

Rezoning Application: PD 25-1061
Zoning Hearing Master Date: April 27, 2026
BOCC Hearing Meeting Date: June 9, 2026

1.0 APPLICATION SUMMARY

Applicant: Todd Pressman
FLU Category: Residential-6 (R-6)
Service Area: Urban
Site Acreage: 15.6 MOL
Community Plan Area: Gibsonton, SouthShore
Overlay: None



Introduction Summary:

The applicant requests to rezone approximately 15.6 acres from the existing PD and RSC-2 – MH zoning districts to a new Planned Development (PD 25-1061) to allow development of a 74-space RV resort with associated amenities. The site is located adjacent to Symmes Road, carries a Residential-6 (R-6) Future Land Use designation, and is currently approved for 36 single-family lots. The proposal would replace that approval with an RV-based lodging use while retaining the existing onsite wetland area.

	Existing		Proposed
District(s)	RSC-2-MH	PD 05-1783	PD 25-1061
Typical General Use(s)	Single-Family Residential (Conventional and Mobile Home)	Single-Family Residential (Conventional Only)	RV Park Resort
Acreage	1.75 MOL	13.85 MOL	15.60 MOL
Density/Intensity per Zoning	3 units 2 du/ga	36 units 2.54 du/ga	74 spaces 4.74 du/ga (12 u/a for RVs)
Mathematical Maximum per FLU*	10 units (6 u/a)	83 units (6 du/a)	187 spaces 12 du/ga (12 u/a for RVs)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	RSC-2-MH	PD 05-1783	PD 25-1061
Lot Size / Lot Width	21,780 sf / 100'	7,000 sf / 50' 5,000 sf / 40'	2,000 sf / NA
Setbacks/Buffering and Screening	25' Front 25' Rear 10' Sides	25 - 20' Front 25 - 20' Rear 7.5' - 5' Sides	5' Front 5' Rear 5' Sides
Max Height	35'	35'	35'

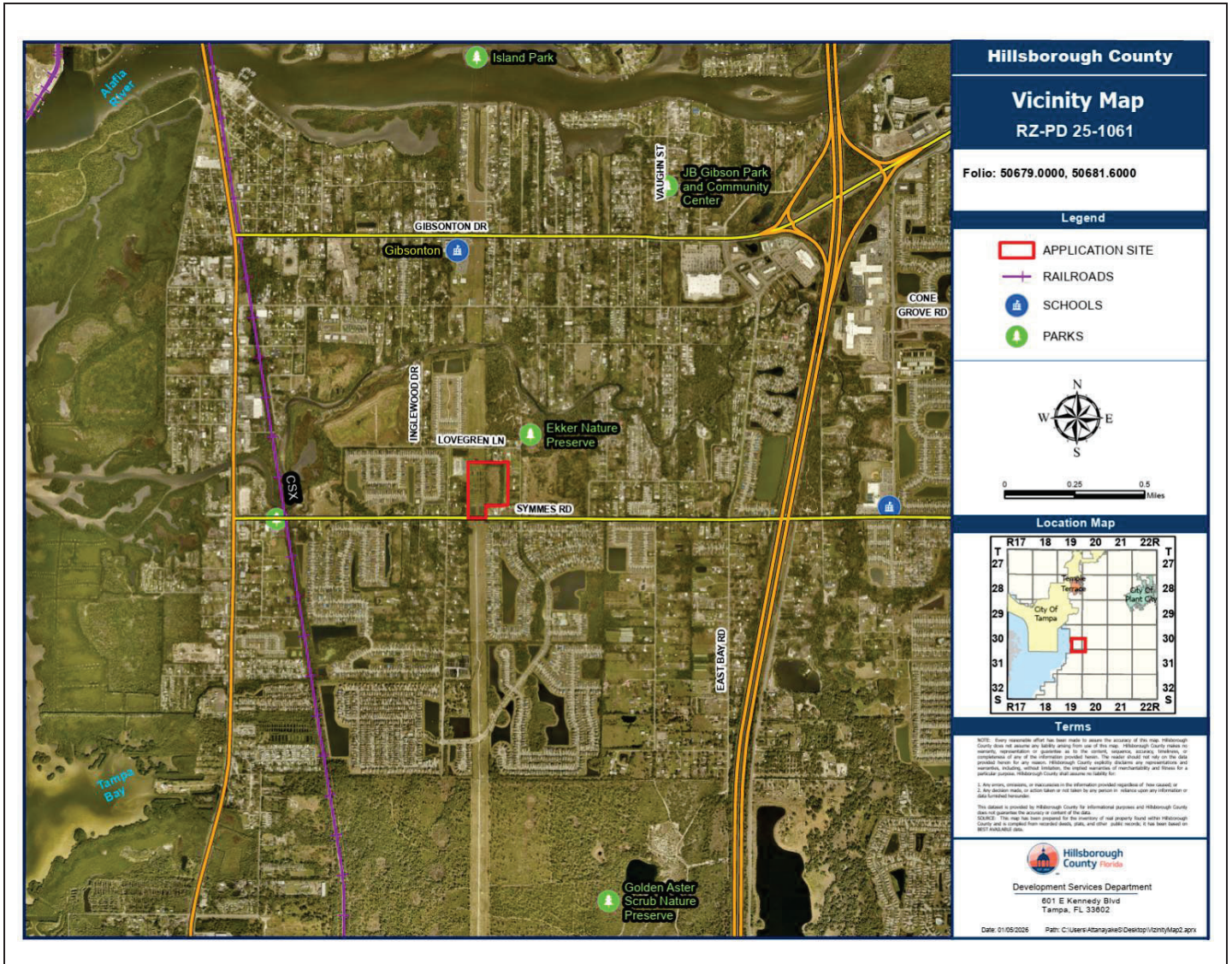
Additional Information:

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

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

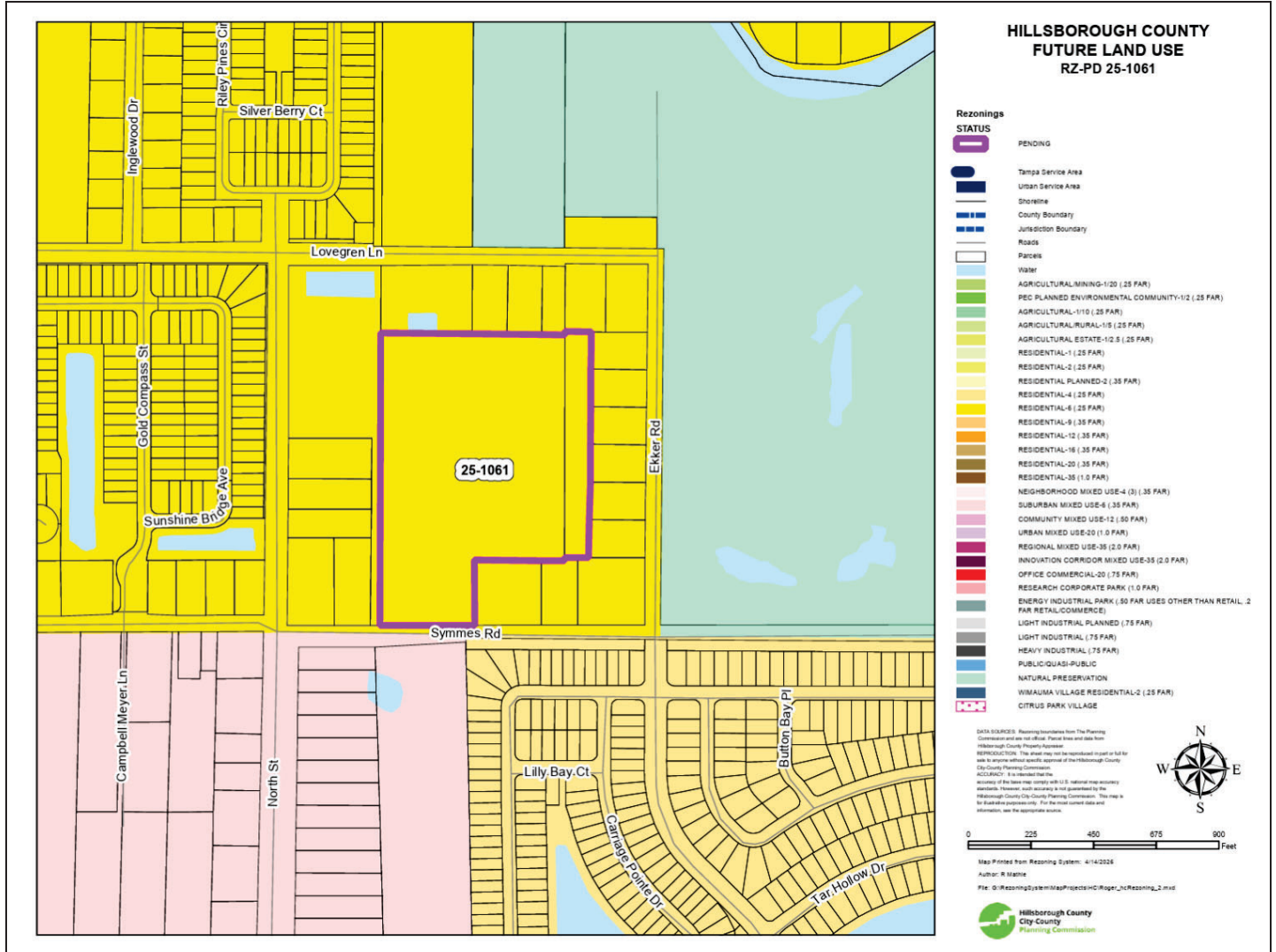


Context of Surrounding Area:

The area consists of single-family residential, commercial and a utility. Adjacent to the north is single-family residential zoned RSC-2 and RSC-6. Also, to the north is a vacant parcel zoned AR. Adjacent to the east is single-family residential zoned RSC-2. Adjacent to the west is a TECO easement and utility zoned AR. Adjacent to the south is commercial zoned AR. To the south across Symmes Road is a TECO easement and single-family residential zoned PD 02-1310.

2.0 LAND USE MAP SET AND SUMMARY DATA

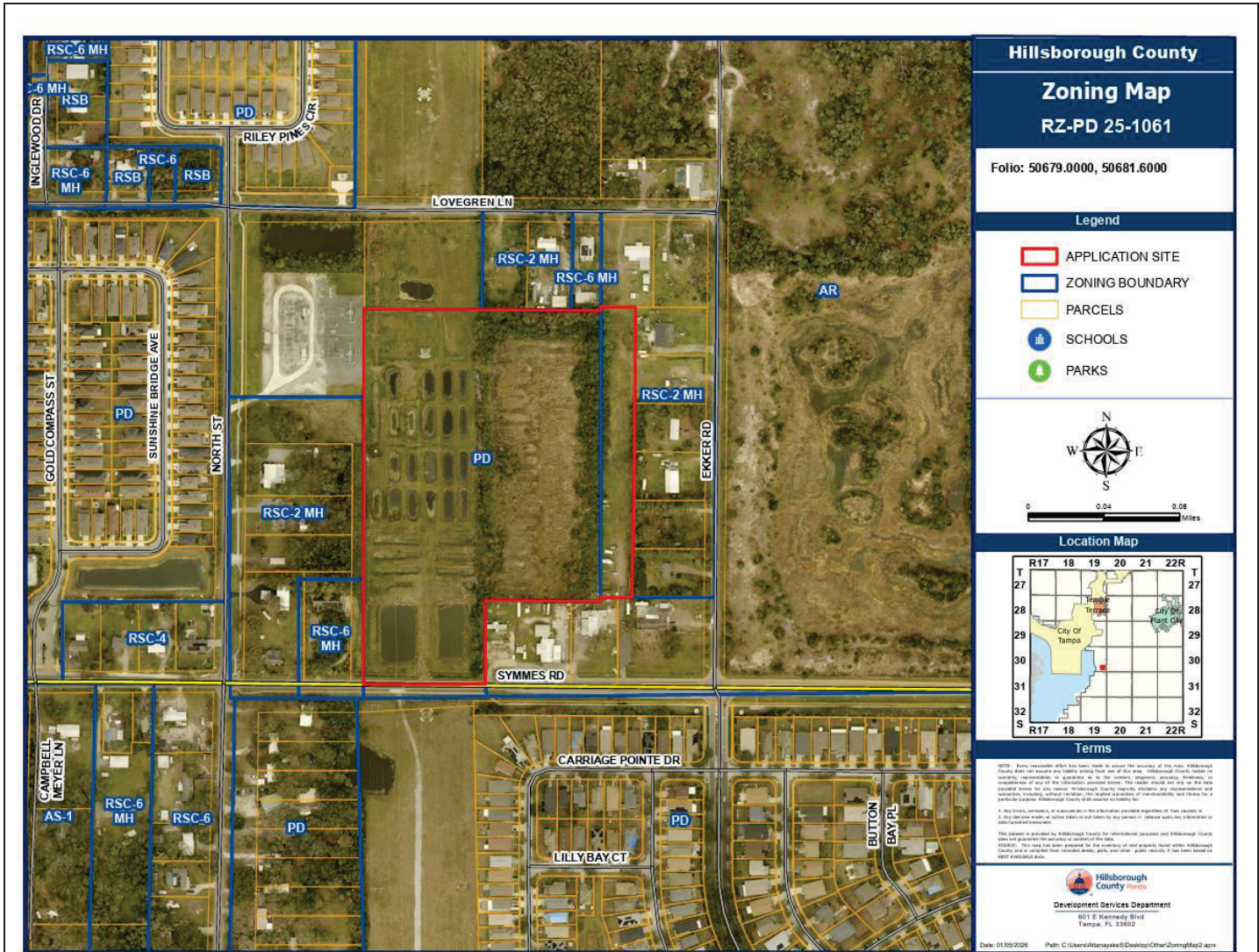
2.2 Future Land Use Map



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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

