

Rezoning Application: PD 25-0500 (REMAND)

Zoning Hearing Master Date: November 17, 2025

BOCC CPA Meeting Date: January 15, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Todd Pressman

FLU Category: RES-1. Pending CPA 25-01 to ~~OC-20~~
SMU-6

Service Area: Rural

Site Acreage: 9.7 AC

Community Plan Area: None

Overlay: None



Introduction Summary:

This application was remanded to allow for consideration of the SMU-6 Future Land Use Category, rather than the previously proposed OC-20.

The existing zoning is AS-1 (Agricultural, single Family) which permits Single family residential and agricultural uses pursuant to the development standards in the table below.

The proposed zoning is for Planned Development (site plan controlled district) to allow one single family residential unit with a home based office; warehouse uses; open storage for 9 commercial vehicles and 9 domestic vehicles pursuant to the development standards in the table below and site plan depicted in 2.4 of the report.

Comprehensive Plan Amendment (CPA 25-01) is pending to change the Future Land Use designation from RES-1 to ~~OC-20~~ SMU-6. ~~OC-20~~ SMU-6 allows a maximum of ~~20~~ 6 dwelling units per acre and a ~~0.75~~ 0.25 – 0.50 FAR for a total of ~~180~~ 58 residential units, or a total of ~~316,899~~ 105,633 – 211,266 Square Feet GFA

Zoning:	Existing	Proposed
District(s)	AS-1	PD 25-0500
Typical General Use(s)	Single-Family Residential (Conventional/Mobile Home)	Single-Family Residential
Acreage	9.7	9.7
Density/Intensity	1 unit per acre	1 unit per 0.05 acre 1 unit per 0.79 acre, 0.093 FAR
Mathematical Maximum*	9 units	Residential: 1 DU, Open Storage: 234,348 sf Warehouse: 9,222 SF GFA

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AR	PD 25-0500
Lot Size / Lot Width	5 AC / 150'	n/a

Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides	<p>Residential and office uses: Front: 50' front and rear setback, 15 feet sides, 8 ft VUA buffer</p> <p>Warehouse uses: North: 510 feet, 30 feet wide buffer, Type C Screening. East: 61 feet setback, 6 feet wide buffer, South: 99 feet setback, West: 15 feet, 155 feet to PD boundary.</p> <p>Trucks, and domestic vehicles storage area: North: 637 feet, 30 feet wide buffer, Type C Screening. East: 37 feet setback, 6 feet wide buffer. South: 177 feet setback, 8 feet wide VUA buffer. West: 46 feet setback, 30 feet wide buffer, Type C Screening.</p>
Height	50'	<p>Residential: 50'</p> <p>Warehouse: 50'</p>

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:

