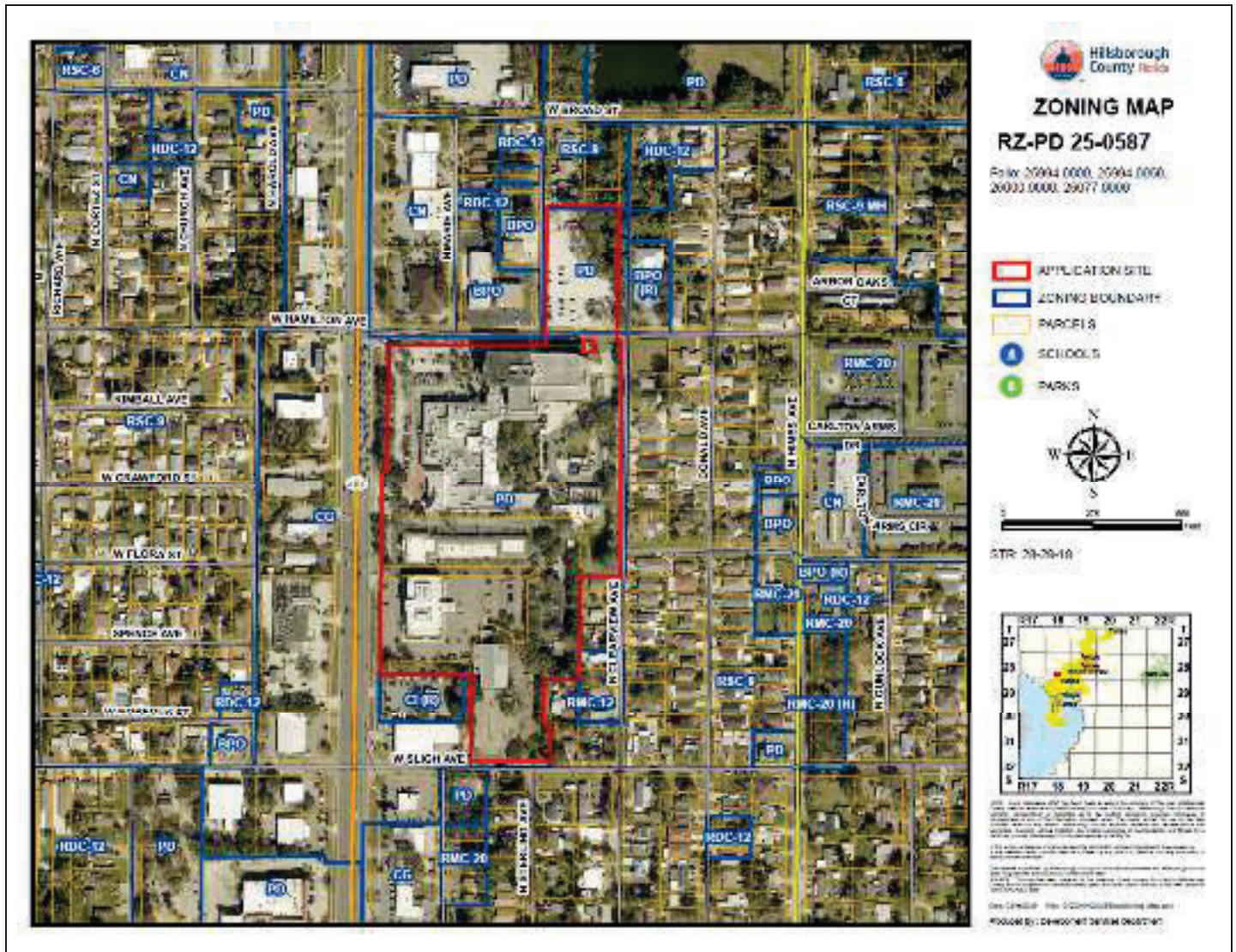


Subject Site Future Land Use Category:	Residential- 20 (RES-20)	Office Commercial-20 (OC-20)
Maximum Density/F.A.R.:	20 du/ga / 0.75 FAR	20 du/ga / 0.75 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments.	Agricultural,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



## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.3 Immediate Area Map



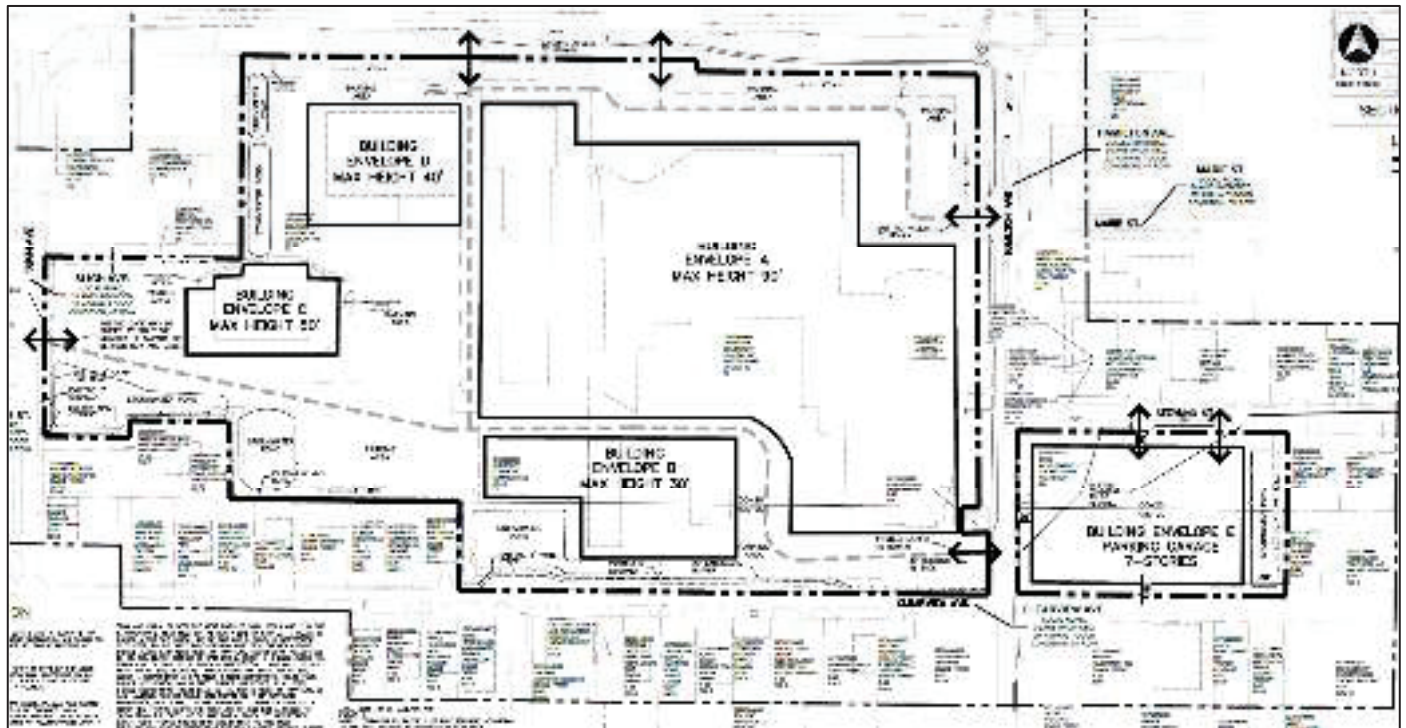
## Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CN	.20 FAR	Limited retail and personal services	Funeral Home
	BPO	.20 FAR	Office uses	Medical Offices
	RSC-9	9 dwelling unit per acre	Single-Family Conventional	Single-Family Conventional
South	CI-R	.30 FAR	Limited Intense commercial and service uses	Car and Truck Rental Service
	CG	.27 FAR	General retail and service uses	Home Furnishing Business