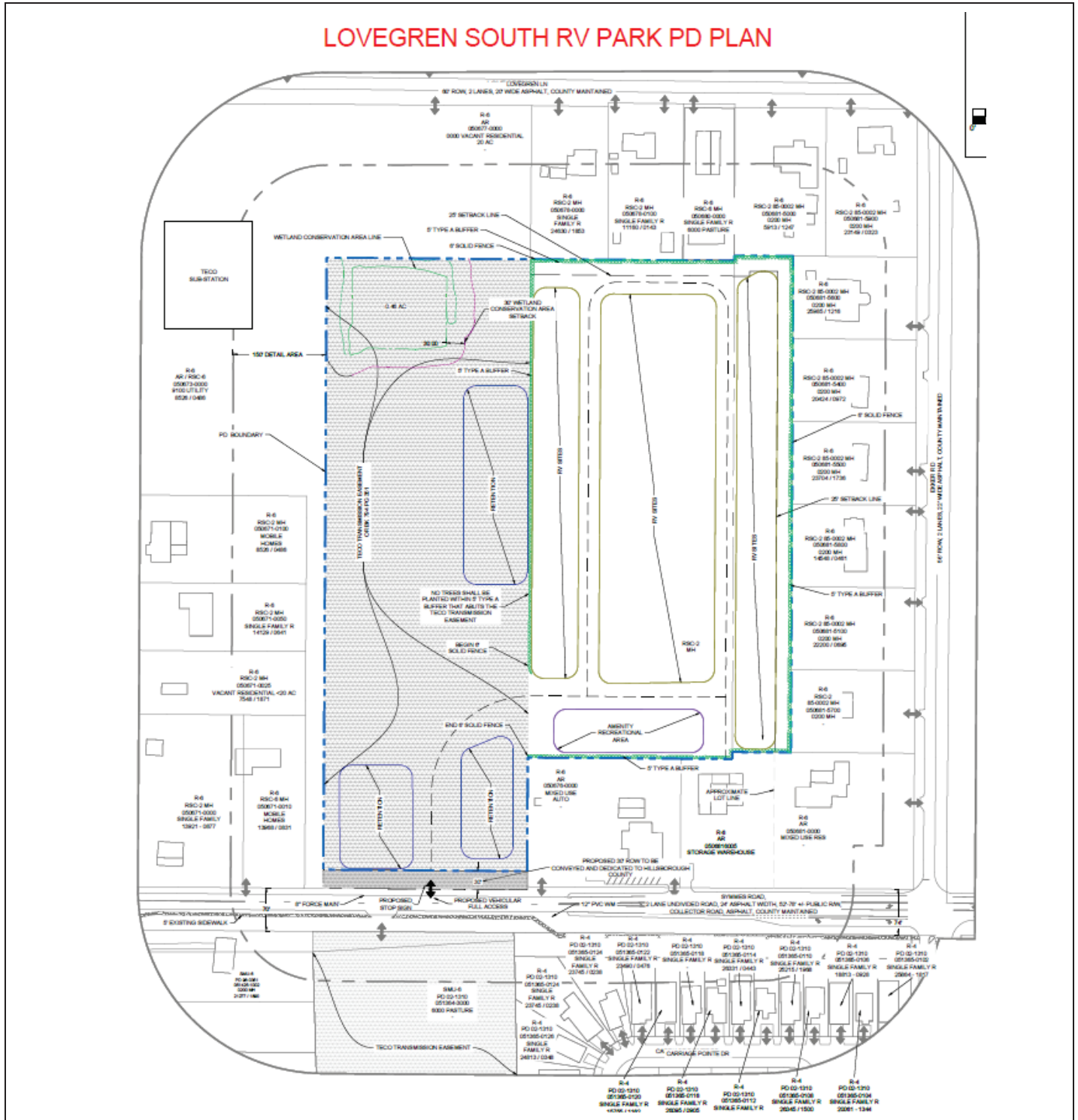


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR, RSC-2-MH, RSC-6-MH	1 du/5 ga, 2 du/ga, 6 du/ga	Single-Family Residential/Agricultural, SFR, SFR	Vacant, SFR, SFR
South	AR, PD 02-1310	1 du/5 ga, 6 du/ga	Single-Family Residential/Agricultural, TECO Easement/SFR	Commercial, TECO Easement/SFR
East	RSC-2-MH	2 du/ga	SFR	SFR
West	AR	1 du/5 ga	Single-Family Residential/Agricultural, Utility	Utility

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)



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Case Reviewer: Chris Grandlienard, AICP

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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	584	33	40
Proposed	76	5	7
Difference (+/-)	-508	-28	-33

*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		Choose an item.	Choose an item.	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		Choose an item.	Choose an item.	Meets LDC
West		Choose an item.	Choose an item.	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Symmes Rd. / Access Spacing	Administrative Variance Requested	Approvable
Symmes Rd. / Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

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4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands Present.
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Other:				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Conditions of Approval
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate is based on a 1,500 square foot, Mobile Home Unit) Mobility: \$1,369 * 74 = \$101,306 Fire: \$299 * 74 = \$22,126 Total: \$123,432				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed RV resort is similar in scale and intensity to the surrounding single-story residential and low-intensity uses. RV units, being single-story in nature, are consistent with the height and scale of nearby homes. Along the north and east property lines, a 25-foot building setback is provided, and within that setback a 5-foot Type "A" buffer is included, ensuring adequate separation and visual mitigation between the RV sites and adjacent residential properties.

The TECO easement along the west property line provides a substantial separation from adjacent uses, and no impacts are proposed to the existing onsite wetland, which is retained as part of the development.

The project's location along Symmes Road, an existing collector roadway, supports the proposed use and provides appropriate vehicle, pedestrian, and bicycle access. The RV resort would operate as a low-intensity lodging use compatible with the surrounding residential pattern and utility corridor.

Therefore, the rezoning of the subject property from PD 05-1783 and RSC-2-MH to PD 25-1061 to allow a 74-space RV resort with associated amenities is consistent with the existing zoning and development pattern in the area.

Based on the above considerations, staff finds the requested PD zoning district compatible with the surrounding uses and established development context.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

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

1. Match the development standards in the proposed conditions.

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

1. Development shall be limited to a 74-space Recreational Vehicle Park Resort with a private amenity area.

2. Development standards:

RV LOTS: 74 UNITS

RESIDENTIAL DENSITY: 12 DU/GA

MINIMUM FRONT YARD SPACE SETBACK: 5'

MINIMUM SIDE YARD SPACE SETBACK: 5'

MINIMUM REAR YARD SPACE SETBACK: 5'

MAXIMUM BUILDING HEIGHT: 35'

MINIMUM RV PARK SETBACK FROM NORTHEAST AND EAST PROPERTY BOUNDARY: 25'

THE MINIMUM UNIT AREA OF PREMISES USED OR OCCUPIED AS A SINGLE-FAMILY LIVING SPACE FOR USE OF A RECREATIONAL VEHICLE SHALL BE 2,000 SQUARE FEET.

3. A 5-foot wide buffer with Type A screening shall be provided where delineated on the site plan.
4. A 25-foot RV Park setback shall be provided along the northern and eastern boundaries of the RV Park.
5. The addition or attachment of any accessory structures such as metal awnings, porches, carports, or individual storage facilities, not specifically designed and included as a standard part of the original RV shall be expressly prohibited.
6. Vehicle sites shall be rented by the day or week only, and the occupant of the vehicle site shall remain at that site and within the RV park for a limited period of time consistent with the RV uses, but in not case exceeding 120 calendar days within any 360-day period, whether accumulated consecutively or intermittently.
7. The amenity recreational area shall be private.

8. The subject site shall be permitted one full access connection onto Symmes Rd.
9. As proffered by the developer, the developer shall dedicate and convey a 30-foot-wide strip of right-of-way along its Symmes Rd. frontage. Such dedication and conveyance shall occur prior to or concurrent with the initial increment of development.
10. If PD 25-1061 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated and received November 14th, 2025) from the LDC Section 06.04.07 access spacing requirements, which was found approvable on March 16th, 2026. Approval of this Administrative Variance will permit a reduction of the minimum access spacing for the projects, Symmes Rd connection as follows:
 - a. A variance of +/- 81 ft from the closest access to the east (on the northern side of the road), resulting in an access spacing of +/- 164 ft.
11. If PD 25-1061 is approved the County Engineer will approve a Design Exception (dated and received November 14th, 2025) which was found approvable by the County Engineer on March 16th, 2026, for the Symmes Rd. substandard roadway improvements with the following condition:
 - a. The 4-foot bike lane shall also be continued for the same limits as the curb

As Symmes Rd. has been identified as a substandard collector roadway, the developer will be required to make the following improvements consistent with the Design Exception:

 - b. Construct a type "F" curb and gutter along the northern side of Symmes Rd. from the existing curb terminus +/- 58ft east of the project to the western property line.
12. All construction ingress and egress shall be limited to the Symmes Rd. project access. The developer shall include a note in each site/construction plan submittal which indicates same.
13. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
14. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
15. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
16. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- 17. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 18. 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.
- 19. 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.
- 20. 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.
- 21. 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.