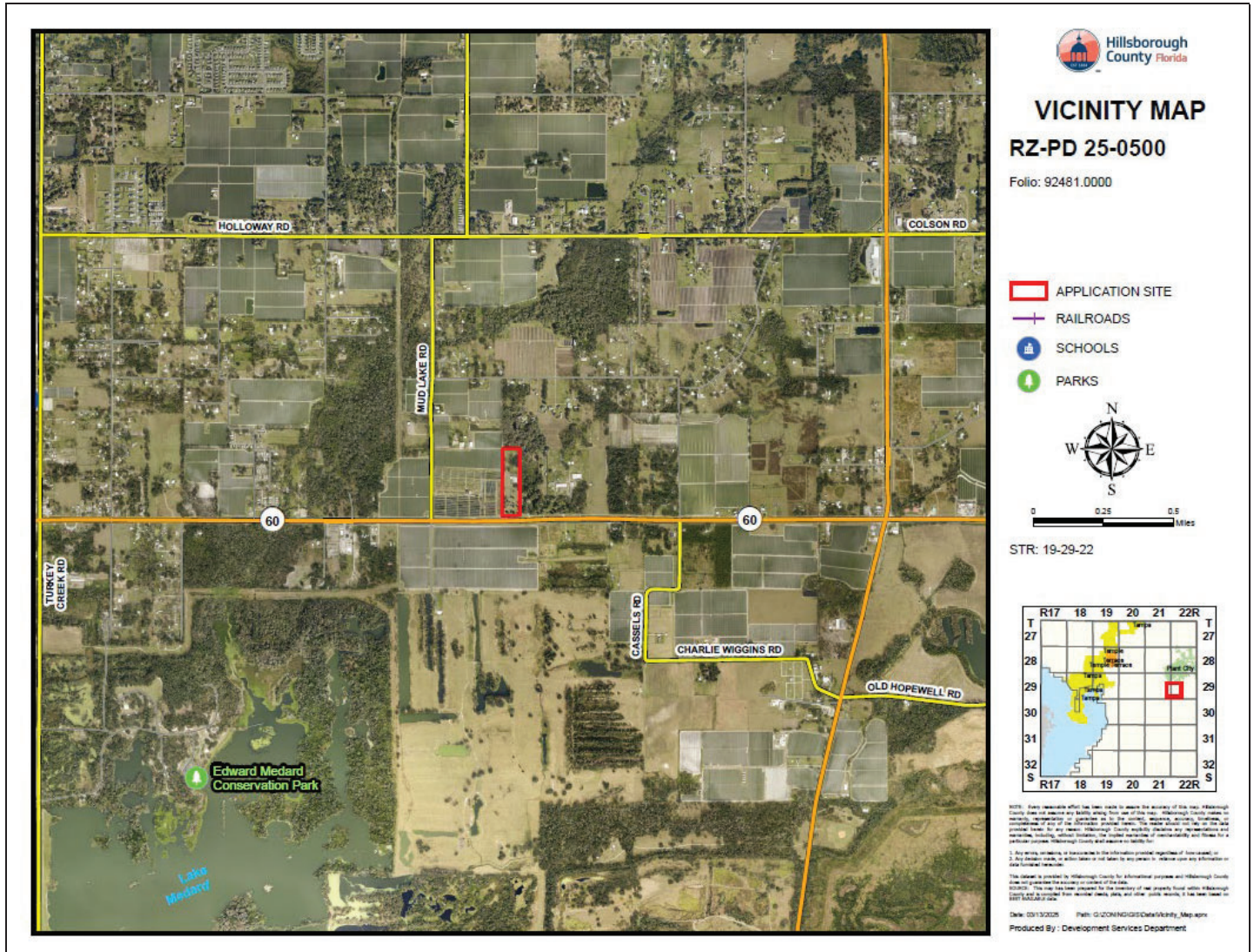
Consistent, subject to approval of CPA

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

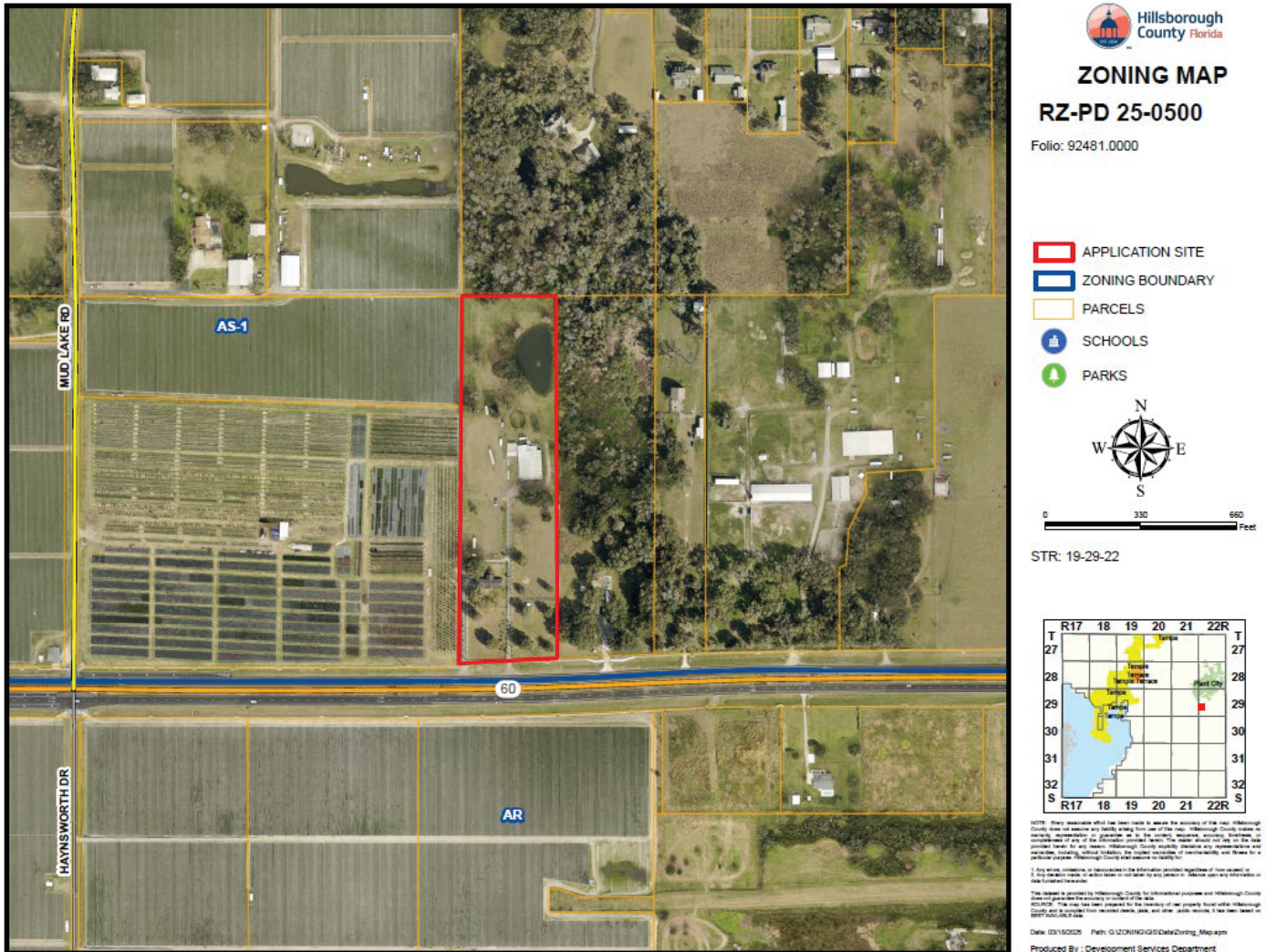


Context of Surrounding Area:

The area contains agricultural and single family residential uses along W State Road 60 with properties zoned AR and AS-1. Agricultural uses are established along the south, along W State Road 60. To the north, single family residential uses exist. To the east, a property zoned AS-1 is developed with kennel uses, including pet boarding and grooming services.

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	1 DU/AC	Single-Family Residential/Agricultural	Single family
South	AR	0.2 DU/AC	Agricultural	W SR 60 ROW, Agricultural
East	AS-1	1 DU/AC	Single-Family Residential/Agricultural	Kennel (Pet Boarding and Grooming Services)
West	AS-1	1 DU/AC	Single-Family Residential/Agricultural	Agricultural

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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
W. State Road 60	FDOT Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	84	7	8
Proposed	80	27	31
Difference (+/-)	-4	+20	+23

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South	X	Pedestrian & Vehicular	None	Meets LDC
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.

