



Rezoning Application: PD 26-0070

Zoning Hearing Master Date: March 23, 2026

BOCC CPA Public Hearing Date: May 14, 2026

1.0 APPLICATION SUMMARY

Applicant: Jacob T. Cremer – Barbas Cremer, PLLC

FLU Category: RES-4 (Existing)
LI-P (Proposed)

Service Area: Urban

Site Acreage: 6.8

**Community
Plan Area:** Thonotosassa

Overlay: None



Introduction Summary:

This is a request to rezone a site currently zoned AR, Agricultural Rural, to a Planned Development (PD) to allow 80,000 square feet of warehousing, distribution, light manufacturing, and accessory open storage. The application is running concurrently with Comprehensive Plan Amendment 25-25, proposing to amend the Future Land Use Designation from Residential- 4 (RES-4) to Light Industrial Planned (LI-P).

Zoning:	Existing	Proposed
District(s)	AR	PD 26-0070
Typical General Use(s)	Single-Family Residential/Agricultural	Warehousing, distribution, light manufacturing, accessory open storage
Acreage	6.8 acres	6.8 acres
Density/Intensity	1 DU per 5 acres	0.28 FAR (80,000 sf)
Mathematical Maximum*	1 dwelling unit	0.75 FAR (222,156 sf) per FLU

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AR	PD 26-0070
Lot Size / Lot Width	5 acres / 150'	n/a
Setbacks/Buffering and Screening	Front setback: 50' Side setback: 25' Rear setback: 50'	Front setback (E/S): 30' Side (E): 65' w/ 15'/30' Type C Side (W): 120' w/ 15' buffer Type B/C screening
Height	50'	35'

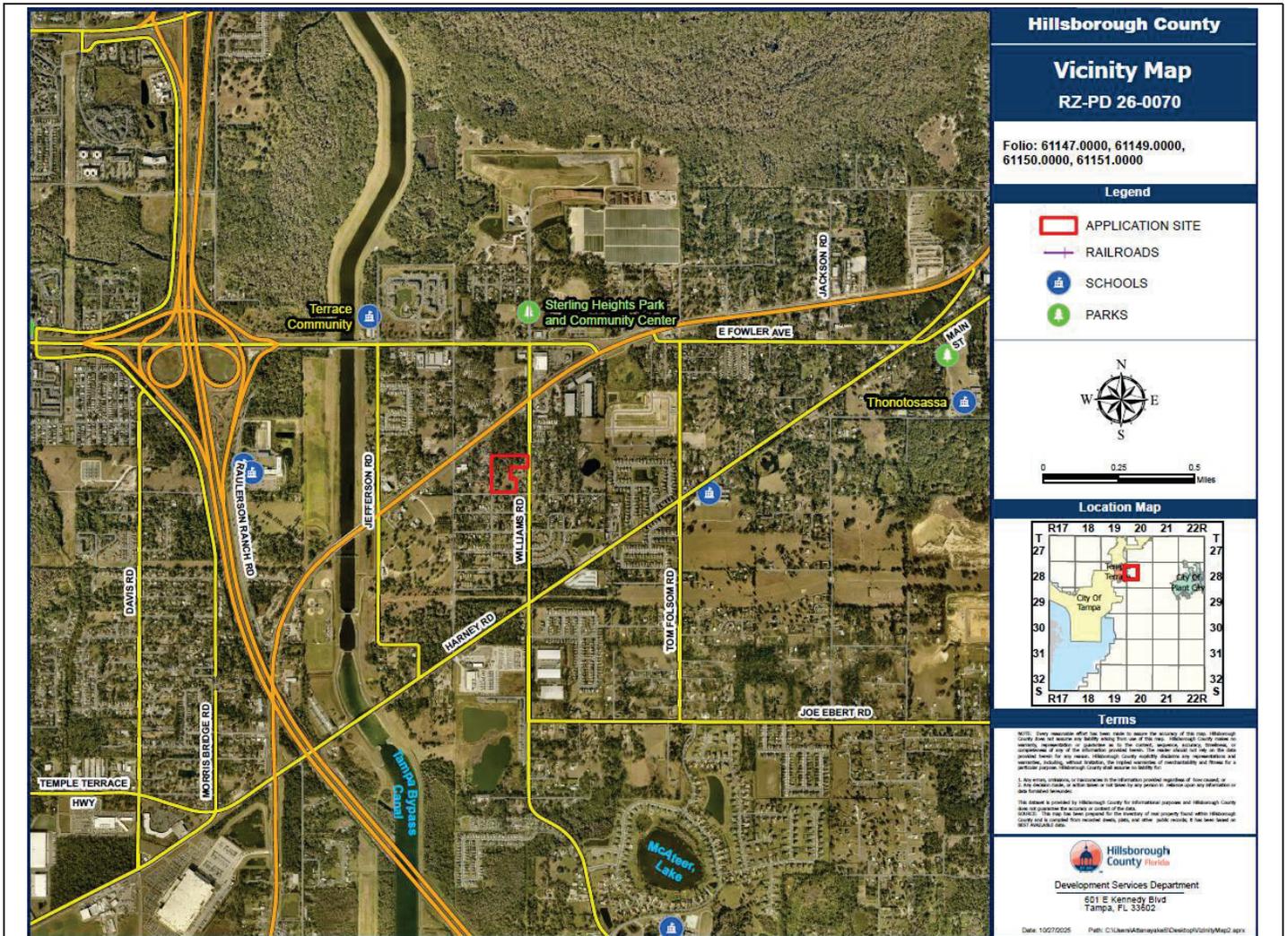
Additional Information:

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

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

2.1 Vicinity Map

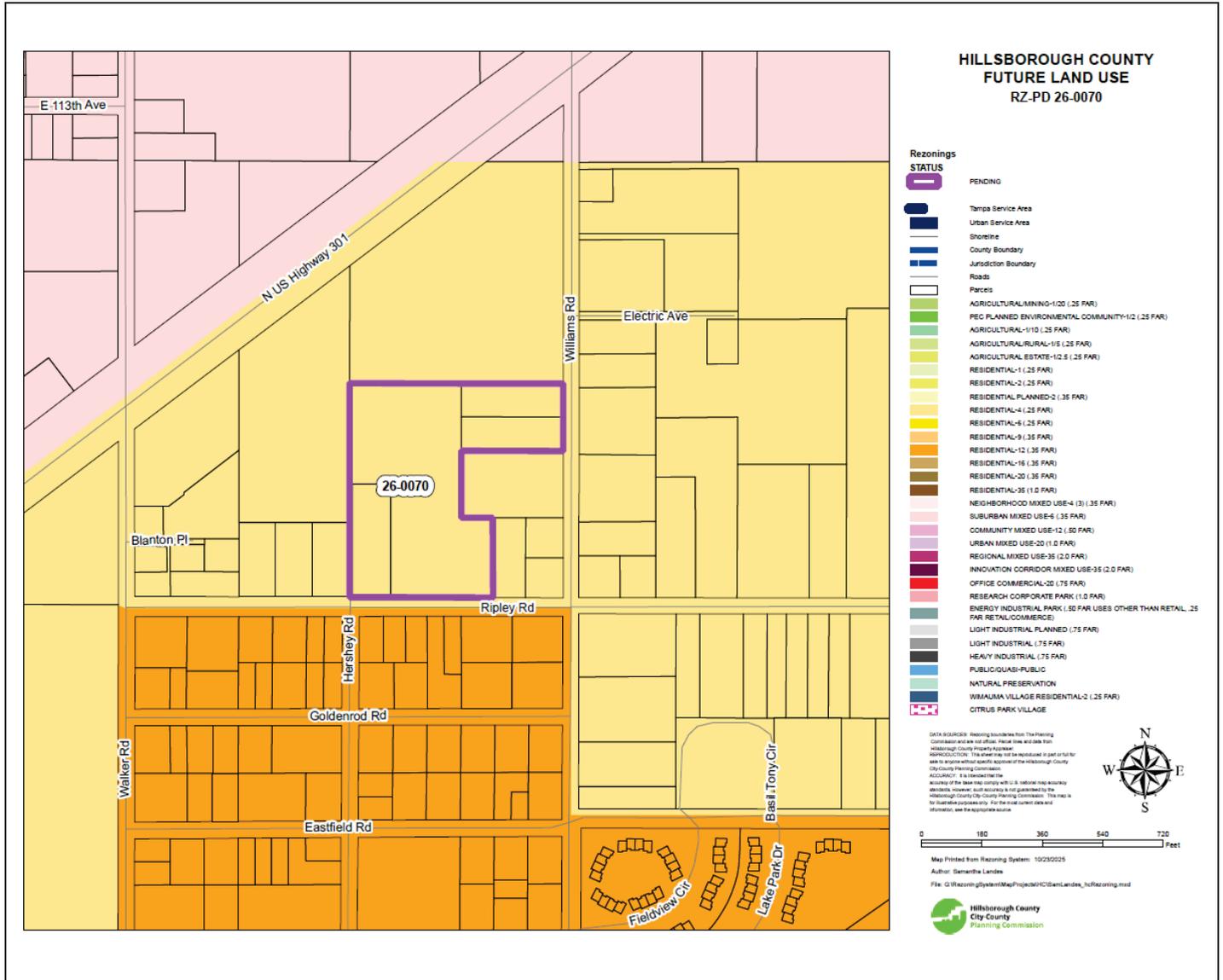


Context of Surrounding Area:

The subject site is located along Williams Road and Ripley Road, just south of N US Highway 301 and north of Harney Road. The site is located among single-family residential properties and is adjacent to some commercial/industrial uses to the north and northwest.

2.0 LAND USE MAP SET AND SUMMARY DATA

