

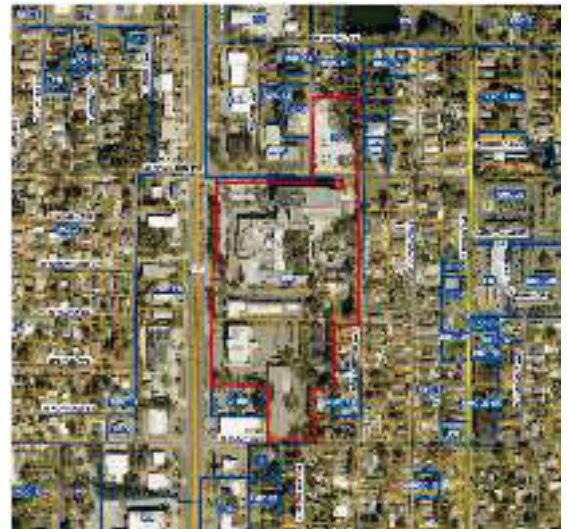
**Rezoning Application:** PD 25-0587  
**Zoning Hearing Master Date:** July 21, 2025  
**BOCC CPA Public Hearing Date:** September 9, 2025



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'<br>-Building Envelope A: 50' from east property line<br>-Building Envelope B: 30' from east property line<br>-Building Envelope C: 60' from east property line and 10' from west property line<br>-Building Envelope D: 40' from south property line and 30' from west property line | Front (south, west): 20'<br>Side(east): 78'<br>Side (north): ~218' | -Front: 30'<br>-Building Envelope A: 50' from east property line<br>-Building Envelope B: 30' from east property line<br>-Building Envelope C: 60' from east property line and 10' from west property line<br>-Building Envelope D: 40' from south property line and 30' from west property line<br>-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'<br>Building Envelope B: 20'<br>Building Envelope C: 50'<br>Building Envelope D: 40'                                                                                                                                                                                     | 50'                                                                | Building Envelope A: 90'<br>Building Envelope B: 30'<br>Building Envelope C: 50'<br>Building Envelope D: 40'<br>Building Envelope E: 83' (7-stories)                                                                                                                                                                                                                                                                                                   |

## Additional Information:

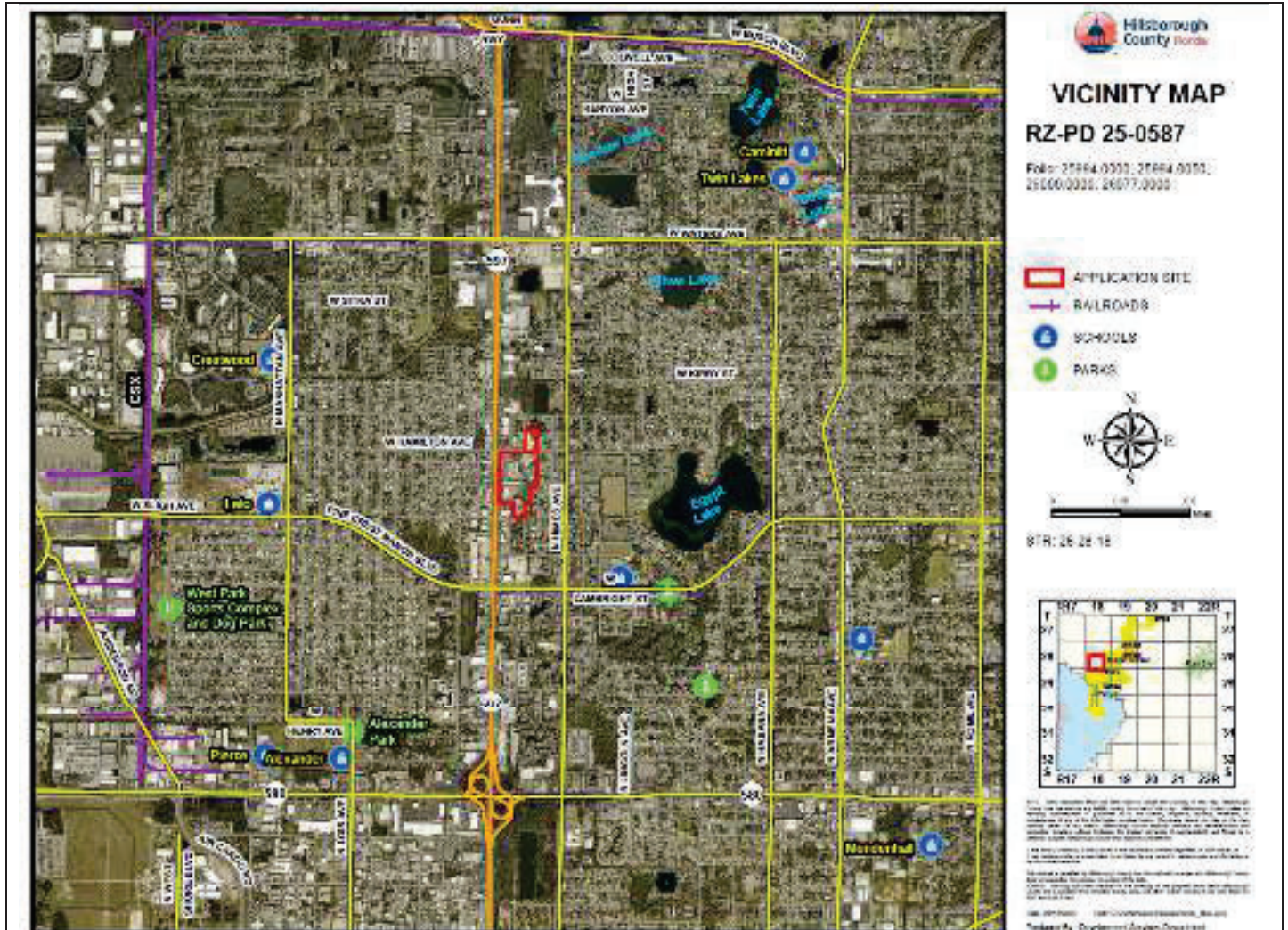
|                                        |                                            |
|----------------------------------------|--------------------------------------------|
| PD Variation(s)                        | LDC Part 6.06.00 (Landscaping/Buffering)   |
| Waiver(s) to the Land Development Code | 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