Notes:

Design Exception/Administrative Variance ☒ Not applicable for this request

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

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Warehouse (Per 1,000 s.f.) Mobility: \$1,992 Fire: \$34 Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$13,038 Parks: \$2,145 School: \$8,227 Fire: \$335 Total per House: \$23,745				

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Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested	<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	*Pending HC/CPA 25-01 to Office Commercial-20 SMU-6 (20/du/ga; 0.75 FAR) (6 du/ac / 0.25 – 0.50 FAR)

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed 0.093 FAR is under the ~~0.75 M~~ maximum FAR allowable in the ~~OC-20~~ SMU-6 Comprehensive Plan category.

The required 30 feet wide buffer, type C screening will be provided to residential area along the north; and to agricultural uses along the west. To the south, an 8 feet foot wide buffer will ~~also~~ be provided. No buffer or screening is required to the east while the proposed setbacks to the east exceed the requirements reducing the impact of the warehouse building height and bulk. The proposed building height meets the 2:1 height restriction along the north, west and east. The proposed setbacks from the warehouse use to residential provide over 500 feet distance to the closest residential lot to the north. Meanwhile the proposed setback for the truck and domestic vehicle storage area to the residential lot to the north exceeds 600 feet.

The project overall requires a 20 foot wide buffer with Type B screening along the north and west. The proposal exceeds this ~~requiring requirement~~ by providing a 30-foot wide buffer with Type C screening. No buffering and screening for the overall project is required to the east, given the development which is permitted in both agricultural and commercial zoning districts. The proposal includes a 6-foot wide buffer along the east. Buffering and screening along the frontage is not required given that SR 60 ROW is over 50 feet in width.

The project is proposed to contain a residential use, office use, warehouse use and open storage use. Given this, the open storage component of the overall project is considered accessory storage, requiring screening from any street view and any residentially zoned property using a 6-foot high wall, wood fence, PVC fence, or shrubbery. The parcel is not adjacent to any residentially zoned parcels. The applicant has agreed to provide a 6-foot high fence along the southern border of the open storage area.

Given the above and subject to approval of CPA 25-01, staff finds ~~proposed modification~~ the proposal to be compatible with the surrounding properties and in keeping with the general development pattern of the area.

5.2 Recommendation

Staff recommends approval of the applicant's request, subject to approval of CPA 25-01 and the conditions below.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted ~~June 6,~~ September 16, 2025.

~~Prior to certification, the following changes to the site plan shall be complete:~~

~~Add the proposing maximum building height for residential and warehouse uses
Change Comprehensive Plan Future Land Use Designation from RES-1 to OC-20.
Remove note 14: "Square Footage Areas Are Acquired From Third Party Documents (Survey) And Hillsborough County Public Records. All Info To Be Verified."~~

- The project shall allow one single family residential unit with a truck dispatch office; warehouse uses; open storage for 9 commercial vehicles/trucks and 9 domestic vehicles. Subdivision of the project shall not be permitted.
- The location of structures shall be as generally shown on the site plan. Project development standards for the project shall be as following:

Single Family Residential unit / truck dispatch office (3,101 sf maximum) shall comply with the following:

Minimum Front Yard Setback: 246 feet
Minimum Side Yard Setback (west): 50 feet
Minimum Side Yard Setback (east): 186 feet

Warehouse uses:

Maximum Gross Floor Area:	9,222 square feet
Floor Area Ratio:	0.021 <u>0.093</u> FAR <u>(Upland Area Only)</u>
Maximum Impervious Coverage:	15.2%
Minimum Building Setback (North):	510 feet
Minimum Building Setback (East):	61 feet
Minimum Building Setback (South):	99 feet
Minimum Building Setback (West):	15 feet, 155 feet to PD boundary
Maximum Building Height:	50 feet

Trucks, and domestic vehicles storage area:

Storage area:	12,973 square feet
Floor Area Ratio:	NA
Maximum Building Coverage:	NA
Maximum Impervious Coverage:	15.2%
Minimum Building Setback (North):	637 feet
Minimum Building Setback (East):	37 feet
Minimum Building Setback (South):	177 feet
Minimum Building Setback (West):	46 feet
Maximum Building Height:	NA

43. Buffering and screening along the PD perimeter shall be as follows:

North: 30 feet wide buffer, Type C Screening

West: 30 feet wide buffer, Type C Screening

East: 6-foot wide buffer

South: 8 feet wide VUA buffer. Scenic corridor screening standards shall not be required.