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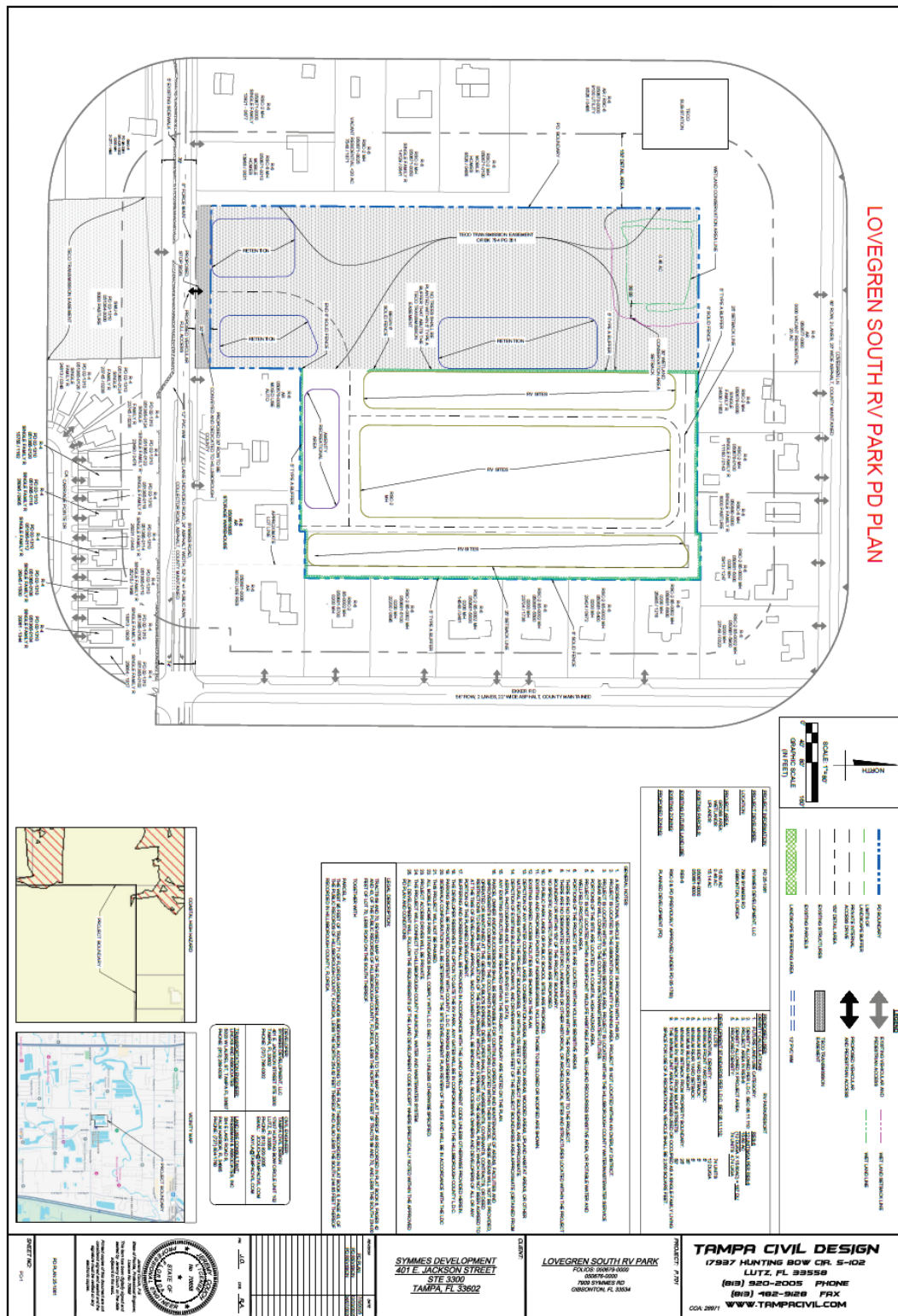
7.0 ADDITIONAL INFORMATION

Property Violation History

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

*past 12 months from intake date

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 03/16/2026

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Gibsonton

PETITION NO: RZ 25-1061

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

CONDITIONS OF APPROVAL

1. The subject site shall be permitted one full access connection onto Symmes Rd.
2. As proffered by the developer, the developer shall dedicate and convey a 30-foot-wide strip of right-of-way along its Symmes Rd. frontage. Such dedication and conveyance shall occur prior to or concurrent with the initial increment of development.
3. If PD 25-1061 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated and received November 14th, 2025) from the LDC Section 06.04.07 access spacing requirements, which was found approvable on March 16th, 2026. Approval of this Administrative Variance will permit a reduction of the minimum access spacing for the projects, Symmes Rd connection as follows:
 - a. A variance of +/- 81 ft from the closest access to the east (on the northern side of the road), resulting in an access spacing of +/- 164 ft.
4. If PD 25-1061 is approved the County Engineer will approve a Design Exception (dated and received November 14th, 2025) which was found approvable by the County Engineer on March 16th, 2026, for the Symmes Rd. substandard roadway improvements with the following condition:
 - a. The 4-foot bike lane shall also be continued for the same limits as the curb

As Symmes Rd. has been identified as a substandard collector roadway, the developer will be required to make the following improvements consistent with the Design Exception:

- b. Construct a type "F" curb and gutter along the northern side of Symmes Rd. from the existing curb terminus +/- 58ft east of the project to the western property line.
- 5. All construction ingress and egress shall be limited to the Symmes Rd. project access. The developer shall include a note in each site/construction plan submittal which indicates same.
- 6. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels totaling +/- 15.6 acres from Residential Single Family Conventional – 2 (RSC-2) and Planned Development (PD) 05-1783 to Planned Development (PD). The existing Planned Development (PD) is approved for thirty-six (36) single family dwelling units. The proposed Planned Development is seeking approval for a 74-unit Recreational Vehicle Park with Accessory Open Storage. The site is located on the north-western quadrant of the intersection of Symmes Rd. The Future Land Use designation of the site is Residential – 6 (R-6).

Trip Generation Analysis

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

Approved Zoning:

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

RSC-2, Single Family Detached (ITE 210) 3 Units	28	3	3
PD, Single Family Detached (ITE 210) 36 Units	556	30	37
Total	584	33	40

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Recreational Vehicle Park (ITE 416) 74 Units	76	5	7

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-508	-28	-33

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Symmes Rd., a 2-lane, divided, substandard county-maintained, urban collector roadway. The roadway is characterized by +/- 11-foot-wide travel lanes, no bike lanes on either side of the roadway within the vicinity of the project, +/- 5-foot-wide sidewalks along the south side of the roadway, and within +/- 75ft of the right of way.

Pursuant to the Hillsborough County corridor preservation plan Symmes Rd is designated as a future 2-lane enhanced roadway. In accordance with the standards outlined in Typical Section – 4 (TS-4) of the Hillsborough County Transportation Technical Manuel (TTM), 64ft plus an additional 11ft for the enhancement for a total of 75ft of right-of-way is required to accommodate this expansion. As there is sufficient right-of-way along the frontage of the subject site to accommodate this expansion no additional right-of-way is required to be preserved.

As displayed on the site plan and outlined in the above conditions of approval, the applicant has proffered to dedicate and convey a 30-foot-wide strip of right-of-way along its Symmes Rd. frontage. The applicants stated intent to provide such right-of-way to accommodate the placement of the external sidewalk required pursuant to Section 6.02.08. and/or Section 6.03.02. of the LDC. Staff notes that sidewalk placement is finalized at the time of plat/site construction which has not yet occurred, as such staff cannot definitively state that such right-of-way is sufficient to accommodate the required sidewalk. Staff notes, sidewalks will be required to be placed in

accordance with all applicable LDC and TTM requirements. Given the above staff has included a condition requiring dedication of the 30-foot-wide strip prior to or concurrent with the initial increment of development.

ADMINISTRATIVE SPACING VARIANCE – SYMMES RD.

The applicant's Engineer of Record (EOR) submitted a Section 06.04.02.B Administrative variance (dated and received on November 14th, 2025) from the Section 06.04.07 LDC requirement, governing access spacing for the proposed Symmes Rd. access. Per the Hillsborough County LDC, Symmes road is a Class 5 roadway with a posted speed of 45 miles per hour or less which requires a minimum connection spacing of 245ft. The applicant is seeking the following variance:

- A variance of +/- 81 ft from the closest access to the east (on the northern side of the road), resulting in an access spacing of +/- 164 ft.