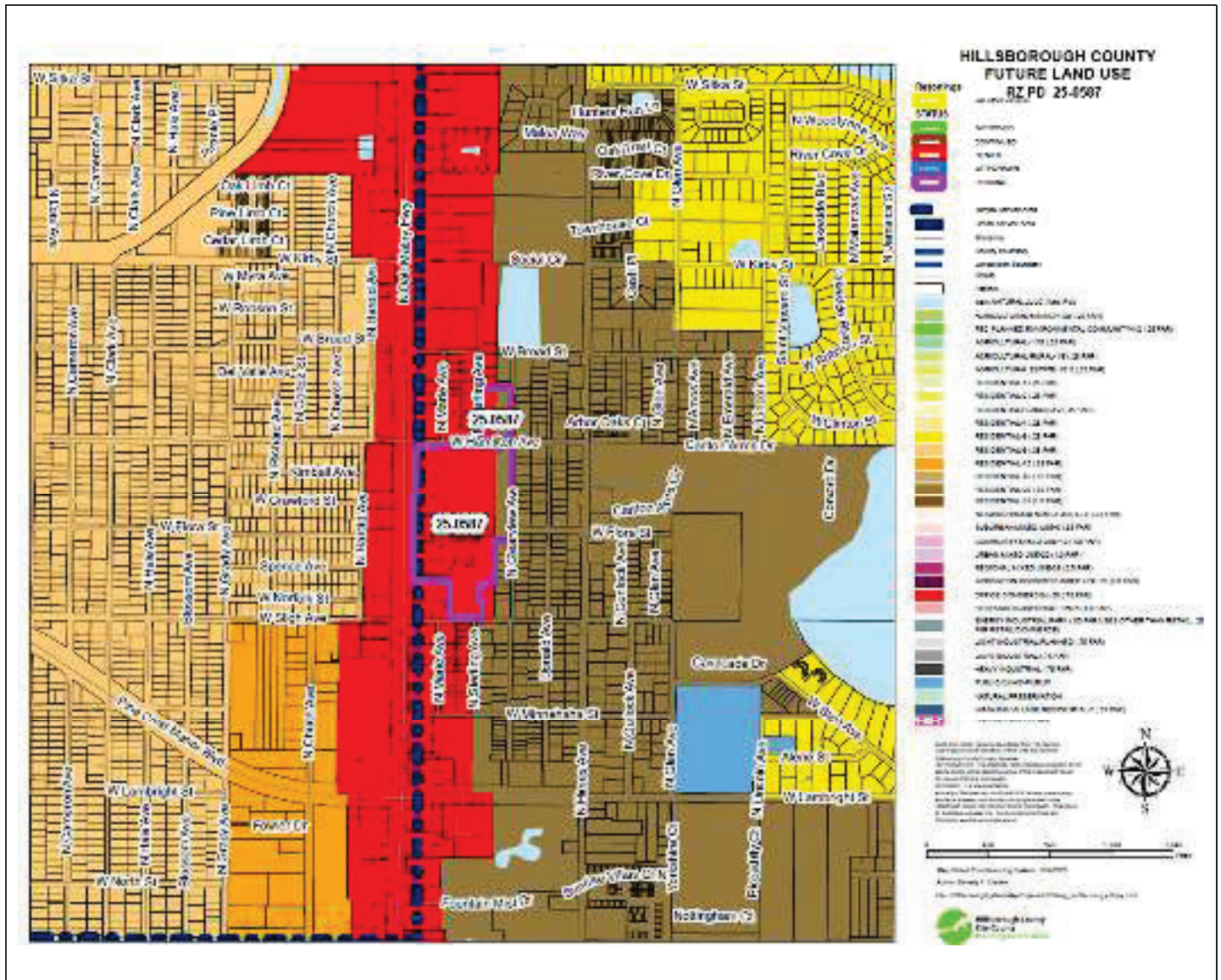


#### Context of Surrounding Area:

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

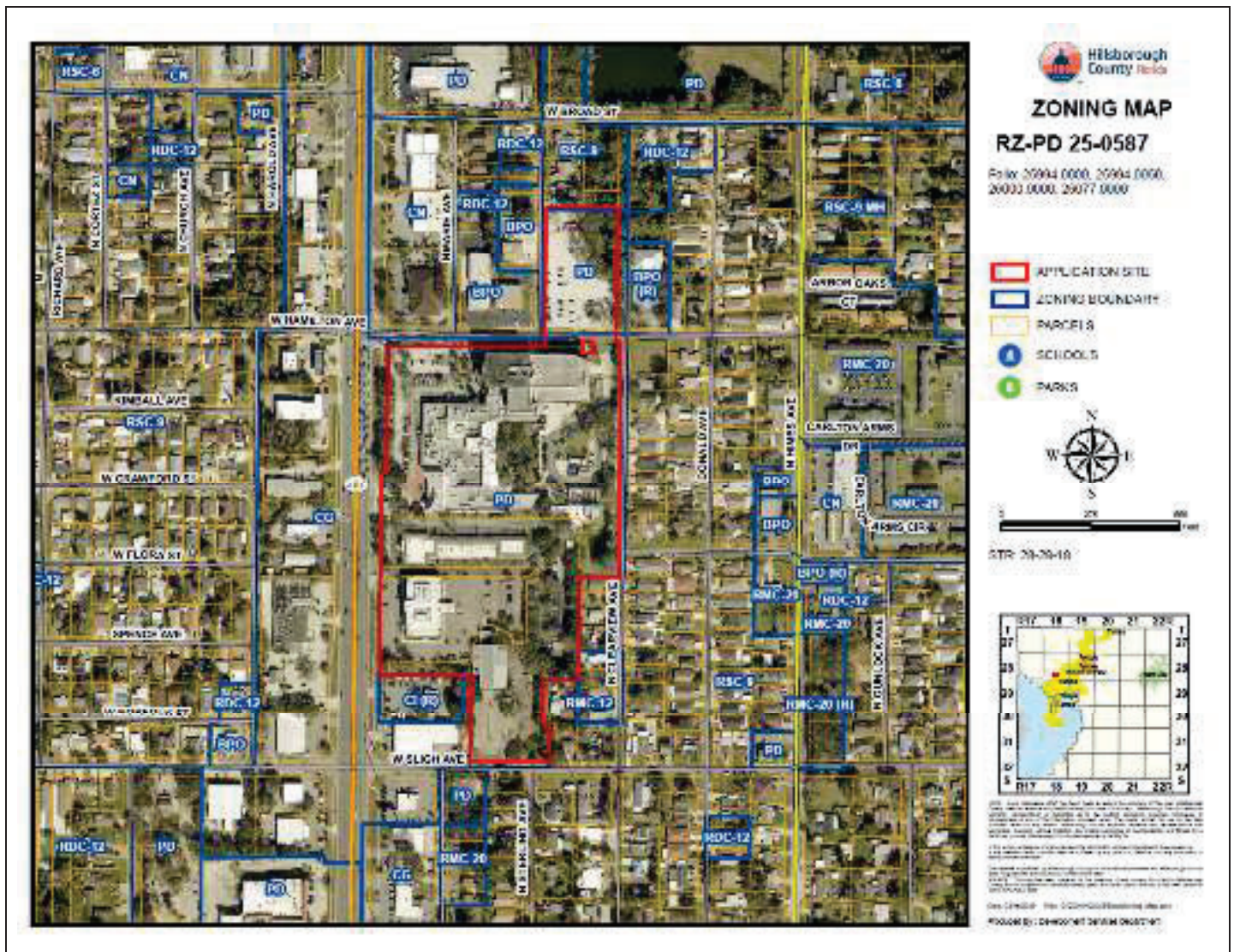
## 2.2 Future Land Use Map



|                                        |                                                                                                                     |                                                                                                                    |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| 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



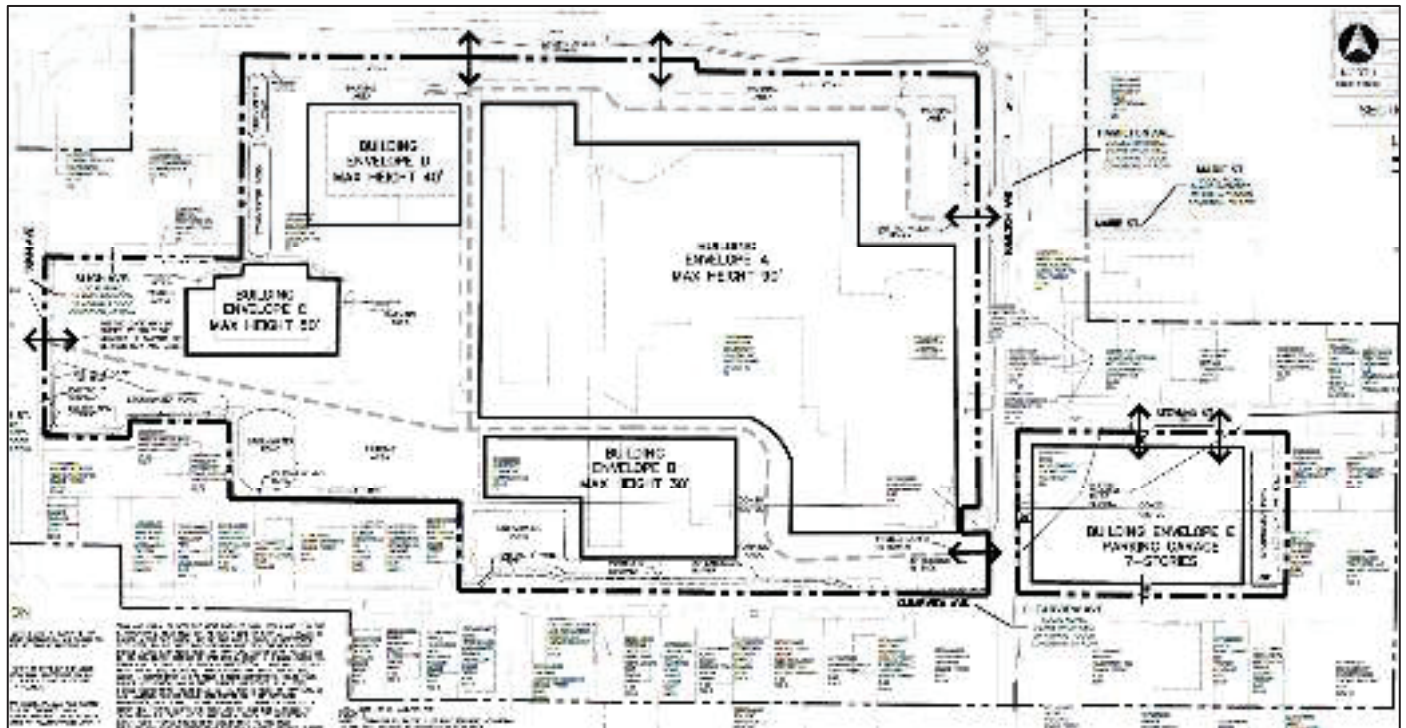
## Adjacent Zonings and Uses

| 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<br><input type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width            | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other            |
| W Hamilton Ave                           | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input checked="" type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other |
| N Sterling Ave                           | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other |
| W Sligh Ave                              | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><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<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | No Wetlands                     |
| Natural Resources                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No |                                 |
| Conservation & Environ. Lands Mgmt.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |                                 |
| Check if Applicable:<br><input type="checkbox"/> Wetlands/Other Surface Waters<br><input type="checkbox"/> Use of Environmentally Sensitive Land Credit<br><input type="checkbox"/> Wellhead Protection Area<br><input type="checkbox"/> Surface Water Resource Protection Area<br><input type="checkbox"/> Potable Water Wellfield Protection Area<br><input type="checkbox"/> Significant Wildlife Habitat<br><input type="checkbox"/> Coastal High Hazard Area<br><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor<br><input type="checkbox"/> Adjacent to ELAPP property<br><input type="checkbox"/> Other |                                                                        |                                                                                         |                                                                        |                                 |
| Public Facilities:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Comments Received                                                      | Objections                                                                              | Conditions Requested                                                   | Additional Information/Comments |
| <b>Transportation</b><br><input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested<br><input checked="" type="checkbox"/> Off-site Improvements Provided                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | See Staff Report                |
| <b>Service Area/ Water &amp; Wastewater</b><br><input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa<br><input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace                                                                                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |                                 |
| <b>Hillsborough County School Board</b><br>Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A<br>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<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |                                 |
| <b>Impact/Mobility Fees</b><br>Hospital (per 1,000 s.f.)<br>Mobility: \$10,330<br>Fire: \$95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                        |                                                                                         |                                                                        |                                 |
| Comprehensive Plan:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Comments Received                                                      | Findings                                                                                | Conditions Requested                                                   | Additional Information/Comments |
| <b>Planning Commission</b><br><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A<br><input type="checkbox"/> Locational Criteria Waiver Requested<br><input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Inconsistent<br><input checked="" type="checkbox"/> Consistent | <input type="checkbox"/> Yes<br><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.**

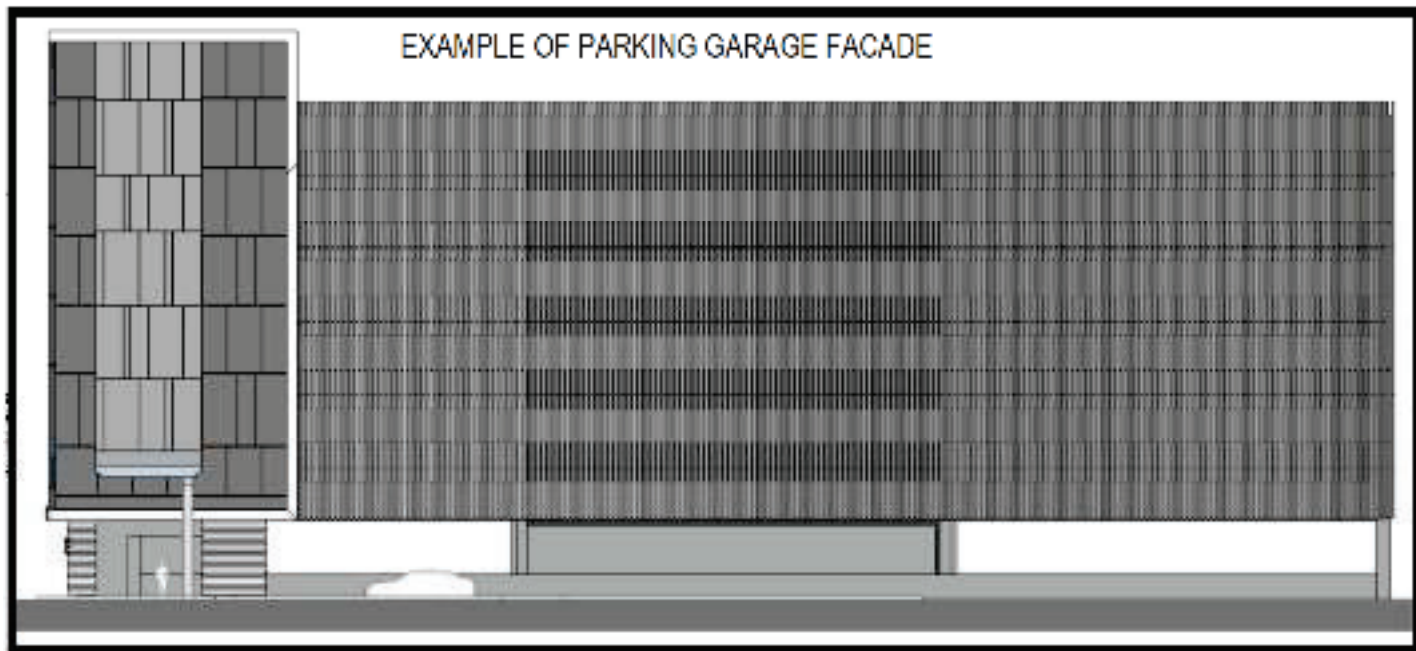
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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)