43.1 A 6-foot high wooden or PVC fence shall be provided along the southern boundary of the Open Storage Area (exclusive of the driveway).

43.2 No buffering and screening between the residential and non-residential uses with the project shall be required.

54. 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.

65. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.

76. 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.

87. 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.

98. 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.

109. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

110. 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).

1211. 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.

- ~~13~~12. The subject site shall be permitted a singular right-in right-out vehicular and pedestrian access connection onto W. State Road 60, subject to FDOT approval.
- ~~14~~13. The existing secondary access connection onto W. State Road 60 located on the south-western corner of the subject site shall be removed and restored to typical section (sidewalk, sod, curb, etc.) subject to FDOT approval.
- ~~15~~14. All uses within the PD shall remain on a single parcel. No subdivisions of this parcel shall be permitted.
- ~~16~~15. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.
- ~~17~~16. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
- ~~18~~17. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
- ~~19~~18. 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.
- ~~20~~19. 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

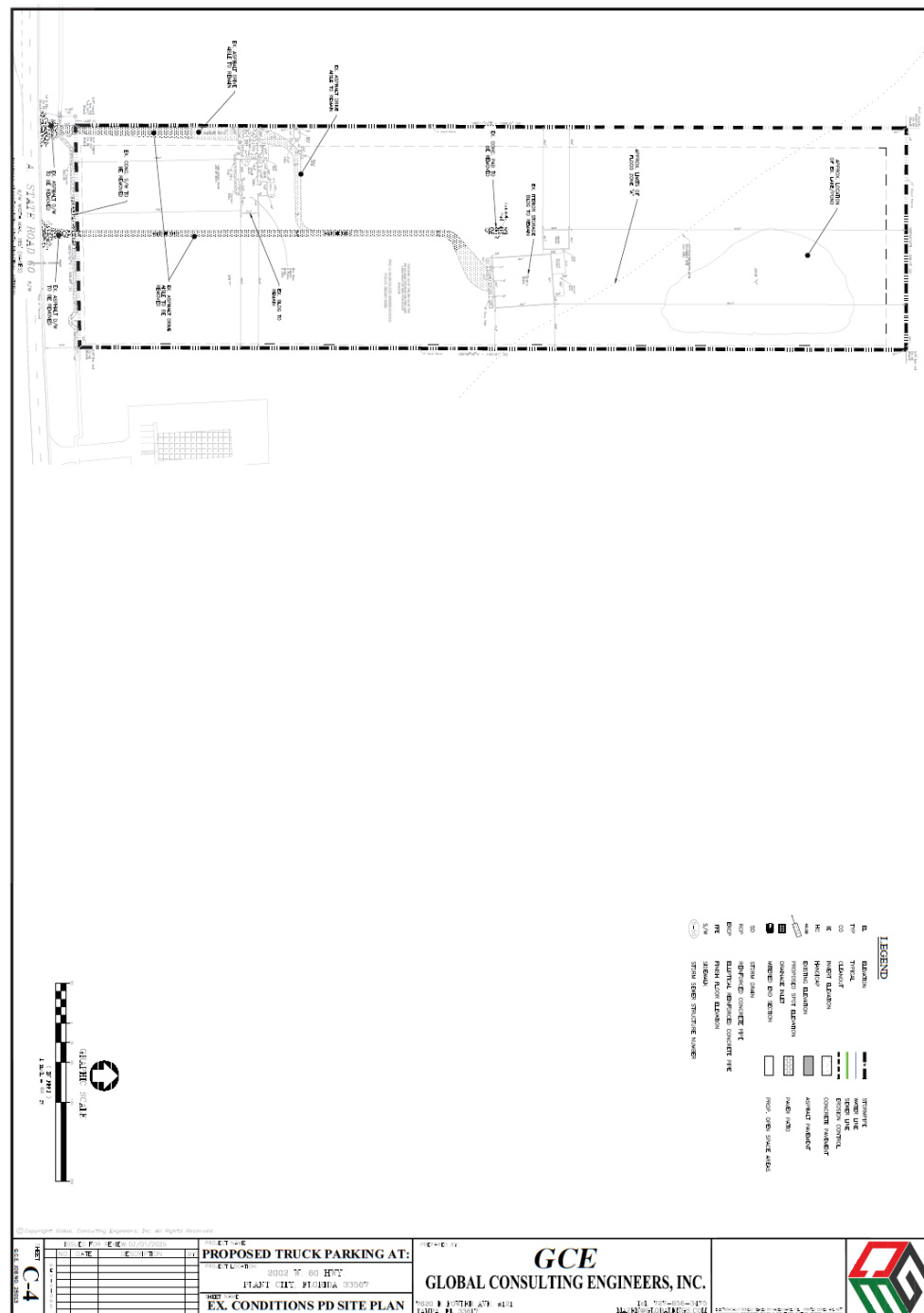
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