	PD 88-0234	NA	Open storage of domestic vehicles	Open storage of domestic vehicles
	RSC-9	9 dwelling unit per acre	Single-Family Conventional	Single-Family Conventional
East	RSC-9	9 dwelling unit per acre	Single-Family Conventional	Single-Family Conventional
	BPO 09-0364	.15 FAR (5,000 square feet)	BPO Uses	Medical Office
	RMC-12	12 dwelling units per acre	Multi-family residential	Multi-family residential
West	BPO 89-0099	.20 FAR	BPO uses	Medical Office
	BPO	.20 FAR	Office uses	Medical Offices
	CG	.27 FAR	General retail and service uses	Commercial uses

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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





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

Adjoining Roadways (check if applicable)			
Road Name	Road Name	Road Name	Road Name
N Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
W Hamilton Ave	County Local - Urban	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 Proposed <input checked="" type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
N Sterling Ave	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
W Sligh Ave	County Local - Urban	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 Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other

Project Trip Generation			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	6,788	524	592
Proposed	7,381	581	613
Difference (+/-)	+593	+57	+21

\*Trips reported are based on net new 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	X	Pedestrian & Vehicular	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West	X	Pedestrian & Vehicular	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
W Hamilton Ave – Substandard Road	Design Exception Requested	Approvable
N Sterling Ave – Substandard Road	Administrative Variance Requested	Approvable
W Sligh Ave – Substandard Road	Administrative Variance Requested	Approvable
N Sterling Ave – Access Spacing	Administrative Variance Requested	Approvable
W Sligh Ave – Access Spacing	Administrative Variance Requested	Approvable
Notes:		



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

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No Wetlands
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 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"/> 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
<b>Transportation</b> <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	See Staff Report
<b>Service Area/ Water &amp; Wastewater</b> <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Hospital (per 1,000 s.f.) Mobility: \$10,330 Fire: \$95				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Subject site is currently developed as a hospital, known as the Advent Health Carrollwood Hospital. Proposal looks to rezone to a new Planned Development to primarily amend existing entitlements, increase maximum FAR, and add a 1.92-acre parcel to the north for the purpose of constructing a parking garage. It is located along a commercial corridor, North Dale Mabry Highway, and is adjacent to single-family residential to the north, south, and east. The parcel to be added is adjacent to the RSC-9 residential zoning to the north and RSC-9 and BPO zoning to the east.

The Planned Development is proposing to increase the maximum FAR from 0.56 to 0.63 in order to accommodate future expansion of the hospital. The maximum height of Building Envelope B, which is currently the Central Energy Plant, is proposed to increase from 20 feet to 30 feet. Building Envelope B is located along Clearview Avenue with a 20-foot wide buffer and Type B screening along the roadway and 30-foot setback. Changes to the entitlements include removing a number of uses and keeping the hospital and Health Practitioner’s Office as permitted uses. The list of accessory uses remains unchanged and included in the new zoning.

The parking garage (Building Envelope E) is proposed to be at a height of a maximum 83-feet with a northern building setback of 60’ which is approximately half the width normally required due to the 2:1 building setback requirement (146 feet). The proposed garage site is adjacent to an RSC-9 zoned property to the north, containing a single-family home oriented towards the west and vacant property. The site is also adjacent to an RSC-9 zoned properties along a portion of the eastern boundary. Homes are not present; however, residential exists nearby to the east along Donald Avenue. To mitigate impacts to the adjacent residential, the applicant has proposed a number of strategies to protect these adjacent properties. The northern boundary is proposed to have a 20’ buffer with enhanced Type B screening along the northern boundary, which is to include 10’ high evergreen shade trees on 10-foot centers and 6’ high evergreen plants with an opacity of 75%. Additionally, architectural elements will be implemented for the parking garage to screen the open parking decks to the adjacent properties. This will be required along all sides of the parking garage. Since there is not a single-family home on the adjacent RSC-9 property to the east, the applicant has submitted a variation to request a reduction of the required 20’ wide buffer to 16’. To offset this reduction, the applicant will provide double the required tree plantings.

Development Services does not foresee any compatibility concerns with the proposed Planned Development. While the parking garage initially posed concerns due to its height and proximity to residential uses, the mitigation strategies implemented alleviate our concerns and find them to be adequate in protecting the surrounding residential.