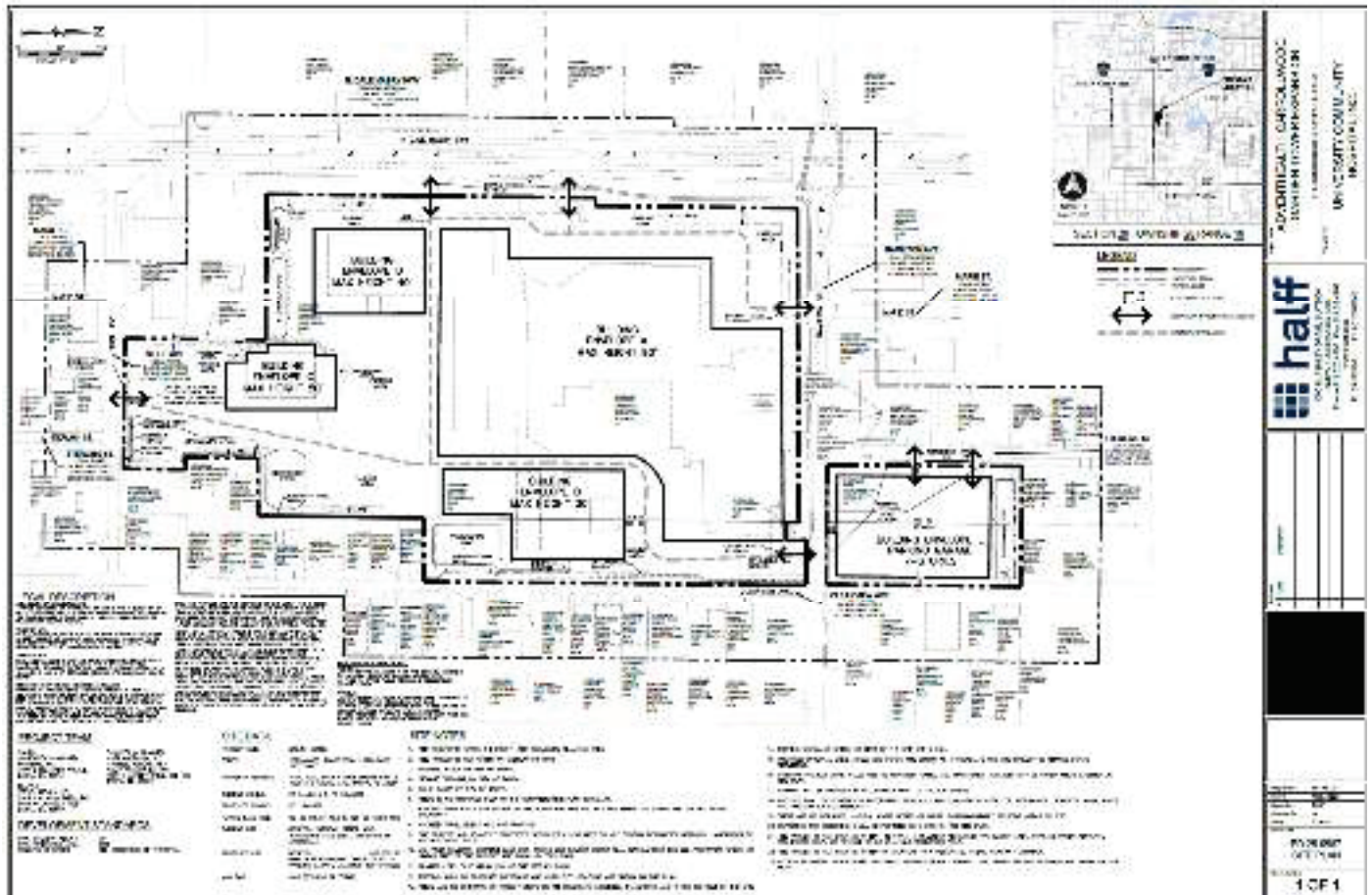
-PD Variation to buffering and screening:

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)



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**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<br>(ITE LUC 720) | 1,353 | 91  | 135 |
| PD, Hospital<br>(ITE LUC 610)                     | 2,971 | 226 | 237 |
| PD, Medical Office<br>(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<br>(ITE LUC 610)       | 4,917                  | 374                   | 393 |
| PD, Medical Office<br>(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<br><input type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width            | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other            |
| W Hamilton Ave                           | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input checked="" type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other |
| N Sterling Ave                           | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other |
| W Sligh Ave                              | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><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<br>Deferred      Fully <input type="checkbox"/> Partially <input type="checkbox"/><br><br><input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested<br><input checked="" type="checkbox"/> Off-Site Improvements Provided | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No<br><input type="checkbox"/> N/A | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No |                                        |

**COUNTY OF HILLSBOROUGH**  
**ZONING HEARING MASTER'S RECOMMENDATION**

|                                     |                                                                                                                                                                                                |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Application number:</b>          | RZ-PD 25-0587                                                                                                                                                                                  |
| <b>Hearing date:</b>                | July 21, 2025                                                                                                                                                                                  |
| <b>Applicant:</b>                   | University Community Hospital, Inc.                                                                                                                                                            |
| <b>Request:</b>                     | Rezone to Planned Development                                                                                                                                                                  |
| <b>Location:</b>                    | East side of North Dale Mabry Highway, south of West Hamilton Avenue, north of West Sligh Avenue; and northeast quadrant of West Hamilton Avenue and North Sterling Avenue intersection, Tampa |
| <b>Parcel size:</b>                 | 19.57 acres +/-                                                                                                                                                                                |
| <b>Existing zoning:</b>             | PD 90-0052 and PD 14-0314                                                                                                                                                                      |
| <b>Future land use designation:</b> | OC-20 (20 du/ga; 0.75 FAR)<br>Res-20 (20 du/ga; 0.75 FAR)                                                                                                                                      |
| <b>Service area:</b>                | Urban                                                                                                                                                                                          |
| <b>Community planning area:</b>     | None                                                                                                                                                                                           |

## **A. APPLICATION REVIEW**

### **DEVELOPMENT SERVICES STAFF REPORT APPLICATION REVIEW SUMMARY AND RECOMMENDATION**

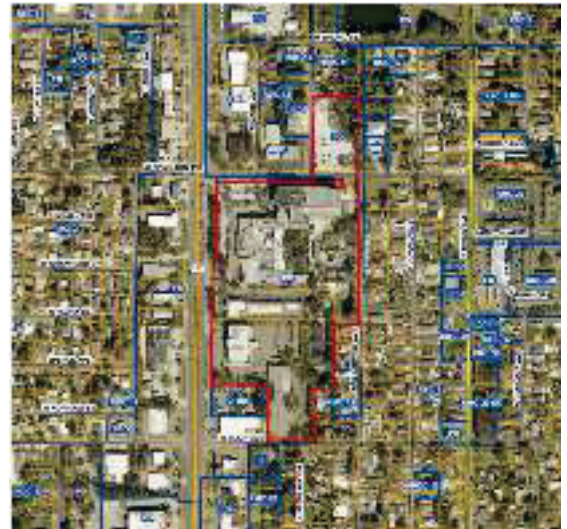
**Rezoning Application:** PD 25-0587  
**Zoning Hearing Master Date:** July 21, 2025  
**BOCC CPA Public Hearing Date:** September 9, 2025



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'<br>-Building Envelope A: 50' from east property line<br>-Building Envelope B: 30' from east property line<br>-Building Envelope C: 60' from east property line and 10' from west property line<br>-Building Envelope D: 40' from south property line and 30' from west property line | Front (south, west): 20'<br>Side(east): 78'<br>Side (north): ~218' | -Front: 30'<br>-Building Envelope A: 50' from east property line<br>-Building Envelope B: 30' from east property line<br>-Building Envelope C: 60' from east property line and 10' from west property line<br>-Building Envelope D: 40' from south property line and 30' from west property line<br>-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'<br>Building Envelope B: 20'<br>Building Envelope C: 50'<br>Building Envelope D: 40'                                                                                                                                                                                     | 50'                                                                | Building Envelope A: 90'<br>Building Envelope B: 30'<br>Building Envelope C: 50'<br>Building Envelope D: 40'<br>Building Envelope E: 83' (7-stories)                                                                                                                                                                                                                                                                                                   |

## Additional Information:

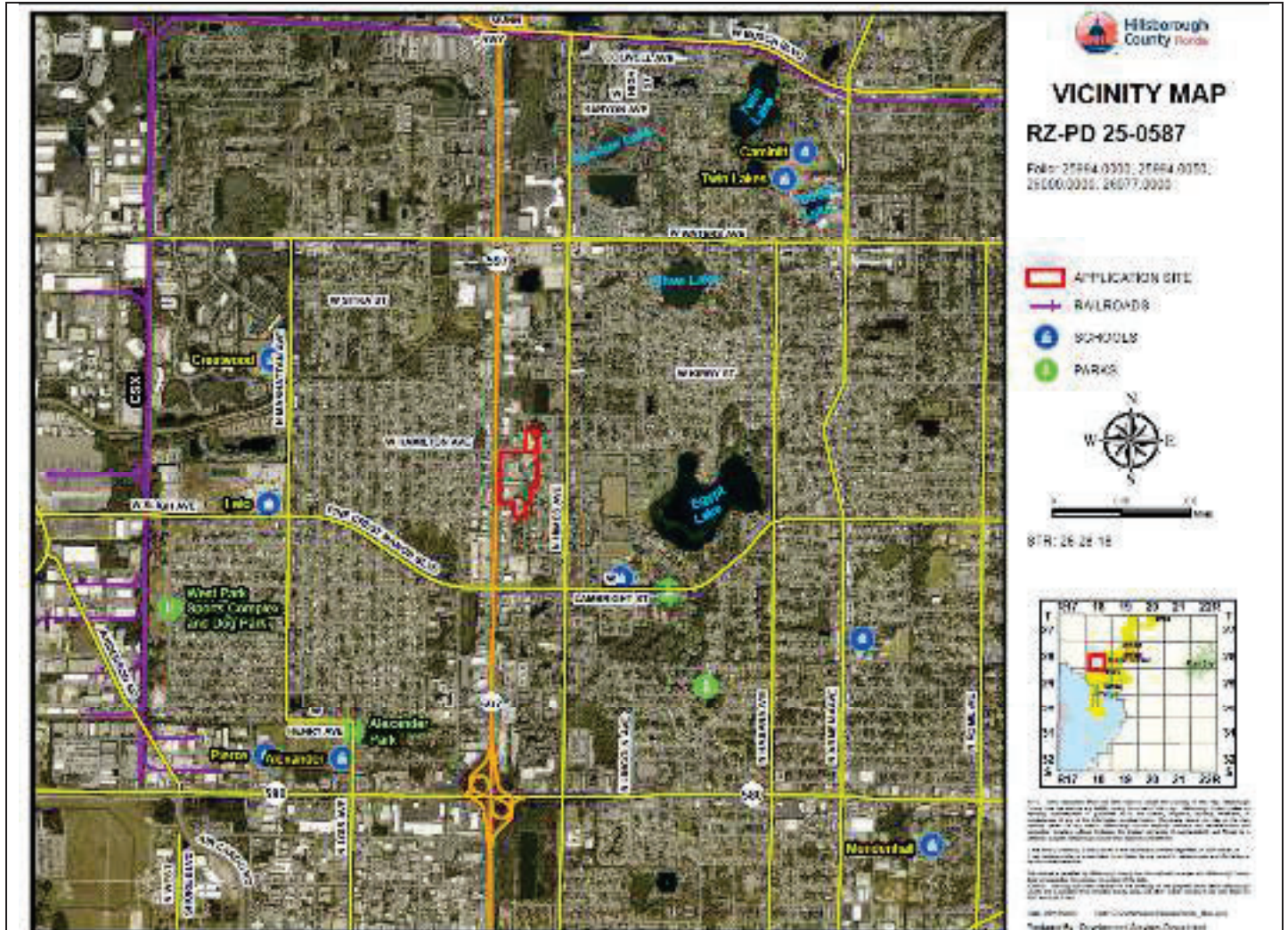
|                                        |                                            |
|----------------------------------------|--------------------------------------------|
| PD Variation(s)                        | LDC Part 6.06.00 (Landscaping/Buffering)   |
| Waiver(s) to the Land Development Code | 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