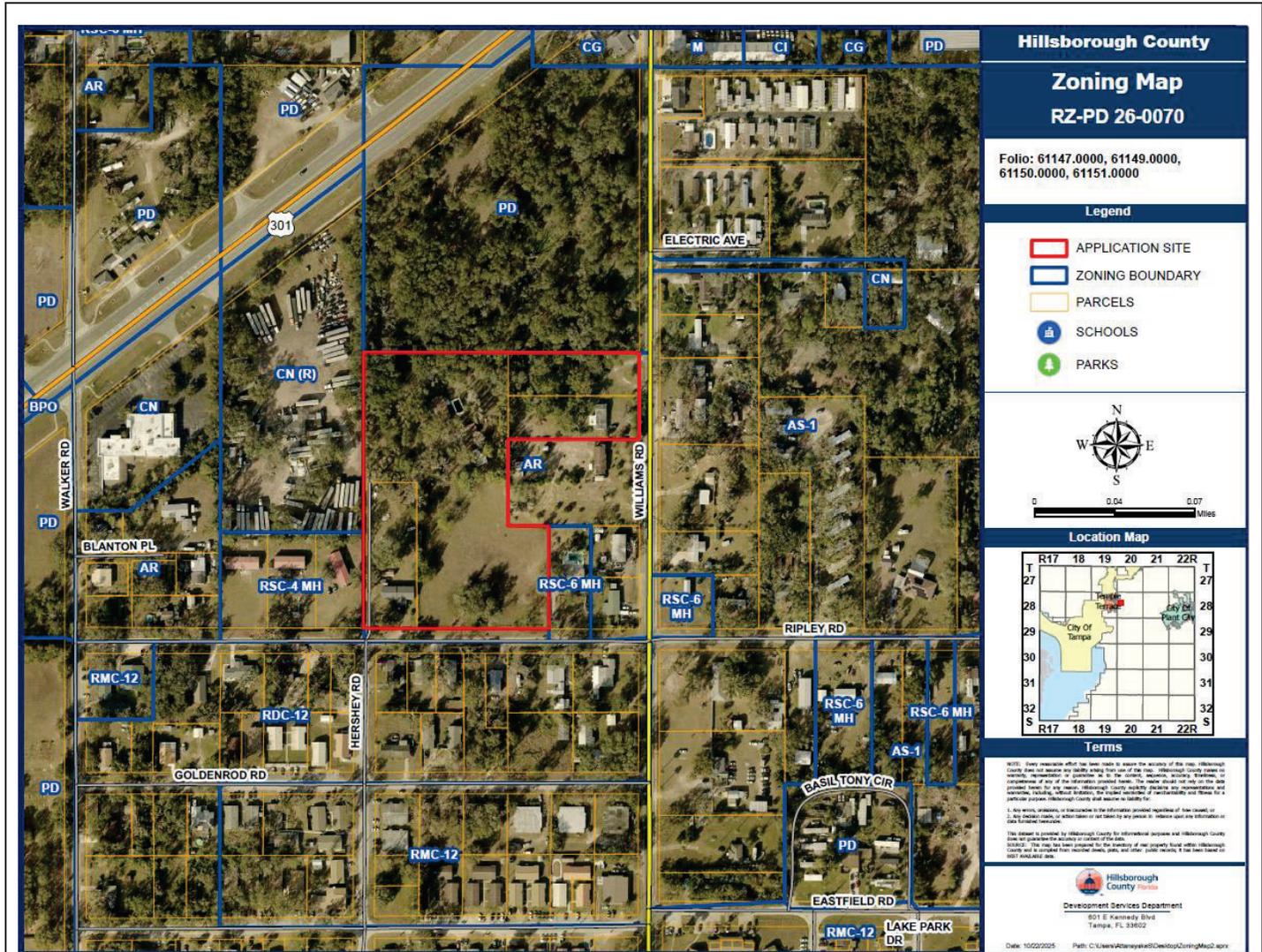
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential- 4 (RES-4) (Existing)	LI-P (Light Industrial- Planned) (Proposed)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre / 0.25 FAR	0.25 – 0.75 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments.	Agricultural, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant users including support offices, warehousing, and retail uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