5.2 Recommendation

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

**Requirements for Certification**

- 1. Depict buffer and screening along the eastern boundary adjacent to residential zoning on the Building Envelope E parcel.
- 2. Add graphic to site plan depicting an example of architectural standards for the parking garage.

**6.0 PROPOSED CONDITIONS**

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted July 1, 2025.

- 1. The primary uses permitted for the PD zoning district shall be limited to a 456,500 square foot hospital and a 73,350 square foot Health Practitioner's office. The following accessory uses shall be permitted only as subordinate and accessory to the primary hospital use, provided that such determination shall be based upon the PD zoning district as a whole and such uses shall not be required to be within the same structure or lot as the hospital. If it cannot be demonstrated that the accessory uses are subordinate to and related to the function of the hospital, then the uses shall not be permitted; except that bank, banking-automatic teller, business services uses, and professional services uses may be permitted although not related to the function of the hospital, but together shall not exceed five percent (5 %) of the building floor area within the PD zoning district cumulatively, or twenty percent (20%) of the building floor area within any one structure within the PD zoning district, nor shall these uses be in freestanding buildings by themselves.

Community Center	Bank
Parks with lighted courts/fields	Banking, automatic teller
Libraries	Business services
Minor Industry	Professional service
Place of Assembly	Recreation Services Neighborhood
Pump/lift stations, neighborhood	Medical & dental laboratories
Public Service facilities, other	Nursing/convalescent/extended
Adult care facility	care facility
Child care center	Rehabilitation center
Church	Sanitarium/mental institution
Home Health Services/Home Health	Hospital guest house
Agencies	Electric/electronic repair, small
Life care treatment center	School
Professional Residential Facility-	Off-street parking
Recovery Home A, B or C	Industrial laundry
Alcoholic beverage sales, temporary	Membership organizations
Eating establishment, sit-down	Publishing and printing
	Research activities

- 2. The maximum F.A.R. for the project shall be 0.63. Building envelopes, service areas and parking areas shall be located where generally shown on the certified site plan.
- 3. The maximum impervious percentage for the project shall be 80%.



4. Buildings shall maintain a 30-foot front yard setback from the north (Hamilton Avenue), west (North Dale Mabry Highway) and south (Sligh Avenue) property lines. In addition, the following shall apply:
  - a. Building Envelope Area A shall maintain a 50-foot setback from the east (Clearview Avenue) property line.
  - b. Building Envelope Area B shall maintain a 30-setback from the east (Clearview Avenue) property line.
  - c. Building Envelope Area C shall maintain a 60-foot setback from the east and 10-foot setback from the west (Folio 26001.0025) property lines.
  - d. Building Envelope Area D shall maintain a 40-foot setback from the south and 30-foot setback from the west property lines.
  - e. Building Envelope Area E shall maintain a 20-foot setback from the south and west property lines, a 16-foot setback from the east property line, and a 60-foot setback from the north property line with a 20-foot landscape buffer with a Type B screening. Required screening shall consist of the following:
    - i. The requirements of Screening Standard “A” consisting of evergreen plants, at the time of planting, shall be six feet in height and provide an overall screening opacity of 75 percent; and
    - ii. A row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 10 feet apart. The trees are to be planted within ten feet of the property line.
    - iii. A 16-foot-wide buffer with enhanced screening and 100% opacity, shall be provided along the northeasterly portion of the eastern property line adjacent to residential zoning.
5. A 10-foot landscape buffer shall be provided along the southwest corner of the project where abutting commercial uses, as shown on the certified site plan.
6. A 20-foot landscape buffer shall be provided along the entire eastern property line of the project, as shown on the certified site plan. Type B screening shall be provided within the 20-foot buffer.
7. Maximum building heights shall be as follows:
  - a. Building envelope A – maximum building height of 90 feet
  - b. Building envelope B – maximum building height of 20 feet.
  - c. Building envelope C – maximum building height of 50 feet.
  - d. Building envelope D – maximum building height of 40 feet.

- e. Building envelope E – maximum building height 7-stories, 83 feet. The parking garage façade shall feature architectural elements, generally consistent with the graphic provided on the certified site plan.
8. The project shall be served by the following access connections:
- a. Two (2) existing access connections to N. Dale Mabry Highway;
  - b. Two (2) existing full access connections to W. Hamilton Avenue;
  - c. One (1) existing full access to W. Sligh Avenue; and
  - d. Two (2) existing full access connections to N. Sterling Avenue, to be relocated.
9. Access to Clearview Avenue shall not be allowed.
10. Notwithstanding the above, the removal/relocation/reconfiguration of accesses to N. Dale Mabry Highway shall be subject to FDOT review and approval.
- a. In the event there are changes to the existing access connections to N. Dale Mabry Highway, the developer shall submit a trip generation and site access analysis, which will be used by the County and FDOT to support determinations on the removal/relocation/reconfiguration of access connections and determine whether site access or other improvements are warranted.
11. If PD 25-0587 is approved, the County Engineer will approve a Design Exception (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the W. Hamilton Avenue substandard road improvements. As W. Hamilton Avenue is a substandard roadway, the developer shall make certain improvements consistent with the Design Exception. Specifically, prior to or concurrent with the development of the parking garage on Folio No. 26077.0000, the developer shall:
- a. Widen W. Hamilton Avenue from the project access to N. Sterling; and,
  - b. Construct an eastbound left turn lane on W. Hamilton Avenue at N. Sterling Avenue; and,
  - c. Install a pedestrian crossing over W. Hamilton Avenue at N. Sterling Avenue.
12. If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025), for the W. Sligh Avenue substandard road improvements required pursuant to Section 6.04.03.L of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along W. Sligh Avenue.
13. If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025)

for the N. Sterling Avenue substandard road improvements required pursuant to Section 6.04.03.L of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along N. Sterling Avenue.