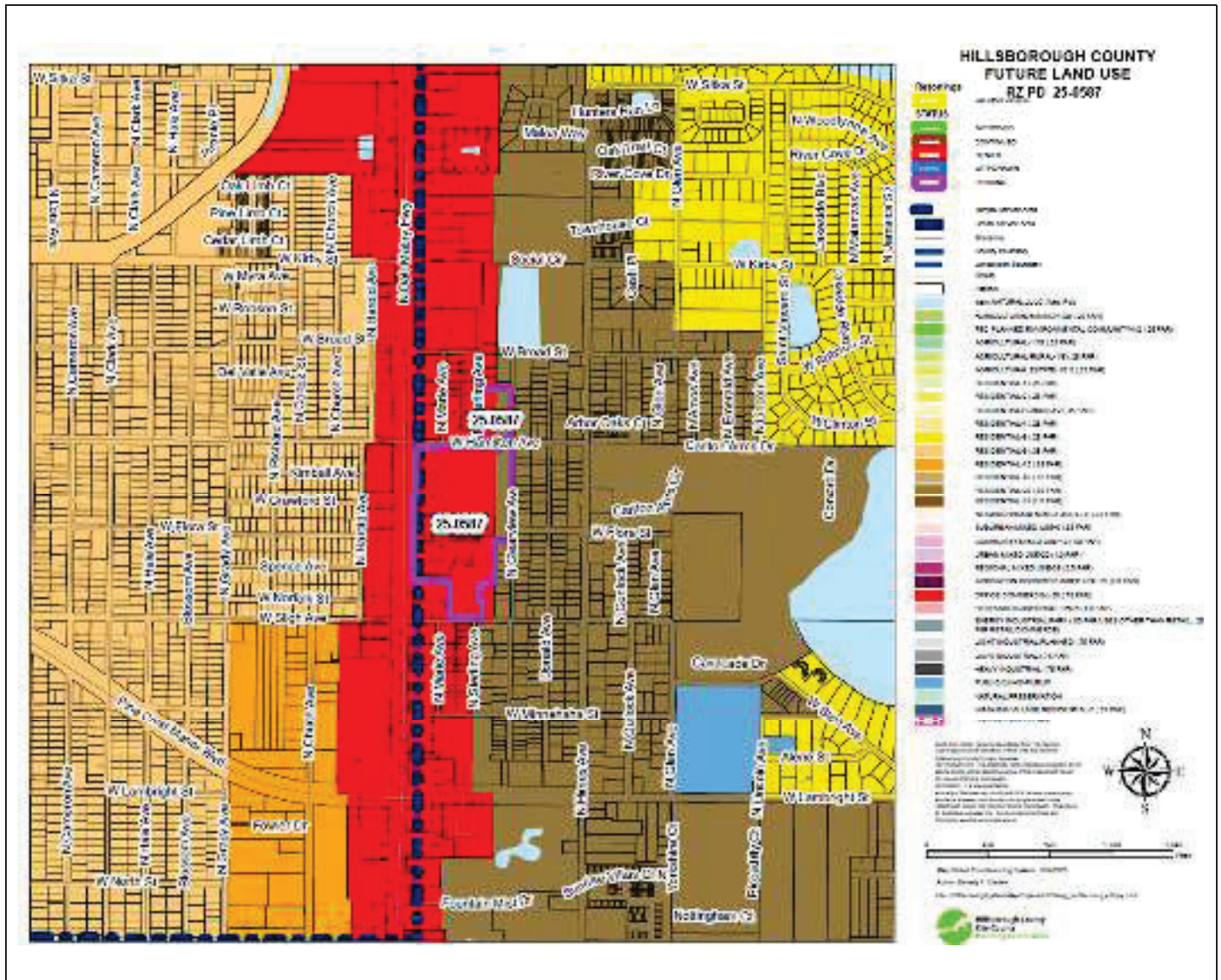


#### Context of Surrounding Area:

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

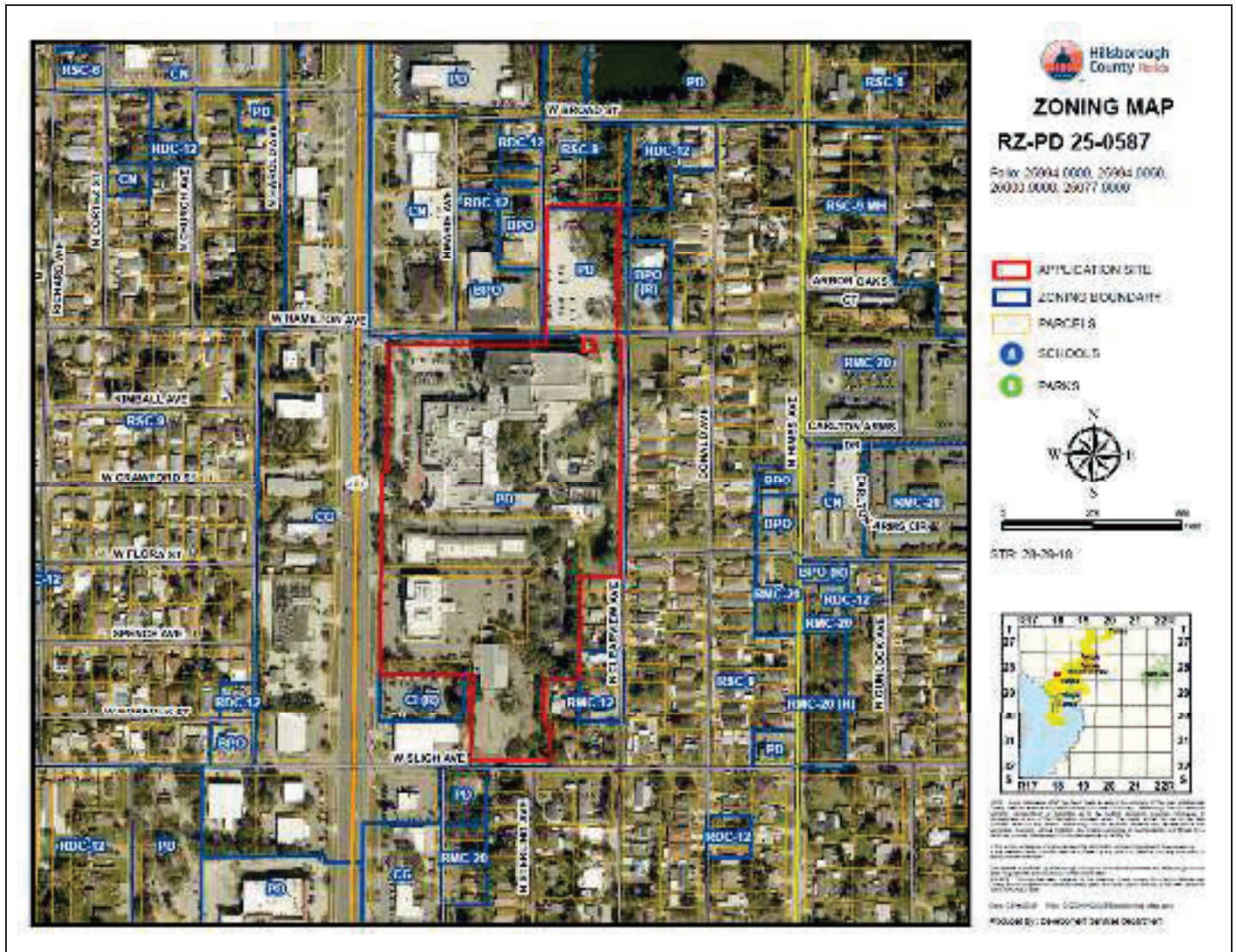
## 2.2 Future Land Use Map



|                                        |                                                                                                                     |                                                                                                                    |
|----------------------------------------|---------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| 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