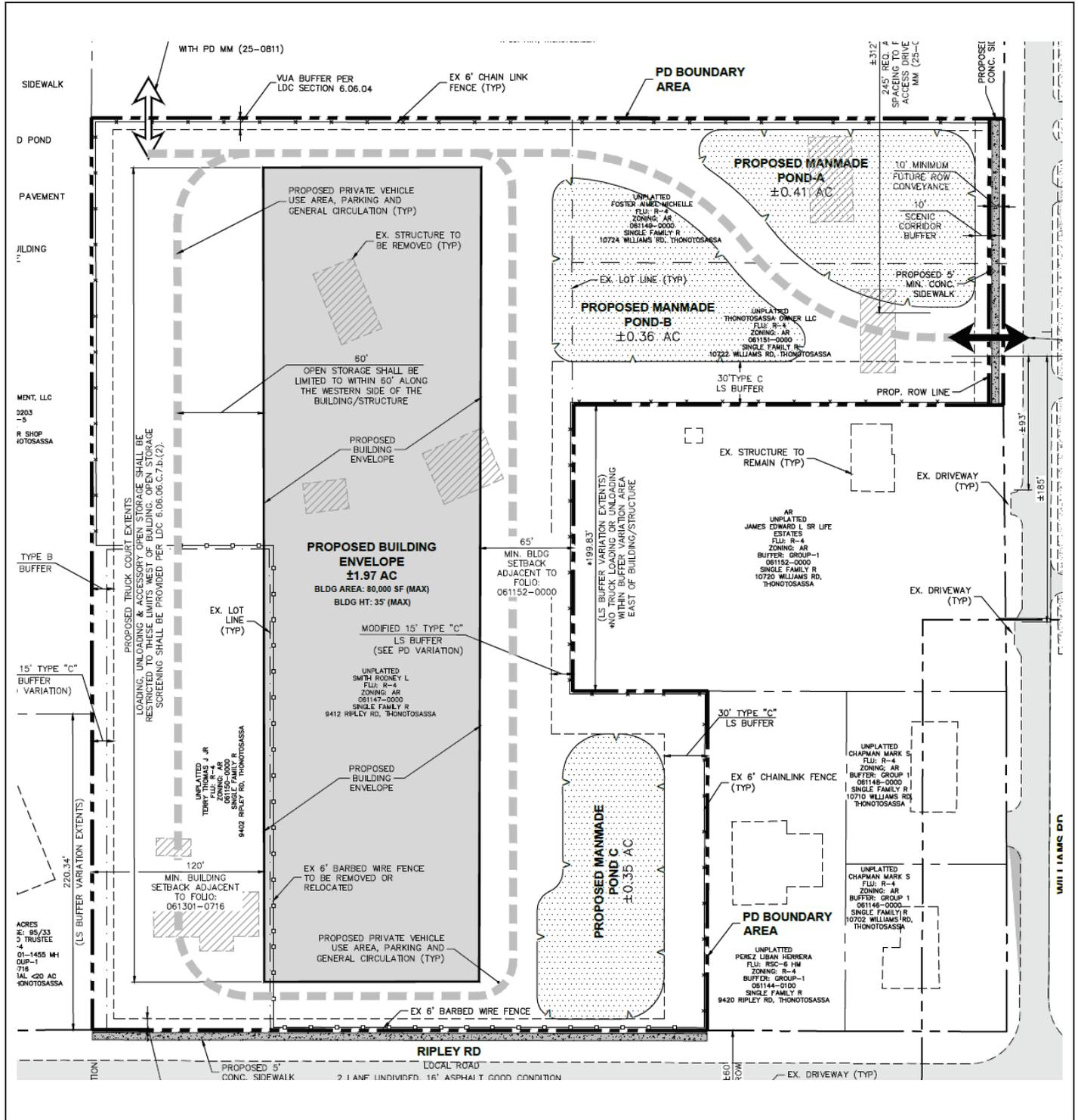


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 02-0215	0.27 – 0.32_FAR	Hotel, exposition/banquet hall, warehouse uses with showroom	Undeveloped
South	RDC-12	12 DU per acre	Single-family/Two-family	Single-family
East	AR	1 DU per 5 acres	Agricultural/Single-Family	Single-Family
	RSC-6 MH	1 DU per .33 acres	Single-Family	Single-Family
West	AS-1	1 DU per acre	Agricultural/Single-Family	Single-Family
	CN	0.20 FAR	Neighborhood Commercial	Single-Family (per PAO) Open Storage per aerial
	RSC-4 MH	4 DU per acre	Single-Family	Single-Family

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	Classification	Current Conditions	Select Future Improvements
Williams Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (TBD) <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	10	1	1
Proposed	972	137	127
Difference (+/-)	+ 962	+ 136	+ 126

*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	Access/Additional Connectivity	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West		None	None	Meets LDC

Notes:

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Williams Road/Access Spacing	Administrative Variance Requested	Approvable

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No wetlands present
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other <u>Airport Height Restriction 110' AMSL</u>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Staff Report
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	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34 Manufacturing (Per 1,000 s.f.) Mobility: \$3,315 Fire: \$34 Light Industrial (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$57				
If outdoor storage is accessory, it will not have an impact fee. If outdoor storage is open to the public it would be subject to impact and mobility impacts as Warehouse rates.				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located among residential single-family uses, including adjacent to the east, west, and south. With the proposal including industrial type uses and the request for buffer reductions, concerns were initially raised in regards to compatibility with the surrounding area. To mitigate these concerns, the applicant has proposed a number of mitigation measures to ensure the project does not negatively impact the surrounding residential.

The development will be limited to 80,000 square feet of warehousing, distribution, light manufacturing, and accessory open storage. The building height will be limited to a maximum of 35 feet and will be limited to the building envelope shown on the site plan. To mitigate potential impacts to the surrounding residential, the project will limit truck traffic and the loading and unloading of trucks from 7 AM to 7 PM daily. A gate will be installed at the property access point along Williams Road to ensure this condition is followed. The size of the accessory open storage will be limited to an area equal to 20% of the enclosed portions of the principal use. Additionally, the open storage will only be permitted within an area 60 feet along the western side of the proposed building, to ensure impacts to the adjacent residential is reduced.