The applicant requests a variance to the Urban Scenic Corridor tree plantings along SR 60. The LDC requires 1 street tree per every 40 feet, and 1 canopy tree per every 50 feet. The SR 60 frontage is approximately 325 in width, which would require 9 street trees and 7 shade trees.

8.0 PROPOSED SITE PLAN (FULL)



APPLICATION NUMBER: PD 25-0500 (REMAND)

ZHM HEARING DATE: November 17 2025

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Case Reviewer: Tania C. Chapela

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 08/13/2025
[Revised 11/06/2025](#)

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Central/ER

PETITION NO: RZ 25-0500

-
- | | |
|-------------------------------------|---|
| <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

1. The subject site shall be permitted a singular right-in right-out access connection onto W. State Road 60, subject to FDOT approval.
2. The existing secondary access connection onto W. State Road 60 located on the southwestern corner of the subject site shall be removed and restored to typical section (sidewalk, sod, curb, etc.) subject to FDOT approval.
3. All uses within the PD shall remain on a single parcel. No subdivisions of this parcel shall be permitted.
4. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.
5. Construction access shall be limited to those locations shown on the PD site plan which are also proposed as vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates the same.
6. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a parcel totaling +/- 9.6 acres from Agricultural Single Family – 1 (AS-1) to Planned Development (PD). The proposed Planned Development is seeking approval for 9,222sqft of warehouse, 12,973sqft of open storage, and a singular single family dwelling unit. The site is located +/-1,300sqft east of the intersection of Mud Lake Road and W. State Road 60. The Future Land Use designation of the site is ~~Residential-1 (R-1)~~ [Suburban Mixed Use – 6 \(SMU-6\)](#).

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), the developer submitted a transportation generation letter for the proposed project, indicating that the subject project will generate fewer than 50 peak hour trips. Staff have prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition.

Staff notes that the most recent trip generation analysis from the date of filing of this report provided by the applicant does not include accurate square footage data or the appropriate ITE land use codes for the uses being proposed with this application. Staff have confirmed the maximum square footage being proposed for each use with the applicant which is equal to the information displayed on the site plan.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1, Single Family Detached (ITE 210) 9 Units	84	7	8

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Warehouse (ITE 150) 9,222sqft	52	25	28
PD, Open Storage (ITE 151) 12,973sqft	18	1	2

PD, Single Family Detached (ITE 210) 1 Unit	10	1	1
Total	80	27	31

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-4	+20	+23

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on W. State Road 60, a 4-lane, divided, FDOT maintained, rural arterial roadway. The roadway is characterized by +/- 12-foot-wide travel lanes. There are +/- 5-foot-wide sidewalks and and +/- 5-foot-wide bike within the vicinity of the project. The roadway lies within a +/- 204-foot-wide right-of-way.