Based on factors presented in the Administrative Variance Request, the County Engineer found this request approvable on March 16th, 2026. If PD 25-1061 is approved by the Hillsborough County BOCC, the County Engineer will approve this Administrative Variance Request.

SUBSTANDARD ROADWAY DESIGN EXCEPTION – SYMMES RD.

The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated and received November 14th, 2025) to determine the specific improvements that would be required by the County Engineer. Based on the factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable on March 16th, 2026 with the following condition:

- The 4-foot-bike lane shall also be continued for the same limits as the curb.

Authorizing deviation from Typical Section -4 (TS-4) of the Hillsborough County Transportation Technical Manuel (TTM) which outlines the standards for 2-lane, urban, undivided, county collector roadways so that the developer will be required to make the following improvements consistent with the Design Exception:

- Construct a type “F” curb and gutter along the northern side of Symmes Rd. from the existing curb terminus +/- 58ft east of the project to the western property line.

If PD 25-1061 is approved by the Hillsborough County BOCC, the County Engineer will approve this Design Exception request.

SITE ACCESS

The existing Planned Development is approved for one full access connection onto Symmes Rd. This application does not propose any modifications to the project’s existing access.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Symmes Rd.	US Hwy 41	Us Hwy 301	D	D

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

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Case Reviewer: Chris Grandlienard, AICP

From: [Williams, Michael](#)
To: [Steven Henry](#)
Cc: [Todd Pressman](#); [Grandlienard, Christopher](#); [Rose, Sarah](#); [Drapach, Alan](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: RE: RZ PD 25-1061 Design Exception & Design Exception Review
Date: Monday, March 16, 2026 11:45:05 AM
Attachments: [25-1061 AVAd 11-14-25.pdf](#)
[25-1061 DEAd 11-14-25.pdf](#)
[image002.png](#)

Steve,

This is to revise the previous APPROVABLE email to APPROVABLE with CONDITIONS for the Design Exception only. The condition will be as shown in the bullet below:

- The 4-foot bike lane shall also be continued for the same limits as the curb

If you have any questions, let me know.

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Williams, Michael

Sent: Thursday, November 20, 2025 9:49 AM

To: Steven Henry <shenry@lincks.com>

Cc: Todd Pressman <todd@pressmaninc.com>; Grandlienard, Christopher <GrandlienardC@hcfl.gov>; Rose, Sarah <RoseSJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>; PW-CEIntake <PW-

CEIntake@hcfl.gov>

Subject: FW: RZ PD 25-1061 Design Exception & Design Exception Review

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-1061 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

APPLICATION NUMBER: PD 25-1061

ZHM HEARING DATE: April 27, 2026

BOCC HEARING DATE: June 9, 2026

Case Reviewer: Chris Grandlienard, AICP

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

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

Sent: Monday, November 17, 2025 6:03 PM

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

Cc: Rose, Sarah <RoseSJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>

Subject: RZ PD 25-1061 Design Exception & Design Exception Review

Hello Mike,

The attached Administrative Variance and Design Exception are **Approvable** to me, please include the following people in your response email:

shenry@lincks.com

todd@pressmaninc.com

grandlienardc@hcfl.gov

rosesj@hcfl.gov

drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site intake Manager

Development Services

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County **Florida**

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Access Spacing-Symmies Road 4. <input checked="" type="checkbox"/> 2. Access Spacing-Symmies Road 5. <input type="checkbox"/> 3. 6.
<p><i>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</i></p>	
Project Name/ Phase	Lovegren South RV Park
<p><i>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</i></p>	
Folio Number(s)	50679.0000, 50681.0000, 50681.6000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p><i>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</i></p>	
Name of Person Submitting Request	Steven J. Henry, P.E.
<p><i>Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</i></p>	
Current Property Zoning Designation	
<p><i>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</i></p>	
Pending Zoning Application Number	PD 25-1061
<p><i>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</i></p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p><i>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</i></p>	

Received November 14, 2025
Development Services



November 14, 2025

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

Re: Lovegren South RV Park
PD 25-1061
Folio Numbers: 50679.0000, 50681.0000, 50681.6000
Lincks Project No. 25064 (25898.02.04)

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Symmes Road. The property is proposed to be rezoned Planned Development to allow a 74 space RV Park.

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via one (1) full access to Symmes Road. A copy of the PD plan is included in the Appendix of this letter.

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

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Symmes Road. Based on Section 6.04.07, the access spacing on Symmes Road is 245 feet. The distance to the driveway to the west is 283 feet and 164 feet to the east. This is graphically shown in Figure 1.

The justification for the variance is as follows:

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

The developer controls limited property frontage along Symmes Road. Given the property frontage, it is not physically possible to locate the driveway to meet the spacing criteria. Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

Mr. Mike Williams
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Page 2

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

The access is located between two ponds within the project and therefore is limited to the proposed location. The subject access meets the spacing criteria from the access to the west and also on the south side of Symmes Road. The only distance waiver is to the driveway east of the proposed access. The access to the east is a dirt driveway serving a U-Haul Facility, which is a low volume use. In addition, the proposed use of the subject property is a low volume use. Based on the above, the variance would not be detrimental to the public health, safety and welfare.

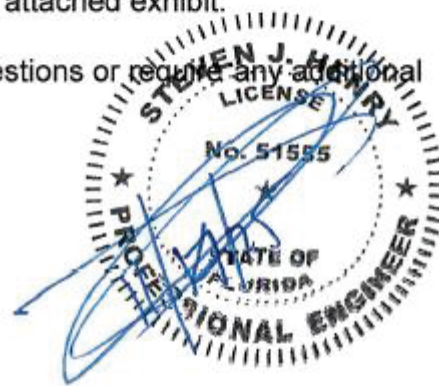
(c) without the variance, reasonable access cannot be provided.

The only connection for the project is via Symmes Road. Due to property constraints, the only reasonable location for the access is shown on the attached exhibit.

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

Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555



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

- Disapproved
- Approved
- Approved with Conditions

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

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

RECEIVED NOVEMBER 17, 2025
Development Services

Mr. Mike Williams
November 14, 2025
Page 3

TABLE 1
ESTIMATED PROJECT TRIP ENDS (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>		<u>PM Peak Hour</u> <u>Trip Ends</u>			
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
RV Park	240	74 DU's	527	6	23	29	27	16	43