14. If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) from the Section 6.04.07 access spacing requirements for the project's W. Sligh Avenue connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the access on W. Sligh Avenue as follows:
  - a. A variance of +/- 41 feet from the closest access to the west (on the opposite side of the road), resulting in an access spacing of +/- 9 feet; and,
  - b. A variance of +/- 50 feet from the closest access to the east (on the opposite side of the road), resulting in an access spacing of +/- 0 feet.
15. If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) from the Section 6.04.07 access spacing requirements for the project's northernmost N. Sterling Avenue connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost access on N. Sterling Avenue as follows:
  - a. A variance of +/- 47 feet from the closest access to the north (on the opposite side of the road), resulting in an access spacing of +/- 3 feet; and,
  - b. A variance of +/- 39 feet from the closest access to the south (on the opposite side of the road), resulting in an access spacing of +/- 11 feet.
16. Parking shall be provided in accordance with LDC Section 6.05.02.
17. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
18. 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.
19. 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.
20. 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.



21. 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.
22. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

**Zoning Administrator Sign Off:**

*J. Brian Grady*

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

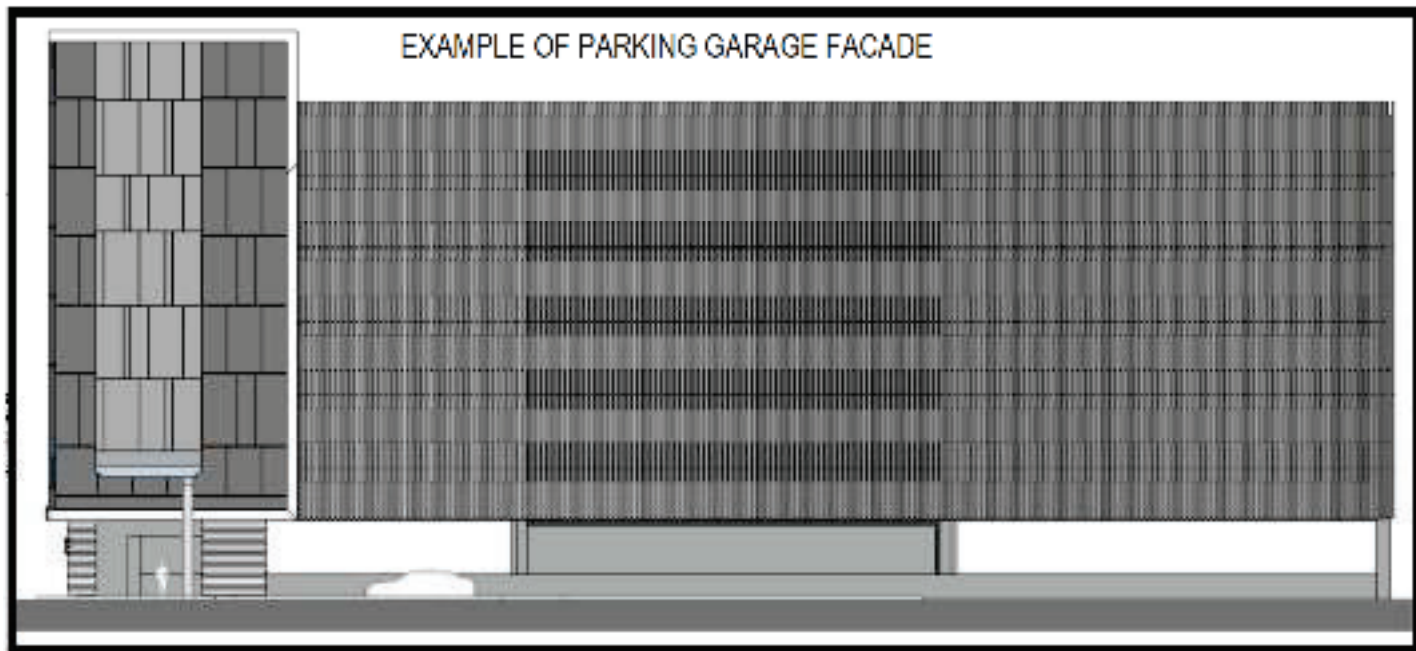
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.