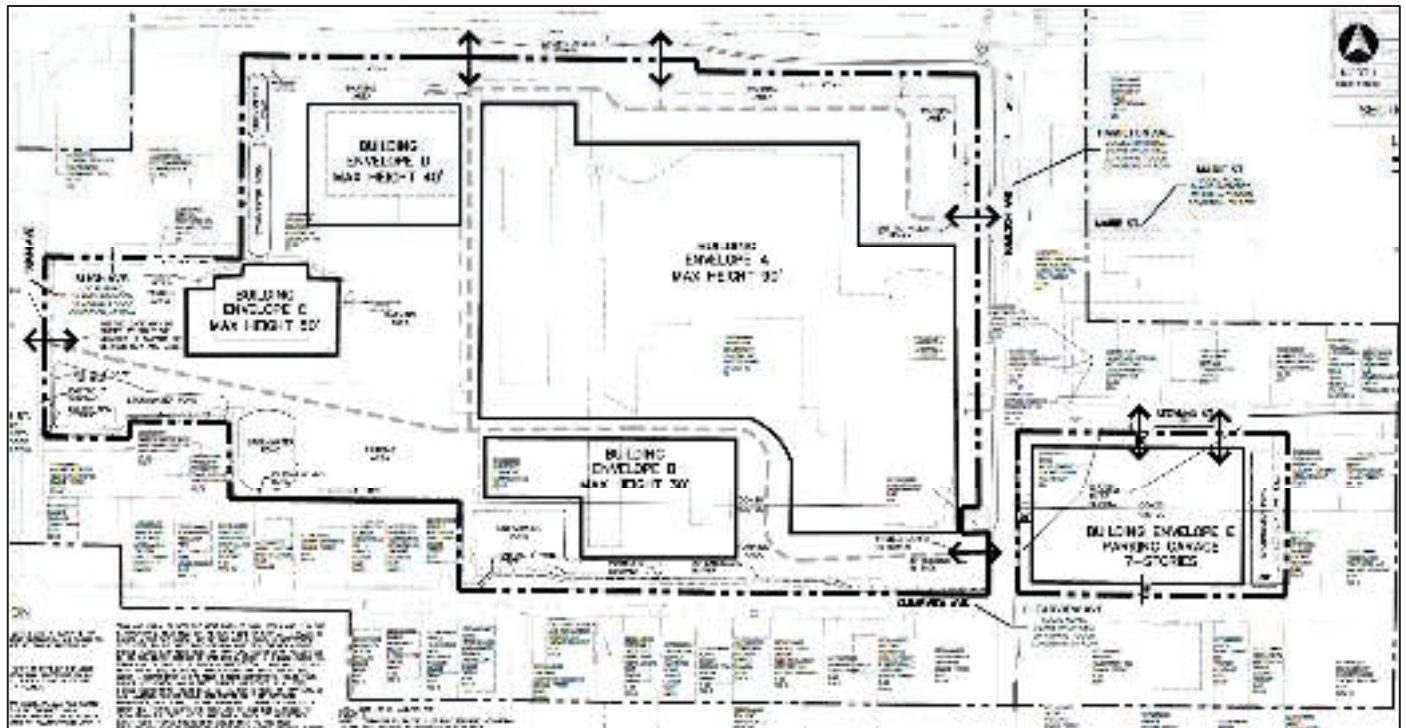
## Adjacent Zonings and Uses

| 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<br><input type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width            | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other            |
| W Hamilton Ave                           | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input checked="" type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other |
| N Sterling Ave                           | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input checked="" type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><input type="checkbox"/> Other |
| W Sligh Ave                              | County Local - Urban            | 2 Lanes<br><input checked="" type="checkbox"/> Substandard Road<br><input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan<br><input type="checkbox"/> Site Access Improvements Proposed<br><input type="checkbox"/> Substandard Road Improvements Proposed<br><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<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | No Wetlands                     |
| Natural Resources                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No |                                 |
| Conservation & Environ. Lands Mgmt.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |                                 |
| Check if Applicable:<br><input type="checkbox"/> Wetlands/Other Surface Waters<br><input type="checkbox"/> Use of Environmentally Sensitive Land Credit<br><input type="checkbox"/> Wellhead Protection Area<br><input type="checkbox"/> Surface Water Resource Protection Area<br><input type="checkbox"/> Potable Water Wellfield Protection Area<br><input type="checkbox"/> Significant Wildlife Habitat<br><input type="checkbox"/> Coastal High Hazard Area<br><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor<br><input type="checkbox"/> Adjacent to ELAPP property<br><input type="checkbox"/> Other |                                                                        |                                                                                         |                                                                        |                                 |
| Public Facilities:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | Comments Received                                                      | Objections                                                                              | Conditions Requested                                                   | Additional Information/Comments |
| <b>Transportation</b><br><input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested<br><input checked="" type="checkbox"/> Off-site Improvements Provided                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | See Staff Report                |
| <b>Service Area/ Water &amp; Wastewater</b><br><input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa<br><input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace                                                                                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |                                 |
| <b>Hillsborough County School Board</b><br>Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A<br>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<br><input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No                  | <input type="checkbox"/> Yes<br><input checked="" type="checkbox"/> No |                                 |
| <b>Impact/Mobility Fees</b><br>Hospital (per 1,000 s.f.)<br>Mobility: \$10,330<br>Fire: \$95                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                        |                                                                                         |                                                                        |                                 |
| Comprehensive Plan:                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Comments Received                                                      | Findings                                                                                | Conditions Requested                                                   | Additional Information/Comments |
| <b>Planning Commission</b><br><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A<br><input type="checkbox"/> Locational Criteria Waiver Requested<br><input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A                                                                                                                                                                                                                                                                                                                                           | <input checked="" type="checkbox"/> Yes<br><input type="checkbox"/> No | <input type="checkbox"/> Inconsistent<br><input checked="" type="checkbox"/> Consistent | <input type="checkbox"/> Yes<br><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.

## **B. HEARING SUMMARY**

This case was heard by the Hillsborough County Zoning Hearing Master on July 21, 2025. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

### **Applicant**

Ms. Isabelle Albert spoke on behalf of the applicant. Ms. Albert presented the rezoning request and provided testimony as reflected in the hearing transcript.

### **Development Services Department**

Mr. Jared Follin, Hillsborough County Development Services Department, presented a summary of the findings and analysis as detailed in the staff report previously submitted to the record and provided testimony as reflected in the hearing transcript.

### **Planning Commission**

Mr. Tyreck Royal, Hillsborough County City-County Planning Commission, presented a summary of the findings and analysis as detailed in the Planning Commission report previously submitted into the record.

### **Proponents**

The Zoning Hearing Master asked whether there was anyone at the hearing in person or online to speak in support of the application. There were none.

### **Opponents**

The Zoning Hearing Master asked whether there was anyone at the hearing in person or online to speak in opposition to the application. There were none.

### **Development Services Department**

Ms. Heinrich stated the Development Services Department had nothing further.

### **Applicant Rebuttal**

Ms. Albert stated the applicant had nothing further.

The zoning master closed the hearing on RZ-PD 25-0587.

## **C. EVIDENCE SUBMITTED**

No additional documentary evidence was submitted to the record at the hearing.

## **D. FINDINGS OF FACT**

1. The Subject Property consists of four folio parcels with a total of approximately 19.57 acres located on the east side of North Dale Mabry Highway, north of West Sligh Avenue and south of West Hamilton Avenue, and on the north side of West Hamilton Avenue on the east side of North Stirling Avenue, Tampa.

2. The Subject Property is designated OC-20 and Res-20 on the Future Land Use Map and is zoned PD 90-0052 and PD 14-0314.
3. The Subject Property is in the Urban Services Area and is not located within the boundaries of a community plan.
4. The general area surrounding the Subject Property consists of a mix of commercial, retail, medical and professional uses, and residential single-family uses. Adjacent properties include commercial and retail uses to the west across North Dale Mabry Highway, a funeral home and medical offices on the north side of Hamilton Avenue; medical offices and single-family residential uses along North Stirling Avenue; single-family residential uses on the north; an unimproved right-of-way on the east north of Hamilton Avenue; single-family residential uses and North Clearview Avenue on the east; a car rental business, a flooring business, single-family residential uses, and West Sligh Avenue to the south.
5. The Subject Property's folio parcels 25994.0000, 25994.0050, and 26000.0000 are zoned PD 14-0314 and are developed and operated as a hospital, drug store, medical offices, and medical ancillary uses. Folio parcel 26077-0000 appears to be currently vacant and the PD 90-0052 zoning allows BPO uses. The applicant is requesting to rezone the Subject Property's four folio parcels as a unified PD to allow development of folio 26077-0000 with a parking garage, revise the allowed uses, and increase the maximum floor area ratio from 0.56 to 0.63 to accommodate future hospital facility expansion.
6. The applicant is requesting a PD variation to LDC section 6.06.06, Buffering and Screening Requirements, to allow a 16-foot-wide buffer with Type B Screening in lieu of the required 20-foot-wide buffer with Type B Screening along the east boundary of folio 26077-0000 adjacent to the unimproved North Clearview Avenue right-of-way and two residential uses east of the right-of-way.
7. The applicant requested a Design Exception for the West Hamilton Avenue substandard roadway improvements. The County Engineer found the Design Exception approvable. If RZ-PD 25-0587 is approved the developer will be required to widen West Hamilton Avenue, construct an eastbound left turn lane on West Hamilton Avenue, and install a pedestrian crossing over West Hamilton Avenue at North Sterling Avenue.
8. The applicant is proposing a building setback of 60 feet from the north boundary of folio parcel 26077-0000, with a 20-foot-wide buffer and enhanced Type B screening adjacent to residentially zoned properties to the north. The applicant's site plan also shows a stormwater pond located within the 60-foot setback area along the north boundary. The applicant is proposing that the parking garage will incorporate architectural features to help mitigate visual impacts on residential properties.

9. The applicant requested Administrative Variances, which the County Engineer found approvable as follows:
  - a. Administrative Variance to waive the required substandard roadway improvements along West Sligh Avenue.
  - b. Administrative Variance to waive the required substandard roadway improvements along North Sterling Avenue.
  - c. Administrative Variance to allow a reduction of the minimum access spacing on West Sligh Avenue, resulting in: (1) an access spacing of approximately 9 feet from the closest access to the west on the opposite side of the road; and (2) an access spacing of 0 feet from the closest access to the east on the opposite side of the road.
  - d. Administrative Variance to allow a reduction of the minimum access spacing on North Sterling Avenue, resulting in: (1) an access spacing of approximately 3 feet from the closest access to the north on the opposite side of the road; and (2) an access spacing of approximately 11 feet from the closest access to the south on the opposite side of the road.
10. Development Services Department staff found the site design mitigation strategies address initial concerns with the proposed parking garage. Staff found no compatibility concerns and concluded the proposed Planned Development is approvable with conditions based on the applicant's general site plan submitted July 1, 2025.
11. Hillsborough County Transportation Review staff stated no objections, subject to the conditions set out in the Transportation Review Comment Sheet and Development Services Department staff report.
12. Planning Commission staff found the proposed planned development is an allowable use in the OC-20 and Res-20 Future Land Use categories and is compatible with the existing development pattern of the surrounding area. Staff concluded the proposed rezoning is consistent with the *Unincorporated Hillsborough County Comprehensive Plan*.
13. Pursuant to LDC section 5.03.06.C.6., the following findings are made on the applicant's request for a PD variation to LDC section 6.06.06, Buffering and Screening Requirements, to allow a 16-foot-wide buffer with Type B Screening in lieu of the required 20-foot-wide buffer with Type B Screening along the east boundary of folio 26077-0000 adjacent to the unimproved North Clearview Avenue right-of-way and two residential uses east of the right-of-way as shown on the applicant's site plan:
  - (1) **The variation is necessary to achieve creative, innovative, and/or mixed use development that could not be accommodated by strict**

**adherence to current regulations.** Yes. The record evidence shows the existing uses require adequate parking area, which the proposed parking garage will provide. The record evidence further shows the Subject Property parcel 26077-0000 is adjacent to an unimproved right-of-way on the east, which provides additional buffering from the residential properties. The evidence supports a finding that the variation will allow creative or innovative development and use of the Subject Property that could not be accommodated by strict adherence to the LDC requirements.