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Mr. Mike Williams
November 14, 2025
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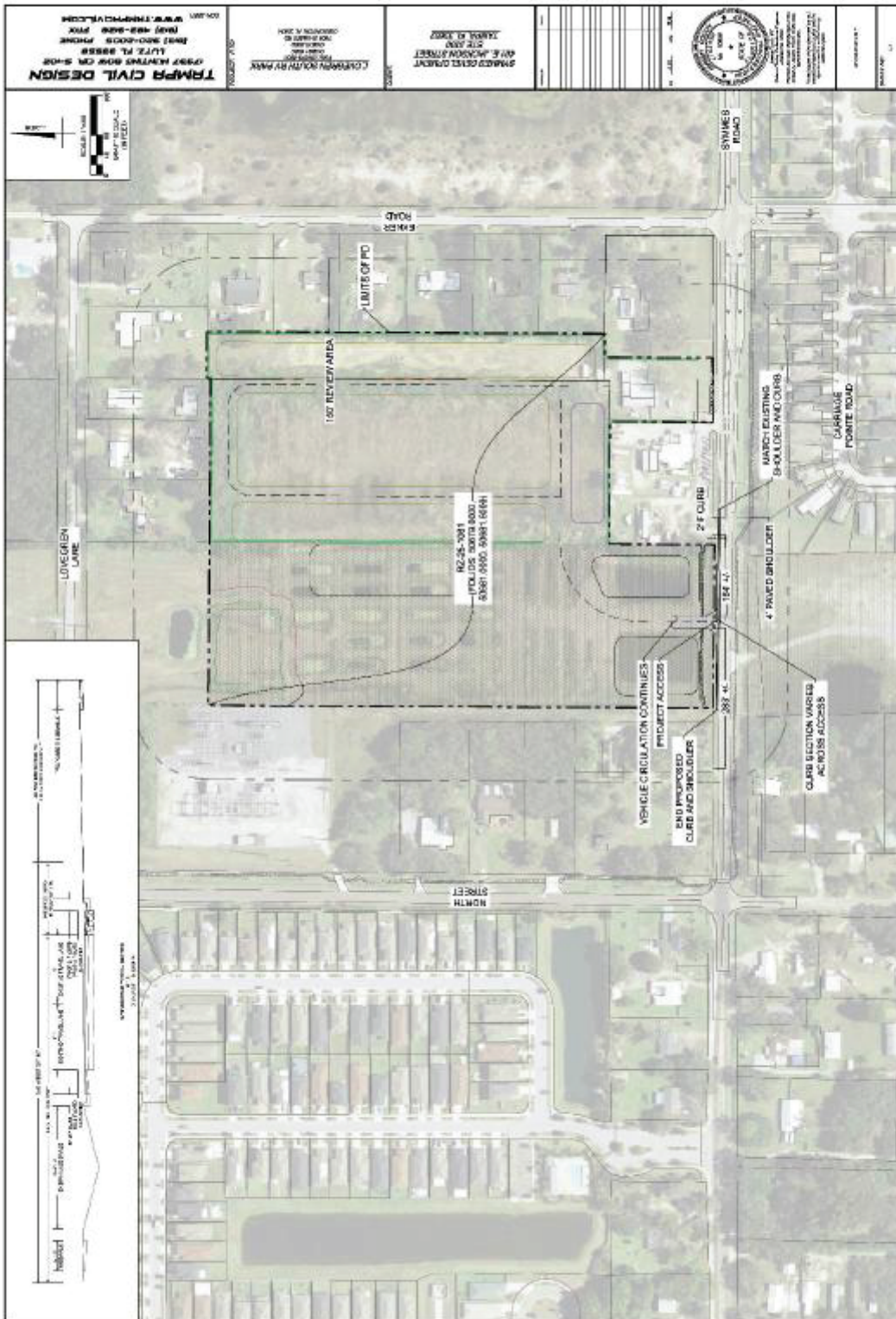


Figure 1

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Development Services

APPENDIX



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PD PLAN



Received November 14, 2025
Development Services

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



Received November 14, 2021
Development Services

HILLSBOROUGH COUNTY LDC
SECTION 6.04.04



Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
 - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.

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Development Services

- b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
- c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

- 1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
- 2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
- 3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

- 1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
- 2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
- 3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
- 4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
- 5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
- 6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
- 7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

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Development Services



November 14, 2025

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

Re: Lovegren South RV Park
PD 25-1061
Folio: 50679.0000, 50681.0000, 50681.6000
Lincks Project No. 25064 (25898.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Symmes Road from Ekker Road to the project access.

The subject property is proposed to be rezoned to Planned Development to allow a 74 space RV Park.

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to have one (1) full access to Symmes Road.

The proposed PD plan is included in the Appendix of this letter.

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Symmes Road is a collector road.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Symmes Road. The segment of Symmes Road currently has the following characteristics:

- Two (2) lane rural/urban roadway
- Eleven (11) foot lanes

The following exceptions are requested to accommodate the proposed project:

1. Lane Width – TS-4 has 11 foot lanes. The existing roadway has 11 foot lanes.

Mr. Mike Williams
November 14, 2025
Page 2

2. Curb & Gutter – TS-4 has curb and gutter. The existing road has curb and gutter for approximately 550 feet west of Ekker Road and then a rural road along the property frontage.
3. Bike Lanes – TS-4 has 7 foot buffered bike lanes. The existing road has 4 foot bike lanes for approximately 550 feet west of Ekker Road.
4. Sidewalk – TS-4 has five (5) foot sidewalk on both sides of the road. There is sidewalk on the south side of the road.

The justification for the Design Exception is as follows:

1. The Developer proposes to extend the curb and gutter from the existing terminus east of the project to the western property line.

The proposed improvements and typical section are shown on Figure 1.

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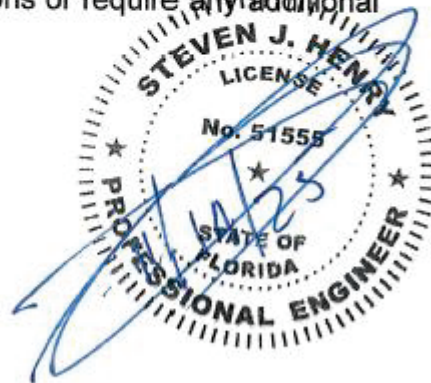
Mr. Mike Williams
November 14, 2025
Page 3

Based on the above, it is our opinion, the proposed improvements to Symmes Road will offset the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555



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

- _____ Disapproved
- _____ Approved
- _____ Approved with Conditions

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
 November 14, 2025
 Page 4

TABLE 1
 ESTIMATED PROJECT TRIP ENDS (1)

Land Use	ITE LUC	Size	Daily Trip Ends	AM Peak Hour Trip Ends		PM Peak Hour Trip Ends	
				In	Out	In	Out
RV Park	240	74 DU's	527	6	23	27	16
					Total		Total
					29		43

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Received November 14, 2025
Development Services