**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)**

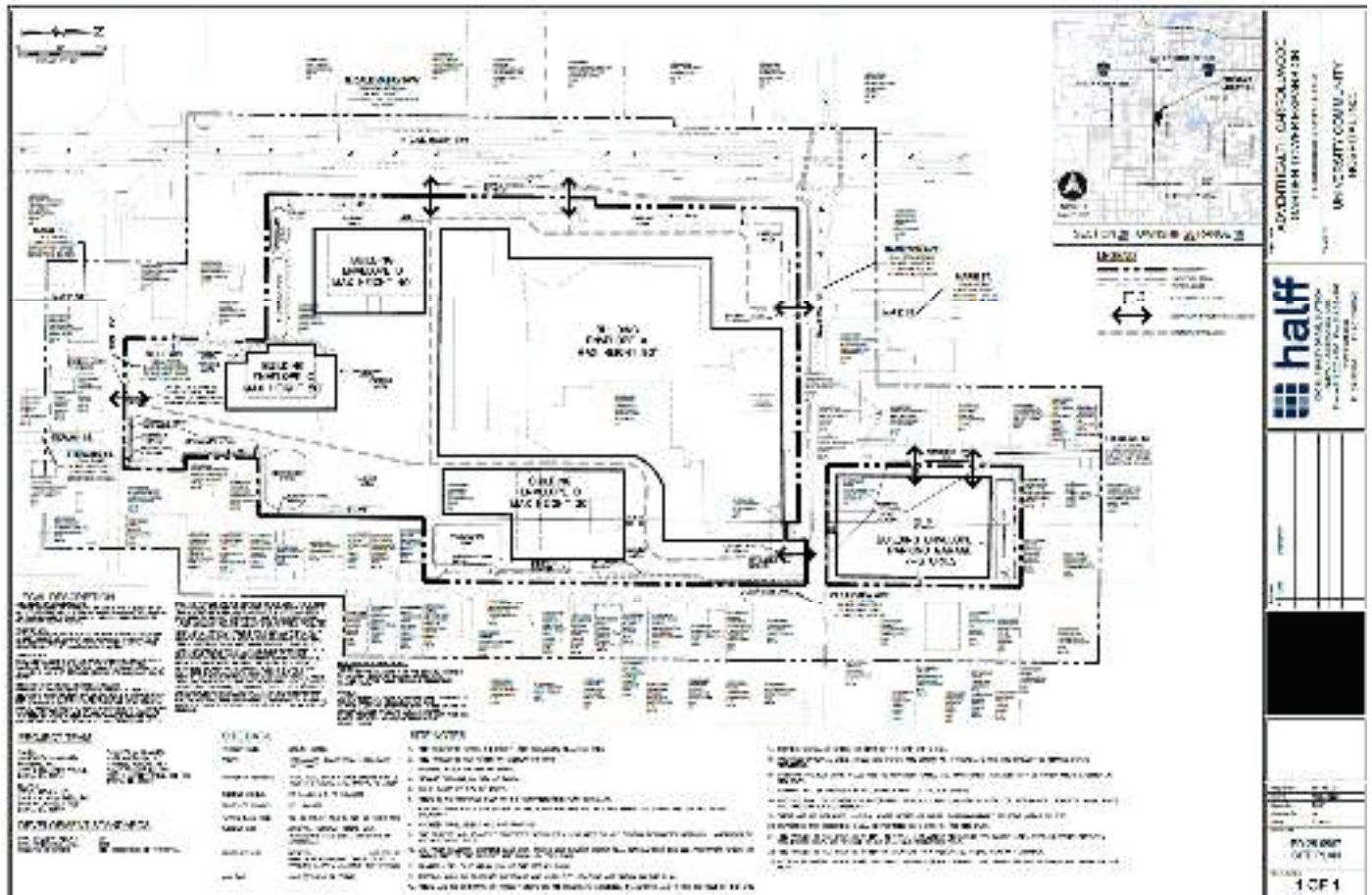
-PD Variation to buffering and screening:

1. East: 20-foot-wide buffer with Type B Screening along adjacent RSC-9 zoned property. Applicant providing 16-foot-wide buffer with enhanced screening, doubling the vegetation requirement with 100% opacity.

-Example of architectural standards for the parking garage to be included on the site plan:



## 8.0 PROPOSED SITE PLAN (FULL)





**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 7/14/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EGL

PETITION NO: PD 25-0587

- 
- |                                     |   |
|-------------------------------------|---|
| <input type="checkbox"/>            | This agency has no comments.  |
| <input type="checkbox"/>            | This agency has no objection.   |
| <input checked="" type="checkbox"/> | This agency has no objection, subject to the listed or attached conditions. |
| <input type="checkbox"/>            | This agency objects for the reasons set forth below.                        |
- 

### **CONDITIONS OF APPROVAL**

- The project shall be served by the following access connections:
  - Two (2) existing access connections to N. Dale Mabry Highway;
  - Two (2) existing full access connections to W. Hamilton Avenue;
  - One (1) existing full access to W. Sligh Avenue; and
  - Two (2) existing full access connections to N. Sterling Avenue, to be relocated.
- Access to Clearview Avenue shall not be allowed.
- Notwithstanding the above, the removal/relocation/reconfiguration of accesses to N. Dale Mabry Highway shall be subject to FDOT review and approval.
  - In the event there are changes to the existing access connections to N. Dale Mabry Highway, the developer shall submit a trip generation and site access analysis, which will be used by the County and FDOT to support determinations on the removal/relocation/reconfiguration of access connections and determine whether site access or other improvements are warranted.
- If PD 25-0587 is approved, the County Engineer will approve a Design Exception (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the W. Hamilton Avenue substandard road improvements. As W. Hamilton Avenue is a substandard roadway, the developer shall make certain improvements consistent with the Design Exception. Specifically, prior to or concurrent with the development of the parking garage on Folio No. 26077.0000, the developer shall:
  - Widen W. Hamilton Avenue from the project access to N. Sterling; and,
  - Construct an eastbound left turn lane on W. Hamilton Avenue at N. Sterling Avenue; and,

- Install a pedestrian crossing over W. Hamilton Avenue at N. Sterling Avenue.
- If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025), for the W. Sligh Avenue substandard road improvements required pursuant to Section 6.04.03.L of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along W. Sligh Avenue.
- If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the N. Sterling Avenue substandard road improvements required pursuant to Section 6.04.03.L of the LDC. Approval of this Administrative Variance will waive the required substandard road improvements along N. Sterling Avenue.
- If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) from the Section 6.04.07 access spacing requirements for the project's W. Sligh Avenue connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the access on W. Sligh Avenue as follows:
  - A variance of +/- 41 feet from the closest access to the west (on the opposite side of the road), resulting in an access spacing of +/- 9 feet; and,
  - A variance of +/- 50 feet from the closest access to the east (on the opposite side of the road), resulting in an access spacing of +/- 0 feet.
- If PD 25-0587 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) from the Section 6.04.07 access spacing requirements for the project's northernmost N. Sterling Avenue connection. Specifically, approval of this Administrative Variance will permit a reduction of the minimum access spacing for the northernmost access on N. Sterling Avenue as follows:
  - A variance of +/- 47 feet from the closest access to the north (on the opposite side of the road), resulting in an access spacing of +/- 3 feet; and,
  - A variance of +/- 39 feet from the closest access to the south (on the opposite side of the road), resulting in an access spacing of +/- 11 feet.
- Parking shall be provided in accordance with LDC Section 6.05.02.
- Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone from Planned Development (PD 14-0314) and Planned Development (PD 90-0052/MM 09-0371) to a single, unified PD on approximately 19.57 acres. PD 14-0314 is approved for a hospital, health practitioner's office, medical supplies and



equipment and associated accessory uses up to a floor area ratio (FAR) of 0.56. The most recent modification of PD 90-0052 (MM 09-0371) approved the site for 34,000 square feet of business professional office uses.