- (2) **The variation is mitigated through enhanced design features that are proportionate to the degree of variation.** Yes. The record evidence shows the existing uses require adequate parking area, which the proposed parking garage will provide. The record evidence further shows the Subject Property parcel 26077-0000 is adjacent to an unimproved right-of-way on the east, which provides additional buffering from the residential properties. The record shows the proposed parking garage will incorporate architectural features that will help mitigate visual impacts on residential properties. The evidence supports a finding that the variation is mitigated through enhanced design features that are proportionate to the degree of variation.
- (3) **The variation is in harmony with the purpose and intent of the Hillsborough County Land Development Code.** Yes. The record evidence shows the existing uses require adequate parking area, which the proposed parking garage will provide. The record evidence further shows the Subject Property parcel 26077-0000 is adjacent to an unimproved right-of-way on the east, which provides additional buffering from the residential properties. The record shows the proposed parking garage will incorporate architectural features that will help mitigate visual impacts on residential properties. The evidence demonstrates the variation is in harmony with the purpose and intent of the LDC to foster and preserve public health, safety, comfort and welfare, and to aid in the harmonious, orderly, and progressive development of the unincorporated areas of Hillsborough County.
- (4) **The variation will not substantially interfere with or injure the rights of adjacent property owners.** Yes. The record evidence shows the existing uses require adequate parking area, which the proposed parking garage will provide. The record evidence further shows the Subject Property parcel 26077-0000 is adjacent to an unimproved right-of-way on the east, which provides additional buffering from the residential properties. The record shows the proposed parking garage will incorporate architectural features that will help mitigate visual impacts on residential properties. The evidence supports a finding that the variation will not substantially interfere with or injure the rights of adjacent property owners.

#### **E. FINDINGS OF COMPLIANCE OR NON-COMPLIANCE WITH COMPREHENSIVE PLAN**

The record evidence demonstrates the proposed rezoning request is in compliance with and does further the intent of the Goals, Objectives, and Policies of *Unincorporated Hillsborough County Comprehensive Plan*.

#### **F. CONCLUSIONS OF LAW**

A development order is consistent with the comprehensive plan if “the land uses, densities or intensities, and other aspects of development permitted by such order...are compatible with and further the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government.” § 163.3194(3)(a), Fla. Stat. (2024). Based on the evidence and testimony submitted in the record and at the hearing, including reports and testimony of Development Services Staff and Planning Commission staff, applicant’s testimony and evidence, there is substantial competent evidence demonstrating the requested rezoning is consistent with the *Unincorporated Hillsborough County Comprehensive Plan* and does comply with the applicable requirements of the Hillsborough County Land Development Code.

#### **G. SUMMARY**

The applicant is requesting to rezone the Subject Property’s four folio parcels as a unified PD to allow development of a parking garage, revise the allowed uses, and increase the maximum floor area ratio from 0.56 to 0.63 to accommodate future hospital facility expansion. The applicant is proposing that the parking garage will incorporate architectural features to help mitigate visual impacts on residential properties. The applicant is requesting a PD variation to LDC section 6.06.06, Buffering and Screening Requirements, to allow a 16-foot-wide buffer with Type B Screening in lieu of the required 20-foot-wide buffer with Type B Screening along the east boundary of folio 26077-0000 adjacent to the unimproved North Clearview Avenue right-of-way and two residential uses east of the right-of-way.

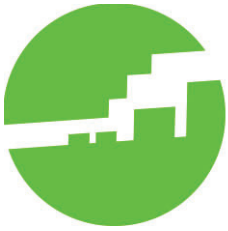
The applicant requested a Design Exception and Administrative Variances, all of which the County Engineer found approvable.

#### **H. RECOMMENDATION**

Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of request to rezone the Subject Property to Planned Development, subject to the certification requirements and proposed conditions set out in the Development Services Department staff report based on the applicant’s general site plan submitted July 1, 2025.

  
Pamela Jo Hatley PhD, JD  
Land Use Hearing Officer

August 11, 2025  
Date:



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 – 272 – 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

| Unincorporated Hillsborough County Rezoning Consistency Review                  |                                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Hearing Date:</b> July 21, 2025<br><br><b>Report Prepared:</b> July 10, 2025 | <b>Case Number:</b> PD 25-0587<br><br><b>Folio(s):</b> 25994.0000, 26000.0000, 25994.0050, 26077.0000<br><br><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><br>West Slight Avenue – <b>Local</b><br>West Hamilton Avenue – <b>Local</b><br>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.

---

## **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.

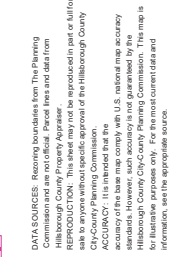
**Policy 4.4.1:** Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:

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

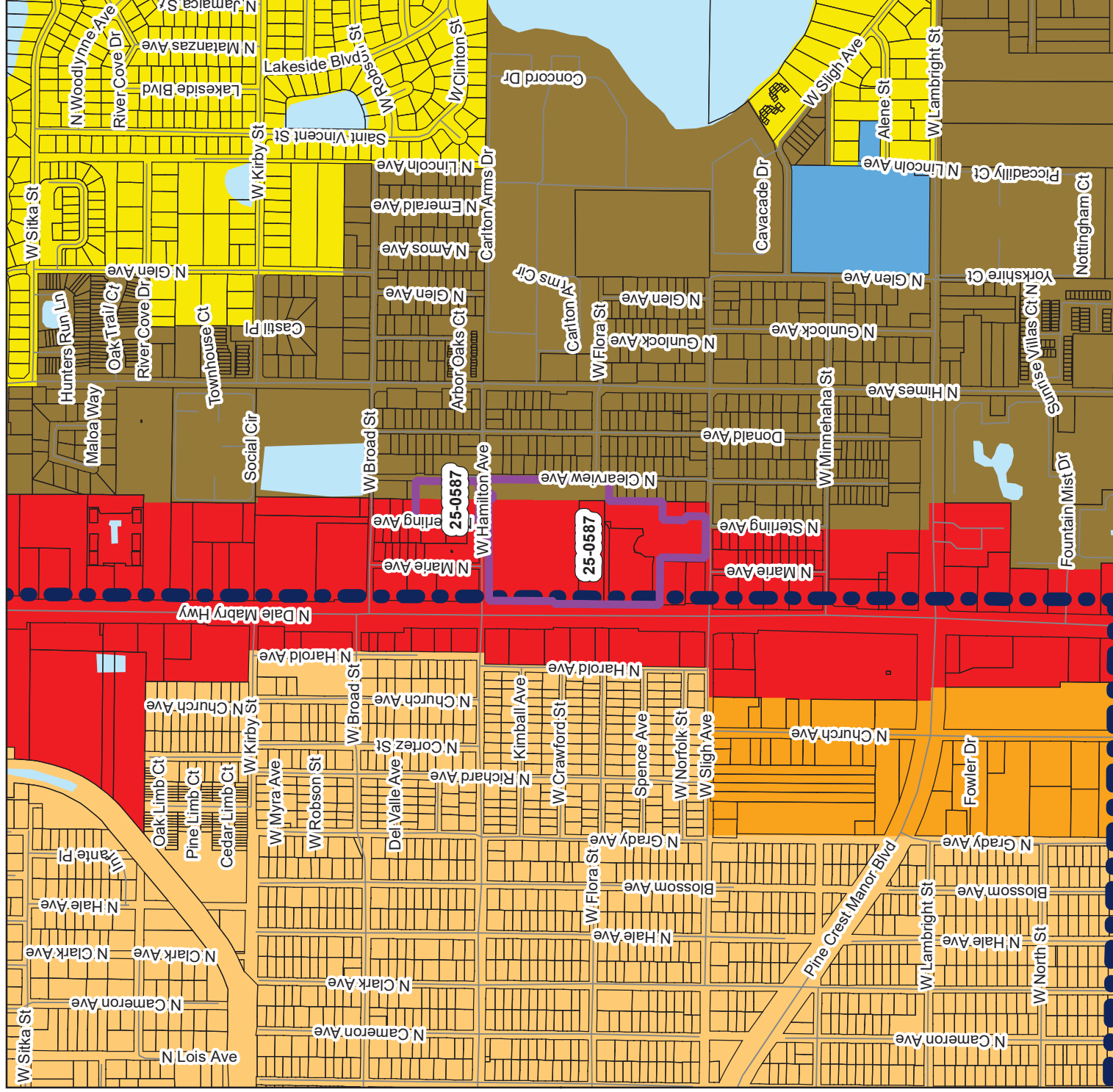
*e) Gradual transitions of intensity*

## RZ PD 25-0587

**<all other values>**



Map Printed from Rezoning System: 3/24/2025  
Author: Beverly F. Daniels  
File: G:\RezoningSystem\MapProjects\HCl\Greg





**GENERAL  
SITE PLAN  
FOR  
CERTIFICATION**



**Hillsborough  
County** Florida

**DEVELOPMENT SERVICES**

PO Box 1110, Tampa, FL 33601-1110  
(813) 272-5600

**HILLSBOROUGH COUNTY  
DEVELOPMENT SERVICES DEPARTMENT**

**GENERAL SITE PLAN REVIEW/CERTIFICATION**

**BOARD OF COUNTY  
COMMISSIONERS**

Chris Boles  
Donna Cameron Cepeda  
Harry Cohen  
Ken Hagan  
Christine Miller  
Gwendolyn "Gwen" Myers  
Joshua Wostal

**COUNTY ADMINISTRATOR**

Bonnie M. Wise

**COUNTY ATTORNEY**

Christine M. Beck

**COUNTY INTERNAL AUDITOR**

Melinda Jenzarli

**DEPUTY COUNTY ADMINISTRATOR**

Gregory S. Horwedel

Project Name: Advent Health Carrollwood Garden Tower Expansion

Zoning File: RZ-PD 25-0587 Modification: None

Atlas Page: None Submitted: 08/28/25

To Planner for Review: 08/28/25 Date Due: ASAP

Contact Person: Isabelle Albert, Halff Associates, Inc. Phone: 813-331-0976/ialbert@halff.com

Right-Of-Way or Land Required for Dedication: Yes ☐ No ☒

☒ The Development Services Department HAS NO OBJECTION to this General Site Plan.

☐ The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Jared Follin Date: 08/29/2025

Date Agent/Owner notified of Disapproval: \_\_\_\_\_





# **AGENCY COMMENTS**

## 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<br>(ITE LUC 720) | 1,353 | 91  | 135 |
| PD, Hospital<br>(ITE LUC 610)                     | 2,971 | 226 | 237 |
| PD, Medical Office<br>(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<br>(ITE LUC 610)       | 4,917                  | 374                   | 393 |
| PD, Medical Office<br>(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](#)



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612

JARED W. PERDUE, P.E.  
SECRETARY

### **MEMORANDUM**

DATE: April 17, 2025

TO: Isabelle Albert, Halff

FROM: Lindsey Mineer, FDOT

COPIES: Daniel Santos, FDOT  
David Ayala, FDOT  
Mecale' Roth, FDOT  
Tanya King, FDOT  
Jessica Kowal, Hillsborough County

SUBJECT: PD 25-0587, Folios: 26077.0000, 26000.0000, 25994.0000, 25994.0050  
7171 N Dale Mabry Hwy, Tampa

This project is on a state road, N Dale Mabry Highway.

Rule Chapter 14-96.003(2), F.A.C. requires developments generating more than 600 daily trips to have a pre-application meeting. Hillsborough County has recommended that the applicant meet with FDOT before zoning approval.

A virtual or in-person pre-application meeting may be scheduled through Ms. Mecale' Roth in the District Seven Tampa Operations offices. Ms. Roth can be reached at [Mecale.Roth@dot.state.fl.us](mailto:Mecale.Roth@dot.state.fl.us) or 813-612-3237.