SITE ACCESS

The subject parcel currently takes access onto W. State Road 60 via two right-in right-out access connections. The applicant is proposing to remove the existing access connection located at the south-western corner of the subject site in order for the project to take access onto W State Road 60 via the central right-in right-out vehicular and pedestrian access connection.

In order to accommodate both the residential and non-residential uses being proposed with this application, a 24ft internal commercial drive aisle will be required to be constructed in accordance with the typical section and all other county standards from the non-residential uses to the project's entrance and a 12ft residential drive will be required to be constructed in accordance with the typical section and all other county standards connecting a portion of the 24ft internal commercial drive to be constructed to the existing single family dwelling unit.

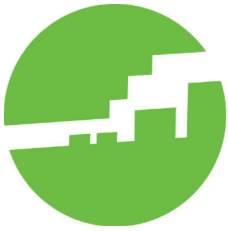
As W State Road 60 is an FDOT maintained roadway, FDOT staff filed written comments into Optix following a pre-application meeting that took place on February 25th, 2025, between FDOT staff and the applicant which county staff did attend.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for W. State Road 60 is reported below

Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
W. State Road 60	Turkey Creek Road	CR 39	D	C

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



**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: November 17, 2025 Report Prepared: November 6, 2025	Case Number: PD 25-0500 Folio(s): 92481.00000 General Location: North of State Road 60 and east of Mud Lake Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-1 (1 du/ga; 0.25 FAR) *Pending HC/CPA 25-01 to Suburban Mixed Use-6 (6/du/ga; 0.25/0.35/0.50 FAR)
Service Area	Rural
Community Plan(s)	None
Rezoning Request	Agricultural Single-Family (AS-1) to Planned Development (PD) to allow open storage of commercial and domestic vehicles (maximum of 9 trucks), interior storage, a single residential home and office.
Parcel Size	9.7 ± acres
Street Functional Classification	State Road 60 – State Arterial Mud Lake Road – County Collector
Commercial Locational Criteria	Not Applicable

Evacuation Area	None
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6	AS-1	Single Family
North	Residential-1	AS-1	Single Family + Agricultural
South	Agricultural/Rural	AR + AM	Single Family + Agricultural + Vacant
East	Residential-1	AS-1 + PD	Light Commercial + Single Family + Vacant + Agricultural
West	Residential-1	AS-1	Single Family + Agricultural + Vacant

Staff Analysis of Goals, Objectives and Policies:

The 9.7 ± acre subject site is located north of State Road 60 and east of Mud Lake Road. The subject site is in the Rural Area and is not within the limits of a Community Plan. The applicant requests to rezone the subject site from Agricultural Single-Family (AS-1) to Planned Development (PD) to allow open storage of commercial and domestic vehicles (maximum of 9 trucks), interior storage, a single residential home and office.

The subject site is in the Residential-1 (RES-1) Future Land Use (FLU) Category. There is a pending Comprehensive Plan Map Amendment, HC/CPA 25-01, to change the Future Land Use Map designation to Suburban Mixed Use-6 (SMU-6). This request for a Planned Development is considered concurrent and dependent on the approval of HC/CPA 25-01. The Residential-1 (RES-1) Future Land Use category can be considered for a maximum density of 1 dwelling unit per gross acre or a maximum intensity of 0.25 FAR. The analysis provided throughout this staff report is based upon the pending SMU-6 Future Land Use map amendment request.

According to Objective 1.2 of the Future Land Use Section (FLUS), the Rural Area is intended for long-term agricultural uses, large lot rural residential uses and undeveloped natural areas. Per FLUS Policy 1.2.1, densities in the rural areas shall be no higher than 1 du/5 ga unless located within an area identified with

a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the Planned Environmental Community – ½ (PEC ½) category, or rural community which will carry higher densities. The nature of the proposed storage of vehicles, interior storage, residential home and an office does not pose compatibility concerns with the surrounding uses being light commercial to the east and agricultural uses adjacent to the west and south.