The applicant is proposing a PD to permit hospital, health practitioner's office, medical supplies and equipment and associated accessory uses up to a FAR of 0.63 and permit an ancillary parking garage on the northeast corner of the intersection of W. Hampton Avenue and N. Sterling Avenue, as shown on the PD site plan.

The access connections for the hospital site (PD 14-0314) to N. Dale Mabry Highway, W. Hamilton Avenue, and W. Sligh Avenue are existing and are not proposed to be changed. The site for the proposed parking garage (referred to herein as the "Parking Garage Parcel") has two access connections to N. Sterling Avenue and two access connections to W. Hamilton Avenue. The two proposed access connections to N. Sterling Avenue for the Parking Garage Parcel are existing but are proposed to be relocated with this PD.

The proposed Parking Garage Parcel is anticipated to be developed to provide 750 parking spaces for the hospital campus. Per the applicant's submitted narrative, the hospital campus has 687 existing parking spaces on their site. With the proposed increase in permitted square footage of the approved uses, the vehicular trips for the overall PD were assessed assuming approximately 50% of the trips generated will access the Parking Garage Parcel. The applicant's Transportation Engineer prepared the site access analysis demonstrating the 50% trip distribution split between the hospital campus access connections and the proposed access connections for the Parking Garage Parcel to N. Sterling Avenue. W. Hamilton Avenue is identified as a local roadway on the Hillsborough County Functional Classification Map; however, Staff asked the applicant to assess the amount of daily traffic on W Hamilton Avenue to identify if the roadway should be assessed as a collector. Within the transportation analysis, the applicant's Transportation Engineer noted the existing and potential project traffic will bring the vehicles per day to 6,278 on this segment of W. Hamilton Avenue from N. Dale Mabry Highway to N. Sterling Avenue. Since the number of vehicles per day exceeds 5,000, this segment of W. Hamilton Avenue was assessed as a collector roadway. The segment of W. Hamilton Avenue east of N. Sterling Avenue is still operating as a local road.

The addition of the Parking Garage Parcel also concentrates more pedestrians at the intersection of W. Hamilton Avenue and N Sterling Avenue. The applicant is proposing a pedestrian crossing over W. Hamilton Avenue to accommodate the pedestrians moving between the Parking Garage Parcel and the hospital campus.

### **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. The applicant's analysis did not include the potential number of trips potentially generated under the existing PD for the parking garage site (PD 90-0052). Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning designations, generally consistent with the applicant's transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's *Trip Generation Manual, 11th Edition*.

Approved Uses:

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

PD, Business Professional Office (ITE LUC 720)	1,353	91	135
PD, Hospital (ITE LUC 610)	2,971	226	237
PD, Medical Office (ITE LUC 720)	2,464	207	220
Total:	6,788	524	592

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Hospital (ITE LUC 610)	4,917	374	393
PD, Medical Office (ITE LUC 720)	2,464	207	220
Total:	7,381	581	613

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	+593	+57	+21

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The subject property is served by N. Dale Mabry Highway, W. Hamilton Avenue, W. Sligh Avenue, and N. Sterling Avenue.

N. Dale Mabry Highway is a 6-lane, divided, FDOT maintained, principal arterial urban road characterized by 11-foot-wide lanes in good condition, 5-foot-wide bike lanes, 5-foot-wide sidewalks on both sides of the roadway within the vicinity of the proposed project, and within +/- 140 feet of right of way. Modifications to existing access connections to N Dale Mabry Highway are subject to review and approval by FDOT.

W. Hamilton Avenue is a 2-lane, undivided, publicly maintained, substandard local urban road characterized by 11-foot-wide lanes in good condition, no bike lanes, 5-foot-wide sidewalks on the south side and intermittent sidewalks on the north side of the roadway within the vicinity of the proposed project, and within +/- 50 feet of right of way. The projected volume on W. Hamilton Avenue from N. Dale Mabry Highway to N. Sterling Avenue is 6,278 vehicles per day and, as such, the noted segment of W. Hamilton Avenue was assessed as a collector roadway. This segment of W. Hamilton is currently identified as a substandard road because the roadway does not comply with the 2021 Hillsborough County Transportation Technical Manual's (TTM) typical section for a two-lane urban collector road (TS-4).

W. Sligh Avenue is a 2-lane, undivided, publicly maintained, substandard local urban roadway characterized by +/- 20 feet of pavement in good condition, sidewalks on the north side of the roadway within the vicinity of the proposed project, and within +/- 45 feet of right of way. W. Sligh Avenue is currently identified as a substandard road because the roadway does not comply

with the 2021 Hillsborough County Transportation Technical Manual's (TTM) typical section for a two-lane urban local road (TS-3, non-residential variant).

N. Sterling Avenue is a 2-lane, undivided, publicly maintained, substandard local urban road characterized by +/- 20 feet of pavement in good condition, sidewalks on the west side of the southern portion of the road within the vicinity of the proposed project, and within +/- 35 feet of right of way. N. Sterling Avenue is currently identified as a substandard road because the roadway does not comply with the 2021 Hillsborough County Transportation Technical Manual's (TTM) typical section for a two-lane urban local road (TS-3, non-residential variant).

**REQUESTED DESIGN EXCEPTION, SUBSTANDARD ROAD: W Hamilton Avenue**

Given that the segment of W. Hamilton Avenue from N. Dale Mabry Highway to N. Sterling Avenue is a substandard roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception Request (dated May 29, 2025, and revised July 7, 2025) for the noted segment of W. Hamilton Avenue to determine the specific improvements that would be required by the County Engineer. Although identified as a local roadway on the Hillsborough County Comprehensive Plan Functional Classification Map, the projected volume on W. Hamilton Avenue from N. Dale Mabry Highway to N. Sterling Avenue (exceeding 5,000 vehicles per day) was such that this segment was assessed as a collector roadway. Based on factors presented in the Design Exception Request, the County Engineer found the Design Exception approvable (on July 11, 2025) authorizing deviations from the TS-4 Typical Section (for 2-lane, Undivided, Urban Collector Roads) including:

- The developer shall preserve the 11-foot-wide travel lanes required by the 2021 Hillsborough County Transportation Technical Manual's (TTM) TS-4 Typical Section; and,
- The 7-foot-wide buffered bike lanes shall not be required; and,
- The developer shall widen W Hamilton Avenue from the project access to N. Sterling Avenue to provide the geometry to construct an 11-foot-wide eastbound left turn lane on W. Hamilton Avenue at N. Sterling Avenue; and,
- The developer shall install a pedestrian crossing over W. Hamilton Avenue at N. Sterling Avenue.