Thank you for the opportunity to comment.

END OF MEMO

## COMMISSION

Gwendolyn "Gwen" W. Myers CHAIR  
Harry Cohen VICE-CHAIR  
Chris Boles  
Donna Cameron Cepeda  
Ken Hagan  
Christine Miller  
Joshua Wostal



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Diana M. Lee, P.E. AIR DIVISION  
Michael Lynch WETLANDS DIVISION  
Rick Muratti, Esq. LEGAL DEPT  
Steffanie L. Wickham WASTE DIVISION

### AGENCY COMMENT SHEET

| REZONING                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| <b>HEARING DATE:</b> June 16, 2025                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>COMMENT DATE:</b> April 1, 2025                                      |
| <b>PETITION NO.:</b> 25-0587                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>PROPERTY ADDRESS:</b> 7171 N Dale Mabry Hwy, Tampa, FL 33614         |
| <b>EPC REVIEWER:</b> Liam Huxhold                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>FOLIO #:</b> 25994.0000, 26000.0000, 25994.0050, 26077.0000          |
| <b>CONTACT INFORMATION:</b> (813) 627-2600 x 1247                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>STR:</b> 28-28S-18E                                                  |
| <b>EMAIL:</b> <a href="mailto:huxholdl@epchc.org">huxholdl@epchc.org</a>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                         |
| <b>REQUESTED ZONING:</b> PD                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                         |
| FINDINGS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                         |
| <b>WETLANDS PRESENT</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   | NO                                                                      |
| <b>SITE INSPECTION DATE</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | NA                                                                      |
| <b>WETLAND LINE VALIDITY</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | NA                                                                      |
| <b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | No wetlands present. Offsite wetlands to the east of folio 026077-0000. |
| <p><b>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</b></p> <p><b>INFORMATIONAL COMMENTS:</b></p> <p>The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p> |                                                                         |

*Environmental Excellence in a Changing World*

**Roger P. Stewart Center**

**3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - [www.epchc.org](http://www.epchc.org)**

*An Affirmative Action / Equal Opportunity Employer*

REZ 25-0587  
April 1, 2025  
Page 2 of 2

Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.

Lh/dc

ec: Isabelle Albert, Halff Associates, Inc.; [ialbert@halff.com](mailto:ialbert@halff.com)



**Hillsborough  
County Florida**  
Development Services

## AGENCY REVIEW COMMENT SHEET

**NOTE:** THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

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**TO:** Zoning Review, Development Services

**DATE:** 07/07/2025

**REVIEWER:** Ron Barnes, Impact & Mobility Fee Coordinator

**APPLICANT:** University Community Hospital

**PETITION NO:** 25-0587

**LOCATION:** 7171 N Dale Mabry Hwy

**FOLIO NO:** 25994.0000 26000.0000 25994.0050 26077.0000

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**Estimated Fees:**

Hospital

(Per 1,000 s.f.)

Mobility: \$10,330

Fire: \$95

**Project Summary/Description:**

Urban Mobility, Northwest Fire - hospital expansion and parking garage. garage will not be subject to impact fees.

## AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer:** Andria McMaugh **Date:** 04/10/2025

**Agency:** Natural Resources **Petition #:** 25-0587

- ☐ This agency has **no comment**
- ☐ This agency has **no objections**
- ☒ This agency has **no objections, subject to listed or attached conditions**
- ☐ This agency **objects, based on the listed or attached issues.**

1. 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.**
2. 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.
3. 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.
4. 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.





## Agency Review Comment Sheet

**NOTE:** Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

**TO:** Zoning Review, Development Services      **REQUEST DATE:** 3/12/2025

**REVIEWER:** Kim Cruz, Environmental Supervisor      **REVIEW DATE:** 3/26/2025

**PROPERTY OWNER:** University Community Hospital, Inc.      **PID:** 25-0587  
University Com Hosp

**APPLICANT:** University Community Hospital, Inc.

**LOCATION:** 7209 N. Sterling Ave. Tampa, FL 33614  
7001 N. Dale Mabry Hwy. Tampa, FL 33614  
7171 N. Dale Mabry Hwy. Tampa, FL 33614  
6919 N. Dale Mabry Hwy. Tampa, FL 33614

**FOLIO NO.:** 26077.0000, 26000.0000, 25994.0000 and 25994.0050

### AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site is not located within a Wellhead Resource Protection Area (WRPA), Potable Water Wellfield Protection Area (PWWPA) and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

At this time, Hillsborough County EVSD has no objections to the applicant's request.

**WATER RESOURCE SERVICES  
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

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**PETITION NO.:** RZ-PD 25-0587    **REVIEWED BY:** Clay Walker, E.I.    **DATE:** 3/14/2025

**FOLIO NO.:** 26077.0000, 26000.0000, 25994.0000, 25997.0050

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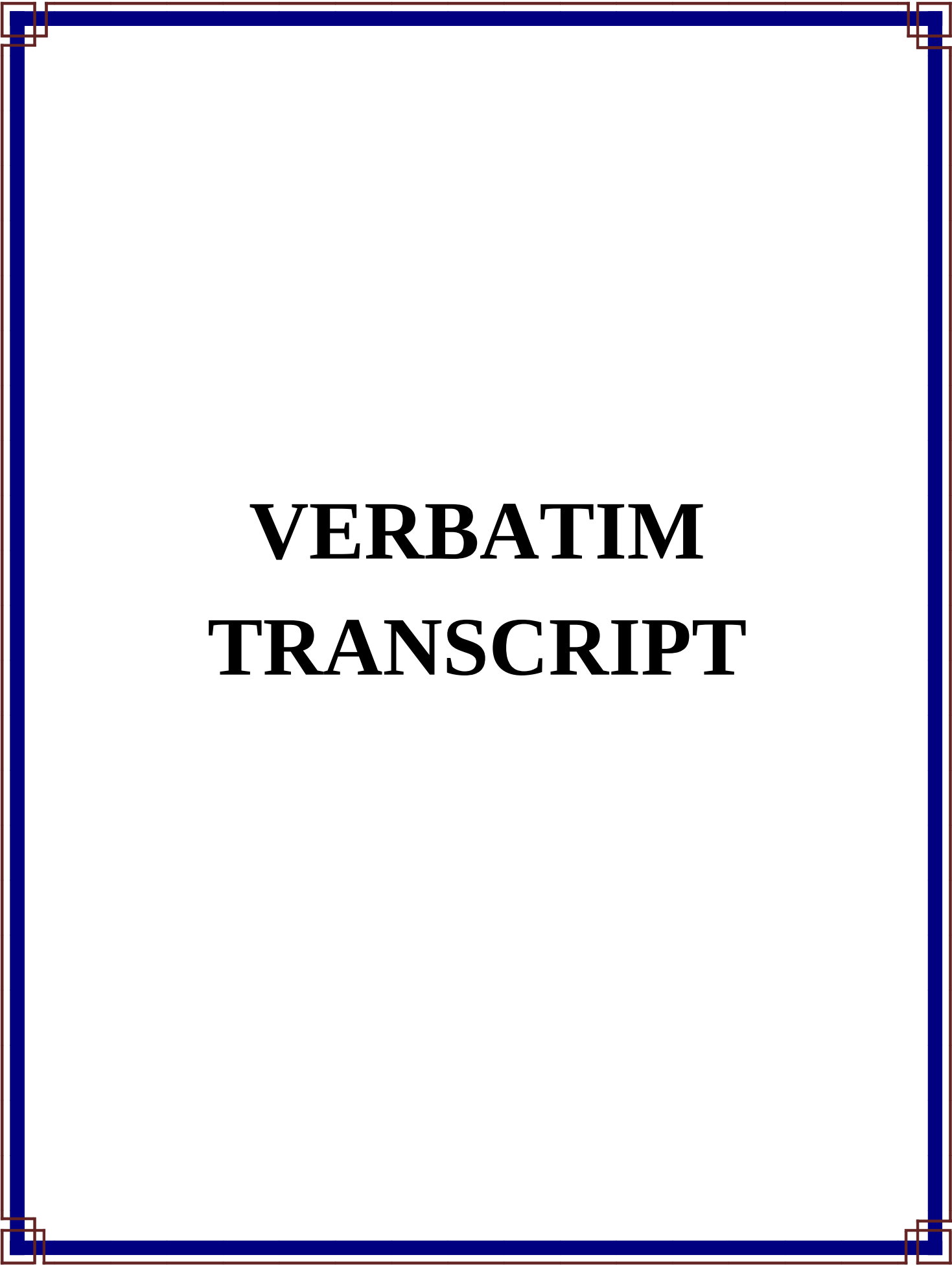
**WATER**

- ☒ The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☐ A \_\_\_ inch water main exists ☐ (adjacent to the site), ☐ (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

- ☒ The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☐ A \_\_\_ inch wastewater force main exists ☐ (adjacent to the site), ☐ (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**COMMENTS:** \_\_\_\_\_.



# **VERBATIM TRANSCRIPT**

Transcript of Proceedings  
July 21, 2025

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

IN RE:

ZONE HEARING MASTER  
MEETING

ZONE HEARING MASTER MEETING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch  
Zone Hearing Master

Pamela Jo Hatley  
Zone Hearing Master

DATE: Monday, July 21, 2025

TIME: Commencing at 6:01 p.m.  
Concluding at 10:06 p.m.

LOCATION: Hillsborough County BOCC - Development  
Services Dept. (LUHO, ZHM, Phosphate)  
601 East Kennedy Boulevard  
Second Floor Boardroom  
Tampa, Florida 33601

Reported by:  
Diane DeMarsh, AAERT No. CER-1654  
Digital Reporter

1 MS. HEINRICH: Our next application is Item D.8. PD  
2 25-0587.

3 The applicant is requesting to rezone property from PD  
4 90-0052 and PD 14-0314, to a new Planned Development, which  
5 would be 25-0587. And Jared Follin with Development Services  
6 will provide staff findings after the applicant's presentation.

7 MS. ALBERT: Good evening. Isabelle Albert with Halff  
8 1900 North Ashley Drive, Suite 900.

9 So the site here is approximately 19.5 acres. This is  
10 known as the AdventHealth Carrollwood Hospital. And our  
11 proposal is to -- go into the Future Land Use Zoning first.

12 So the Future Land Use is office, commercial on the  
13 majority of the site with a strip of Residential 20 on the east  
14 side. The zoning has two Planned Development approved Planned  
15 Development on the -- on site. The first one is the medical  
16 office just north of Hamilton Avenue, just approved for 34,000  
17 square feet of office use. And the existing hospital is  
18 approved with an FAR of .56, with uses that's usually associated  
19 with a hospital.

20 So here's the request. You'll notice the existing  
21 conditions did not have any square footage or anything. So we  
22 are requesting -- you know, 456,500 square feet of hospital use.  
23 The 73,350 medical office use is already existing. And we are  
24 also adding for a parking garage.