APPENDIX



APPLICATION NUMBER: PD 25-1061

ZHM HEARING DATE: April 27, 2026

BOCC HEARING DATE: June 9, 2026

Case Reviewer: Chris Grandlienard, AICP

Received November 14, 2025
Development Services

PD PLAN

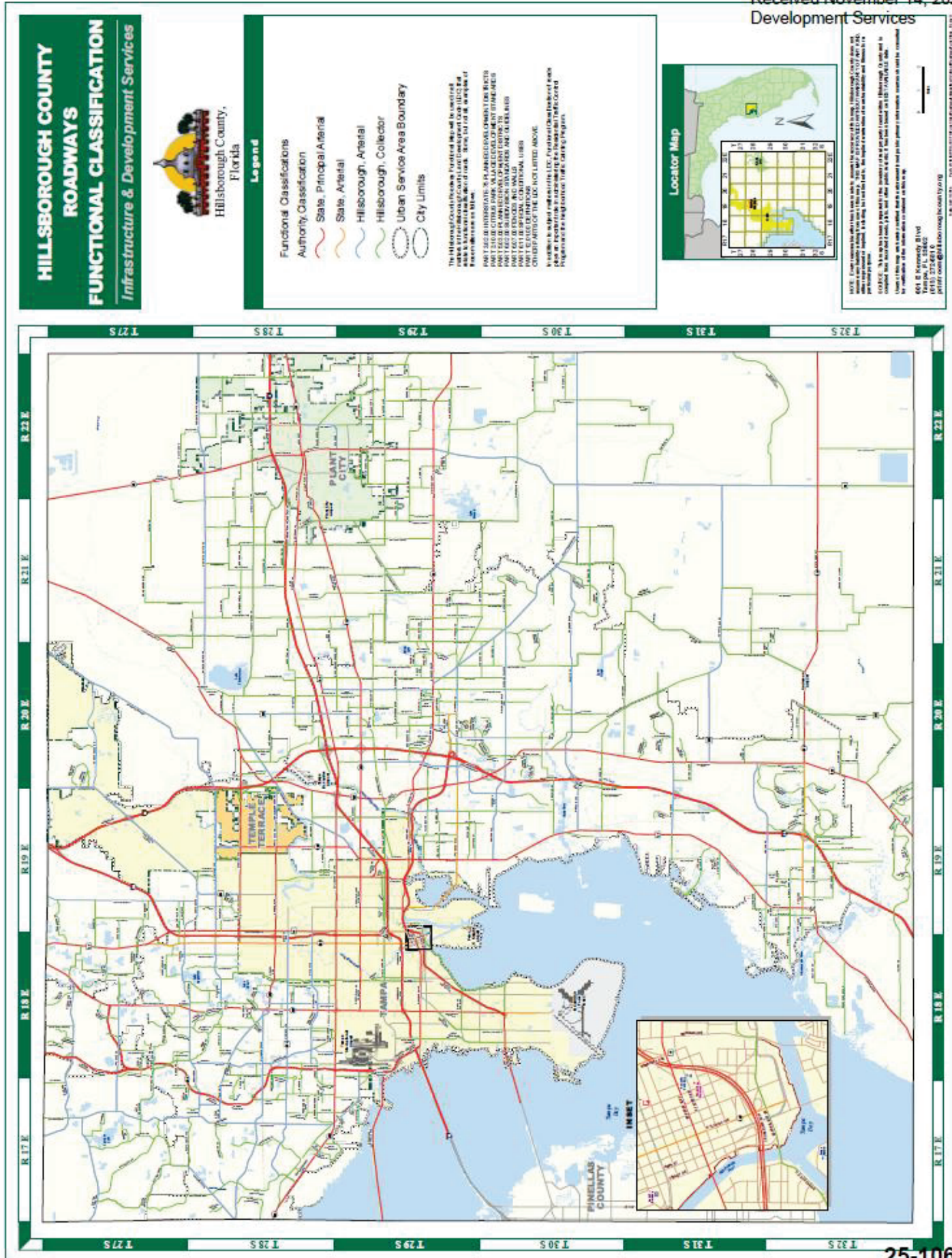


Received November 14, 2025
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HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



Received November 14, 2021
 Development Services



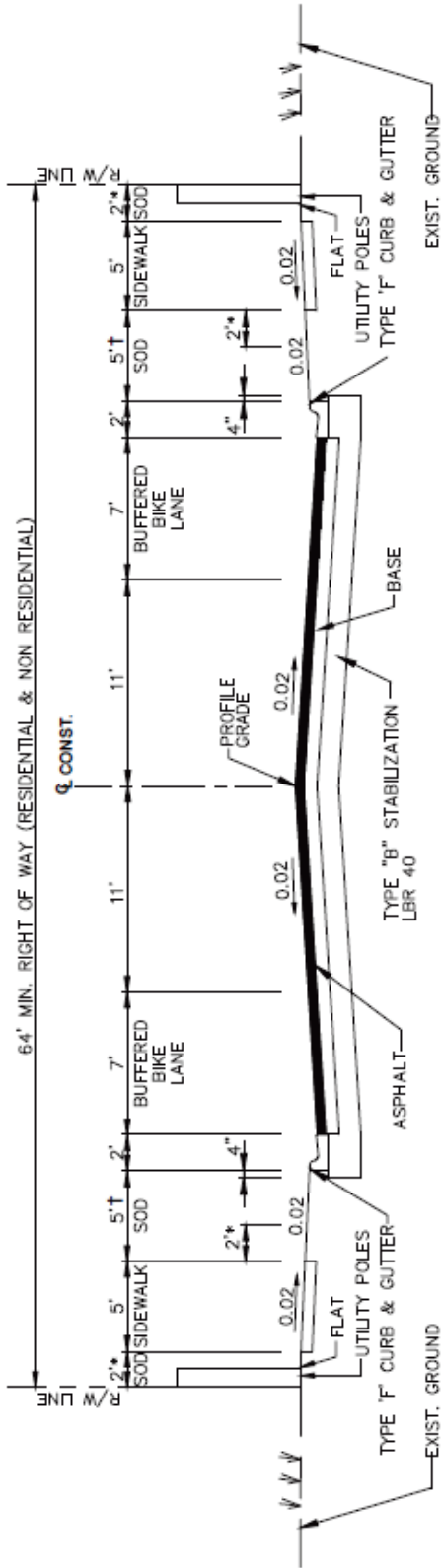
Received November 14, 2025

Development Services

TS-4



Received November 14, 2021
 Development Services



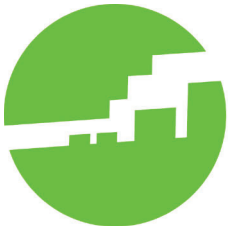
TYPICAL SECTION
 N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL		URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-4 SHEET NO. 1 OF 1
-------------------------	---------------------------------------	---	---	--------------------------------------



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: April 27, 2026 Report Prepared: April 16, 2026	Case Number: PD 25-1061 Folio(s): 50679.0000 & 50681.6000 General Location: North of Symmes Road, south of Gibsonton Drive and west of Ekker Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Gibsonton + SouthShore Areawide Systems
Rezoning Request	Planned Development (PD) for a 74-spaces Recreational Vehicle (RV) resort.
Parcel Size	+/- 15.6 acres
Street Functional Classification	Symmes Road – County Collector Gibsonton Drive – County Arterial Ekker Road – Local
Commercial Locational Criteria	Not applicable
Evacuation Area	Zone B

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-6	PD + RSC-2	Vacant
North	Residential-6 + Natural Preservation	AR, RSC-2, RSC-6	Vacant + Single Family/Mobile Home + Agricultural
South	Residential-4, Suburban Mixed Use-6	RSC-6, RMC-12, CN, CG, BPO + PD	Light Commercial + Light Industrial +Agricultural
East	Residential-6 + Natural Preservation	PD + AR	Single Family/Mobile Home + Public/Quasi-Public
West	Residential-6	RSC-2, RSC-6, AR	Public Utilities + Single Family/Mobile Home

Staff Analysis of Goals, Objectives, and Policies:

The subject site comprises approximately 15.6 ± acres and is located north of Symmes Road, south of Gibsonton Drive, and west of Ekker Road. The property lies within the Urban Service Area (USA) and is further situated within the boundaries of both the Gibsonton Community Plan and the SouthShore Areawide Systems Plan. The applicant is requesting approval of a Planned Development (PD) to allow for the development of a 74-space Recreational Vehicle (RV) resort.

The site is within the Urban Service Area, Objective 1.1 of the Future Land Use Section (FLUS) directs approximately 80 percent of the County’s future growth to this area. Concentrating development within the USA promotes efficient provision of public facilities and services and supports compact development patterns. The proposed RV resort aligns with this objective by utilizing land within an area designated for growth and development.

In addition, FLUS Objective 3.1 and Policy 3.1.3 emphasize the importance of compatibility between new development and surrounding land uses. These provisions clarify that compatibility does not require identical land uses, but rather a development pattern that is sensitive to and maintains the character of the surrounding area. The existing development pattern surrounding the subject site is predominantly characterized by single-family mobile home uses, which are located to the north, east, and west, including areas adjacent to the public communication center. To the south, the area transitions to commercial uses, including a U-Haul storage facility and a vehicle repair shop. The proposed RV resort is residential in nature and shares similar characteristics with the surrounding mobile home uses, particularly in terms of scale, intensity, and occupancy patterns. To further ensure compatibility and minimize potential impacts to

adjacent residential properties, the site design incorporates buffering between the amenity area and surrounding residential uses. Specifically, a 5-foot Type A buffer is provided along the south and west property boundaries, and a 20-foot Type B buffer is provided along the north and east property boundaries. These buffering measures enhance visual screening and provide separation, thereby reinforcing compatibility with the established development pattern. Therefore, the request is consistent with FLUS Objective 1.1, Objective 3.1, and Policy 3.1.3.

Furthermore, the Neighborhood Protection provisions under FLUS Objective 4.4 and Policy 4.4.1 require that new development respect and be compatible with the character of existing neighborhoods. Given that the surrounding area is largely composed of mobile home residential uses, the introduction of an RV park, also residential in character, represents a compatible and complementary land use. The inclusion of perimeter buffers further supports neighborhood protection by mitigating potential impacts and preserving the character of adjacent residential areas. Accordingly, the request is consistent with applicable FLUS objectives and policies related to neighborhood protection and compatibility.