**REQUESTED ADMINISTRATIVE VARIANCE #2, SUBSTANDARD ROAD: W Sligh Avenue**

As W. Sligh Avenue is a substandard roadway, the applicant's EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated June 10, 2025, and revised July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the W. Sligh Avenue substandard road improvements. Approval of this Administrative Variance will waive the substandard road improvements required by Section 6.04.03.L of the LDC.

In PD 25-0587 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced Administrative Variance Request.

**REQUESTED ADMINISTRATIVE VARIANCE #1, SUBSTANDARD ROAD: N Sterling Avenue**

As N. Sterling Avenue is a substandard roadway, the applicant's EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated June 10, 2025, and revised July 7, 2025) which was found approvable by the County Engineer (on July 11, 2025) for the N. Sterling Avenue

substandard road improvements. Approval of this Administrative Variance will waive the substandard road improvements required by Section 6.04.03.L of the LDC.

In PD 25-0587 is approved by the Board of County Commissioners, the County Engineer will approve the above referenced Administrative Variance Request.

**REQUESTED ADMINISTRATIVE VARIANCE #4, ACCESS SPACING: W Sligh Avenue**

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated June 12, 2025, and revised July 7, 2025) from the Section 6.04.07. LDC requirement, governing access spacing. Per the LDC, W. Sligh Avenue is a Class 7 roadway, which requires minimum connection spacing of 50 feet. The applicant is seeking the following variances relative to its project's existing-to-remain access connection on W. Sligh Avenue:

- A variance of +/- 41 feet from the closest access to the west (on the opposite side of the road), resulting in an access spacing of +/- 9 feet; and,
- A variance of +/- 50 feet from the closest access to the east (on the opposite side of the road), resulting in an access spacing of +/- 0 feet.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable subject to conditions (on July 11, 2025). If PD 25-0587 is approved, the County Engineer will approve the above referenced Administrative Variance request.

**REQUESTED ADMINISTRATIVE VARIANCE #3, ACCESS SPACING: N Sterling Avenue**

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated June 10, 2025, and revised July 7, 2025) from the Section 6.04.07. LDC requirement, governing access spacing. Per the LDC, N. Sterling Avenue is a Class 7 roadway, which requires minimum connection spacing of 50 feet. The applicant is seeking the following variances relative to its project access connection on N. Sterling Avenue:

- A variance of +/- 47 feet from the closest access to the north (on the opposite side of the road), resulting in an access spacing of +/- 3 feet; and,
- A variance of +/- 39 feet from the closest access to the south (on the opposite side of the road), resulting in an access spacing of +/- 11 feet.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable subject to conditions (on July 11, 2025). If PD 25-0587 is approved, the County Engineer will approve the above referenced Administrative Variance request.

**SITE ACCESS**

The project is currently served by access to N. Dale Mabry Highway, W. Hamilton Avenue, W. Sligh Avenue, and N. Sterling Avenue.

**Serving the hospital campus:**

There are two existing access connections to N. Dale Mabry Highway. The southern access is right-in/right-out, and the northern access is left-in/right-in/right-out with an approximate 160-foot northbound right turn lane and 190-foot southbound left turn lane to N. Dale Mabry Highway. Any changes to these access connections will require coordination with FDOT for modifications within their maintained right of way.



The two existing full access connections to W. Hamilton Avenue are proposed to remain.

There is one existing full access connection to W. Sligh Avenue that is proposed to remain. This access is gated at night for security purposes.

Serving the Parking Garage Parcel:

The Parking Garage Parcel has 4 existing access connections; two full access connections to W. Hamilton Avenue that are proposed to be removed, and two full access connections to N. Sterling Avenue that are proposed to be relocated. The two access connections for the proposed parking garage are necessary to ensure vehicles entering the parking garage do not create queuing problems on W. Hamilton Avenue.

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

W. Hamilton Avenue, N. Sterling Avenue, and the abutting segment of W. Sligh Avenue are not regulated roadways and are not included in the 2020 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for these roadways cannot be provided.

The roadway level of service provided for N. Dale Mabry Highway is for information purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
N Dale Mabry Highway	1,320' N of Hillsborough Avenue	W Waters Avenue	D	F

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

# Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
N Dale Mabry Hwy	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
W Hamilton Ave	County Local - Urban	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 Proposed <input checked="" type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
N Sterling Ave	County Local - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
W Sligh Ave	County Local - Urban	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 Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <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	6,788	524	592
Proposed	7,381	581	613
Difference (+/-)	+593	+57	+21

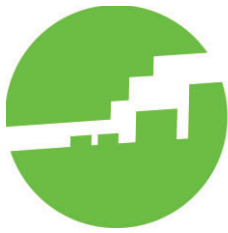
\*Trips reported are based on gross external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
W Hamilton Ave – Substandard Road	Design Exception Requested	Approvable
N Sterling Ave – Substandard Road	Administrative Variance Requested	Approvable
W Sligh Ave – Substandard Road	Administrative Variance Requested	Approvable
N Sterling Ave – Access Spacing	Administrative Variance Requested	Approvable
W Sligh Ave – Access Spacing	Administrative Variance Requested	Approvable
Notes:		