25 So what you have here is in the middle of building

1 envelope A, there's like an open green space there, but they're  
2 going to be developing, they're expanding the hospital use. And  
3 with the expansion of the hospital use that will -- they have  
4 this energy plant that they're expanding, which I show here in  
5 the yellow square.

6           And then with all this, AdventHealth has had serious  
7 concerns with not enough parking for staff and everything. And  
8 so when they were able to acquire this site, that was the  
9 perfect site for the parking garage. So that's what they're  
10 proposing there.

11           With the parking garage and discussion with staff, we  
12 are providing enhanced screening along the northern boundary  
13 adjacent to that resident as well as -- and I failed to put in  
14 there, but a waiver to the -- a variation basically to the  
15 buffered screening, because Clearview Avenue is actually less  
16 than 50 feet of right of way. Therefore, I need to request a --  
17 I need to have a 20-foot buffer with Type B screening there.  
18 But it's providing a 16-foot buffer, but there will be some  
19 screening. And this is only adjacent to here. It's only for  
20 this little portion here.

21           But staff also wanted to make sure that the parking  
22 garage would be architecturally finished. And so this is why we  
23 added this to the plan.

24           HEARING MASTER: Okay. So just going back to that,  
25 just to clarify, so I understand where the request is. There

1 was a PD variation that was already in the record. Is this  
2 what you just mentioned, the 16-foot, is that an additional  
3 variation?

4 MS. ALBERT: No, no, no, no.

5 HEARING MASTER: Yeah.

6 MS. ALBERT: I just don't have it written down.

7 HEARING MASTER: Okay. I understand.

8 MS. ALBERT: That's all.

9 HEARING MASTER: All right.

10 MS. ALBERT: I didn't want to forget it because it's  
11 so small. And -- it I totally slipped my mind, but.

12 HEARING MASTER: Okay.

13 MS. ALBERT: Yeah. And so --

14 HEARING MASTER: Thank you.

15 MS. ALBERT: You're welcome. So the County Engineer  
16 found approvable all these -- these four items, but a design  
17 exception for West Hamilton Road. There's been an  
18 administrative variance to allow for existing Sligh Avenue to  
19 remain as is, as well as access, spacing. And administrative  
20 variance for Stirling Street access spacing.

21 Now, did the -- for Sligh Avenue, these are all  
22 existing conditions. Because we're doing a new Planned Develop,  
23 we have to address those existing conditions.

24 Staff recommended approval, both the Development  
25 Services and Planning Commission. They found it consistent with

1 the Comprehensive Plan. And basically that concludes my  
2 presentation. And I'm here if you have any questions.

3 HEARING MASTER: All right. No more questions for  
4 you.

5 MS. ALBERT: Thank you.

6 HEARING MASTER: Thank you.

7 MR. FOLLIN: Good evening. Jared Follin with  
8 Development Services. So this is a request to rezone an area  
9 from PD 14-0314 and PD 90-0052 to a new Planned Development in  
10 order to add a parcel to the hospital development for the  
11 purpose of a parking garage, amend the entitlements, and  
12 increase the max for area ratio allowable.

13 The conditions from PD 14-0314 dictated the hospital  
14 development will essentially be carried over to the new PD, but  
15 with the aforementioned -- aforementioned changes. The site is  
16 currently zoned PD 90-0052 will be the location of the proposed  
17 parking garage.

18 Subject site is located along Dale Mabry Highway,  
19 which contains a multitude of commercial uses along its frontage  
20 and is located adjacent to single-family residential to the  
21 north, east, and south. The newly added parcel is located to  
22 the north across Hamilton and is adjacent to office zoning and  
23 residential zoning.

24 The parking garage is proposed to be constructed at a  
25 maximum height of 83 feet, or seven stories, and will be built

1 within the confines of building envelope E. Due to its height  
2 and proximity to residential to the north and portions of the  
3 east, the applicant has proposed a number of mitigation  
4 measures. Firstly, the parking garage will be required to build  
5 with architectural -- architectural features to screen the open  
6 parking decks. An example of the design is included on the site  
7 plan and will be required that the design generally conforms to  
8 the graphic.

9           Secondly, the portions of the site adjacent to  
10 residentially zoned property will include a 20-foot buffer with  
11 Type B screening standards, as well as additional vegetation  
12 including a 6-foot high evergreen plants and 10-foot high  
13 evergreen shade trees. Additionally, the parking garage will be  
14 set back 60 feet from the northern property line but will be --  
15 only be set back 16 feet from the eastern property line, which  
16 is subject of the applicant's variation request.

17           While there is a residential home directly adjacent to  
18 parcel, there is not a residential home directly adjacent to the  
19 east, as it is vacant. With the addition of the architectural  
20 design requirements and the enhanced buffers, we support the  
21 parking garage proposal.

22           Other changes to the PD include increasing the FAR or  
23 floor area ratio from 0.56 to 0.63, increasing the max building  
24 height of envelope B from 20 to 30 feet, and removing a number  
25 of entitlements to now only allow a hospital and a health

1 practitioners office, along with a list of hospital accessory  
2 uses.

3 Based on these considerations, we find the proposed PD  
4 approvable subject to conditions. Happy to answer any  
5 questions.

6 HEARING MASTER: Thank you. I have no questions for  
7 you. Planning Commission?

8 MR. ROYAL: Good evening. Tyreck Royal, Planning  
9 Commission staff.

10 The site is in the urban service area where, according  
11 to Objective 1.1 of the Future Land Use Section, 80 percent of  
12 the county's growth is to be directed. Policy 3.1.3 requires  
13 all developments to be compatible with the surrounding area.  
14 The site is currently occupied by AdventHealth Carrollwood  
15 Hospital. The area surrounding the hospital consists  
16 predominantly of single-family residential, light commercial,  
17 and heavy commercial uses. The parcel that is being added to  
18 the PD is adjacent to existing light commercial uses. The  
19 single-family residential properties located to the north. The  
20 Development Services Department has established a condition of  
21 approval, requiring that the northern facade of the proposed  
22 parking structure to incorporate architectural features that  
23 help mitigate visual impacts on neighboring residential  
24 properties.

25 This condition is essential to Planning Commission

1 staff determination and consistency. The proposed -- the  
2 proposal to incorporate a 1.92 acre parcel into the overall  
3 hospital operations meets the intent of FLU Objective 1.1 and  
4 supports the long-term operational needs for the hospital.

5 Overall, staff finds that the proposed use is an  
6 allowable use in the office, commercial 20, and residential 20  
7 Future Land Use categories and is compatible with existing  
8 development in the surrounding area. Based upon those  
9 considerations and the goals, objectives, and policies, Planning  
10 Commission staff find the proposed Planned Development is  
11 consistent with Unincorporated Hillsborough County Comprehensive  
12 Plan. Thank you.

13 HEARING MASTER: Thank you. No questions for you.

14 All right. Is there anyone here or online who wishes  
15 to speak in support of this application? Do not hear anyone.  
16 Is there anyone here or online who wishes to speak in opposition  
17 to this application? All right. Do not hear anyone.

18 Development Services, anything further?

19 MS. HEINRICH: No, ma'am.

20 HEARING MASTER: Okay. Applicant? Okay. Applicant  
21 says nothing further. So this closes the hearing on Rezoning PD  
22 25-0587.

23

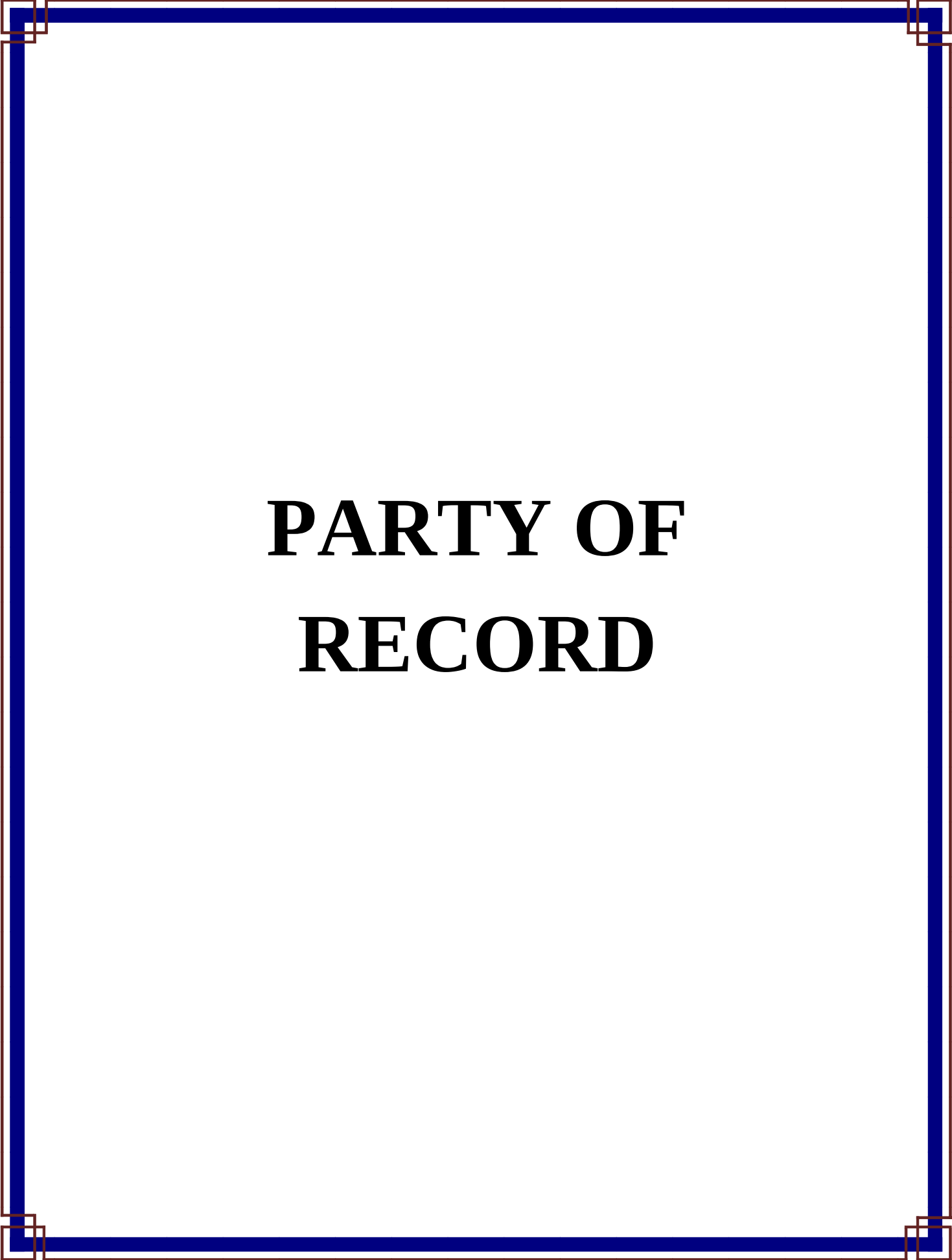
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**EXHIBITS SUBMITTED  
DURING THE ZHM HEARING**

**NONE**



# **PARTY OF RECORD**

**NONE**