Per FLUS Objective 2.2, Future Land Use categories outline the maximum level of intensity or density and the range of permitted land uses allowed in each category. Table 2.2 provides a description of the character and intent permitted in each Future Land Use category. The subject site is currently designated Residential-1 (RES-1) and has a pending Comprehensive Plan Amendment application to change its Future Land Use designation to Suburban Mixed Use-6 (SMU-6). The SMU-6 designation allows for consideration of agricultural, residential, neighborhood commercial, office, research/corporate park, light industrial, multi-purpose, and clustered residential and/or mixed-use development. With 9.7 acres, the subject site could accommodate up to 58 dwelling units or up to 211,266 square feet of light industrial uses (9.7 acres \times 43,560 sq. ft./acre = 422,532 sq. ft. \times 0.50 = 211,266 sq. ft.). The proposed request is consistent with the range of uses and intensity that may be considered under the SMU-6 Future Land Use category.

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 is comprised of mixed uses. Light commercial, single family and agricultural uses are in the immediate area. The applicant proposes domestic storage of personal vehicles while the trucks are in use. It is important to note that the surrounding area is comprised of mostly agricultural uses. The purpose of the truck is for related agricultural activities. There will also be a home-based office which is residential in nature and will complement the surrounding single family uses adjacent to the site. The proposed PD aligns with the character of the surrounding area which is consistent with FLUS Objective 4.4 and its accompanying policies related to neighborhood protection.

FLUS Policy 4.4.1 states that 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 the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections and gradual transition of intensity. There should be a gradual transition of intensities between the different land uses given the residential uses around the subject site. The applicant has ensured this gradual transition by locating the action of activity to the northern portion of the site which is approximately 1000 feet away from the nearest residential home while also being buffered by a large storm water pond. To the west of the site there are no residential uses and strictly agricultural uses. The proposal meets the intent of this policy direction.

Overall, staff finds that the proposed open storage of commercial and domestic vehicles (maximum of 9 trucks), interior storage, a single residential home and office uses are compatible with the existing development pattern found within the surrounding area. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

FUTURE LAND USE SECTION

Rural Area

Objective 1.2: *The Rural Area is intended to provide areas for long-term agricultural uses, large lot rural residential uses and undeveloped natural areas.*

Policy 1.2.1: *Within the Rural Area, densities shown on the Future Land Use Map will be no higher than 1 du/5 ga unless located within an area identified with a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the Planned Environmental Community – ½ (PEC ½) category, or rural community which will carry higher densities.*

Land Use Categories

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

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

Compatibility

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

Relationship to Land Development Regulations

Objective 4.1: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

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

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

Neighborhood/Community Development

Objective 4.4: *Neighborhood Protection – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

Policy 4.4.1: *Development and redevelopment shall be integrated with the adjacent land uses through:*

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

RZ PD 25-0500

APPROVED
CONTINUED
DENIED
WITHDRAWN
PENDING

warm NATURAL/LULC_Wet_Poly

AGRICULTURAL/MINING-1/20 (25 FAR)
PEC P LANNED ENVIRONMENTAL COMMUNITY-1/2 (25 FAR)
AGRICULTURAL-1/10 (25 FAR)
AGRICULTURAL/RURAL-1/15 (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
PAR RETAIL/COMMERCE)
LIGHT INDUSTRIAL PLANNED (.75 FAR)
LIGHT INDUSTRIAL (.75 FAR)
HEAVY INDUSTRIAL (.75 FAR)
PUBLIC/QUASI-PUBLIC
NATURAL PRESERVATION
WIMAJIMA VILLAGE RESIDENTIAL-2 (.25 FAR)
CITRUS PARK VILLAGE



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