## Transportation Comment Sheet

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



**Hillsborough County  
City-County  
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> July 21, 2025  <b>Report Prepared:</b> July 10, 2025	<b>Case Number:</b> PD 25-0587  <b>Folio(s):</b> 25994.0000, 26000.0000, 25994.0050, 26077.0000  <b>General Location:</b> North of West Slight Avenue, east of Dale Mabry Highway, and south of Broad Street West
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Office Commercial-20 (20 du/ga;0.75 FAR) & Residential-20 (20 du/ga;0.75 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	None
<b>Rezoning Request</b>	Rezone to a new Planned Development (PD) to add a 1.92-acre parcel (folio: 26077.0000) into the overall hospital operation for a seven-story, 80 foot high open air parking garage, and to expand Building Envelopes A and B
<b>Parcel Size</b>	+/- 19.57 acres
<b>Street Functional Classification</b>	Dale Mabry Highway – <b>State Principle Arterial</b> West Slight Avenue – <b>Local</b> West Hamilton Avenue – <b>Local</b> Clearview Avenue North – <b>Local</b>



<b>Commercial Locational Criteria</b>	Not applicable
<b>Evacuation Area</b>	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
<b>Subject Property</b>	Office Commercial-20 + Residential-20	PD	Public/Quasi-Public + Light Commercial + Vacant
<b>North</b>	Office Commercial-20 + Residential-20	BPO + RSC-9 + RDC-12 + CN	Single-Family + Two-Family + Light Commercial + Public/Quasi
<b>South</b>	Office Commercial-20 + Residential-20	PD + CI + RMC-20 + CG + RSC-9 + RMC-12	Single-Family + Light Commercial + Heavy Commercial + Two-Family
<b>East</b>	Residential-20	RMC-12 + RSC-9 + PD	Single-Family Residential + Two-Family + Public/Quasi
<b>West</b>	Office Commercial-20 + Residential-9	CG + RSC-9 + CI	Single-Family + Light Commercial + Heavy Commercial

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

The ± 19.57-acre subject site is located north of West Slight Avenue, east of Dale Mabry Highway, and south of Broad Street West. The site is in the Urban Service Area (USA) and is not within the limits of a Community Plan. The subject site has a Future Land Use (FLU) designation of Office Commercial-20 (OC-20) and Residential-20 (RES-20). The applicant is requesting to rezone to Planned Development (PD) to add a 1.92-acre parcel (folio: 26077.0000) into the overall hospital operation for a seven-story, 80-foot-high open air parking garage, and to expand Building Envelopes A and B.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The site is currently occupied by AdventHealth Carrollwood Hospital, which has operated at this location for many years and has undergone multiple renovations and expansions over time. The proposed rezoning

seeks to facilitate further expansion of the facility to support its continued growth and to address the ongoing need for additional parking. The area surrounding the hospital consists predominantly of single-family residential, light commercial, and heavy commercial uses. The parcel that is being added to the PD is adjacent to existing light commercial uses, with single-family residential properties located to the north. The Development Services Department has established a Condition of Approval requiring the northern façade of the proposed parking structure to incorporate architectural features that will help mitigate visual impacts on neighboring residential properties. This condition is essential to the Planning Commission staff's determination of consistency. The proposal to incorporate a 1.92-acre parcel into the overall hospital operation meets the intent of FLUS Objective 1.1 and supports the long-term operational needs of the hospital.

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 Office Commercial-20 (OC-20) and Residential-20 (RES-20) Future Land Use categories. OC-20 allows for the consideration of agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses. RES-20 allows for the consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments. Both Future Land Use categories allow a residential density of up to 20 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.75. The FAR associated with this request remains below the maximum threshold, thereby meeting the development standards of the applicable FLU designation. The proposed use is consistent with the allowable uses within these categories and aligns 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.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern consists of a mix of light commercial, heavy commercial, single-family residential and public/quasi-public uses. Given that the hospital has been in operation at this location for many years, the primary focus of the compatibility assessment is on the proposed addition of the parking structure (Building Envelope E) and its relationship to adjacent land uses. There are single-family residential homes located along the northern boundary of the subject site. To address potential visual impacts on these adjacent residences, the Condition of Approval previously mentioned was added to the Planned Development. This condition states that the northern façade of the parking structure will incorporate architectural softening techniques to mitigate for its visual impact on the neighbors. Additionally, the request includes a 60-foot setback from the northern property line, along with a 20-foot buffer featuring Type B screening to further mitigate impacts on adjacent residential properties. The proposed parking structure will add an additional 750 parking spaces to support the hospital's continued growth and address the ongoing demand for expanded parking capacity. These design measures collectively enhance the compatibility of the use with the surrounding area and help to ensure a balanced transition between land uses.

Overall, staff finds that the proposed use is an allowable use in the OC-20 and RES-20 Future Land Uses and is compatible with the existing development pattern found within the surrounding area. The proposed Planned Development (PD) would allow for development that is consistent with the Goals, Objectives,

and Policies of the Future Land Use Section 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.

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## **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 described in Appendix A, that establish permitted land uses and maximum densities and intensities.

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

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

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

#### ***Compatibility***

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

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

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

## **Development**

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

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

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

## **Neighborhood/Community Development**

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

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

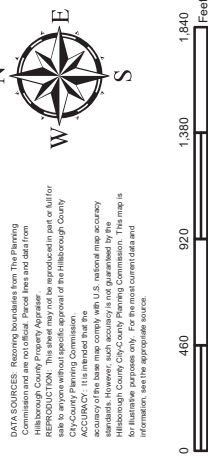
- a) the creation of like uses; and
- b) creation of complementary uses; and
- c) mitigation of adverse impacts; and
- d) transportation/pedestrian connections; and



*e) Gradual transitions of intensity*

## RZ PD 25-0587

**<all other values>**



**DATA SOURCES:** Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.

**REPRODUCTION:** This sheet may not be reproduced in part or full without the written consent of the Hillsborough County City/County Planning Commission.

**ACCURACY:** It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. 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, see the appropriate source.

Map Printed from Rezoning System: 3/24/2025

Author: Beverly F. Daniels

File: G:\Re zoningSystem\MapProjects\HC\Greg hcRe zoning - Copy.mxd