FLUS Goal 2, along with Objectives 2.1 and 2.2 and their associated policies, establishes the Future Land Use Map (FLUM) and defines the range of allowable uses within each land use category. These categories are distinguished by factors such as building type, residential density, functional use, and overall physical development pattern, all of which contribute to the intended character of each designation. While the listed uses within each category are not exhaustive, they are representative of the types of development that are appropriate within the designation. The subject property is designated Residential-6 (RES-6) on the FLUM. This category permits a range of uses, including agricultural, residential, neighborhood commercial, office, multi-purpose projects, and mixed-use development. The RES-6 designation allows a maximum density of 6 dwelling units per gross acre. Based on the 15.6-acre site, this would typically allow up to 93 dwelling units. However, under Planned Development standards and depending on the specific classification of RV spaces, higher equivalent densities may be evaluated. Even under a more intensive calculation (15.6 acres x 12 units per acre = 187.2 units), the proposed 74 RV spaces remain well below the maximum potential density. Given that RV parks are generally considered a form of residential or transient accommodation and are consistent with the broader range of uses permitted within the RES-6 designation, the proposed Planned Development is compatible with the intent and character of the land use category. Therefore, the request is consistent with FLUS Goal 2 and Objectives 2.1 and 2.2.

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

FLUS Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the Gibsonton Community Plan. The proposed Planned Development is consistent with Goal 2 of the Gibsonton Community Plan, which seeks to improve and enhance neighborhoods through revitalization and the introduction of a broader range of housing options. The development of a 74-space RV resort contributes to the diversification of housing types by providing a form of residential use that can accommodate both short-term and longer-term occupants, thereby supporting the Plan's objective of incorporating new rental and alternative housing opportunities. While the request does not directly redevelop an existing mobile home park, it represents reinvestment in the area through a well-planned and managed development, which can enhance the overall character of the surrounding community and potentially encourage further revitalization efforts. As such, the request aligns with the intent of Goal 2 by promoting neighborhood enhancement and expanding housing

options within the Gibsonton community. The subject site is also within the boundaries of the SouthShore Areawide Systems Plan. However, the Plan does not contain any specific goals, objectives, or policies that are applicable to the proposed request.

Overall, staff finds that the proposed 74-space RV resort is compatible with the existing development pattern found within the surrounding area and supports the vision and goals of the Gibsonton Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

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

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

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

the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Community Context and Compatibility

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

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

Objective 3.2: Hillsborough County is comprised of many diverse communities and neighborhoods. The comprehensive plan is effective in providing an overall growth management strategy for development within the entire County. Strategies shall be developed that ensure the long-range viability of its communities through a community and special area studies planning effort.

Relationship to Land Development Regulations

Policy 3.2.4: The County shall assist the Hillsborough County City-County Planning Commission in developing community plans for each planning area that are consistent with and further the Goals, Objectives and Policies of the Comprehensive Plan. The community plans will be adopted as part of the Comprehensive Plan in the Livable Communities Element. These community specific policies will apply in guiding the development of the community. Additional policies regarding community planning and the adopted community plans can be found in the Livable Communities Element

Development

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

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

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

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

consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

Neighborhood and Community Development

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

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

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

HOUSING SECTION

Policy 1.2.9: *Manufactured housing and mobile homes shall be acknowledged as a viable means to provide affordable housing.*

LIVABLE COMMUNITIES ELEMENT: GIBSONTON COMMUNITY PLAN

Goal 2: *Gibsonton will improve and enhance its neighborhoods by:*

- Revitalizing older residential areas;*
- Revitalizing outdated mobile home parks; and*
- Incorporating new single-family and rental units offering a range of housing choices.*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 25-1061

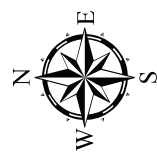
Rezoning
STATUS



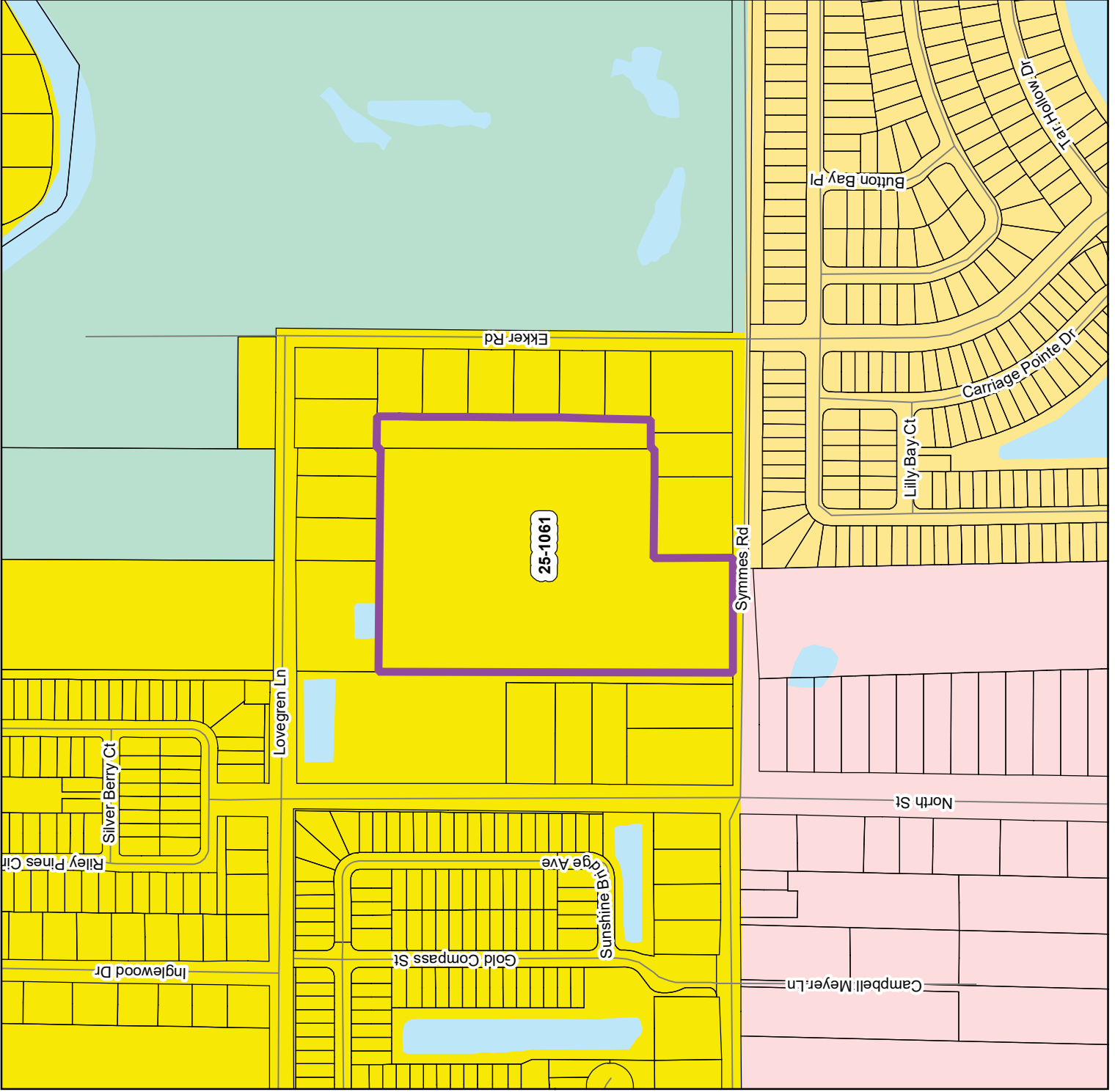
PENDING

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

- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (0.1, .35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



Map Printed from Rezoning System: 4/14/2026
 Author: R Mathie
 File: C:\Rezoning\System\MapProjects\HC\Regr_jhc\Rezoning_2.mxd



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