Buffer and screening varies within the project and variations to reduce certain buffers are requested but include enhanced screening. The variations requested include reducing the buffer width from 30' to 15' along two residential properties, one located to the east and the other to the west. Enhanced screening is proposed within these buffer areas including proposing an 8' high masonry wall painted in earthtone colors and requiring 15' high evergreen trees at the time of planting.

Additionally, a minimum setback of 120 feet is proposed along western residential property and 65 feet along the eastern residential property. Screening has also been enhanced along the southern boundary along Ripley Road. Across this street is a number of residential properties, and in addition to the 8' vehicular use area buffer, a 6' high solid wooden or PVC fence will be required along this frontage. Access will also not be permitted along this frontage.

Proposed building height is limited to a maximum of 35 feet, in addition to compliance with the 2:1 setback for buildings over 20 feet in height. The M zoning district permits a maximum height of 110 feet. Adjacent residential zoning districts permit a maximum height of 35 feet, while adjacent agricultural districts permit a maximum height of 50 feet.

While the site is within an area of residential uses, the initial concerns by County Staff have been addressed with the proposed mitigation measures to ensure the activities of the site will be properly screened from adjacent residential uses. The variations requested are acceptable to County Staff as enhanced screening and setbacks are provided. Restrictions on the time of day from 7 AM to 7 PM also provide additional protection to the surrounding area.

Development Services does not foresee any compatibility concerns with the proposed Planned Development.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions of approval and approval of CPA 25-25 to the LI-P Future Land Use category, approvable.

Requirements for Certification:

- 1. Add reference to proposed variation regarding the 6’ solid wooden/PVC fence along Ripley Road to the site plan.**

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted, March 3, 2026.

- The project shall be limited to 80,000 square feet of warehousing, distribution, light manufacturing, and open storage.
 - Open storage shall be limited to 20% of the enclosed portions of the principal use and shall be located within 60 feet of the west side of the proposed building envelope.
- Development Standards of the project shall be as depicted on the certified site plan.
- Buffering and screening shall be provided as depicted on the site plan and as described below:
 - 15’ wide buffer with enhanced Type C screening, including an 8’ high masonry wall painted in an earthtone color and 15’ high evergreen shade trees shall be required along the property folios #61301.0716 and the west side of #61152.0000.
 - 15’ wide buffer with Type B Screening shall be required along the property folio #61126.0000.
 - 30’ wide buffer with Type C Screening shall be required along the property folio #61144.0100 and the north/south side of #61152.0000.
 - 8’ wide VUA buffer with a 6’ solid wooden or PVC fence shall be required along the frontage of Ripley Road.
 - 10’ Urban Scenic Corridor Buffer along the frontage of Williams Road.
- Truck traffic to and from the site via the Williams Road access shall be limited to 7 AM to 7 PM daily. A gate will be provided at the Williams Road site access to prohibit truck traffic outside these house. Loading and unloading of trucks on the site shall be limited to 7 AM to 7 PM.
- The project shall be served by and limited to one (1) vehicular access connection to Williams Rd. served by a southbound right turn lane.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
- Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
- Notwithstanding anything shown on the PD site plan, the developer shall convey the amount of right of way along its Williams Rd frontage needed to accommodate a southbound right turn lane at the project’s access point. The right of way conveyance area shall be a minimum of 10 feet from the current property boundary.
- If PD 26-0070 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated December 22, 2025, and revised February 6, 2026), which was found approvable by the County Engineer (on February 10, 2026), from the Section 6.04.07 access spacing standards for the project’s access connection. Approval of this Administrative Variance will permit the following deviations from the minimum 245-foot access spacing standard for the project’s access to Williams Rd:

- a. A variance of +/- 152 feet, resulting in access spacing of +/- 93 feet from the next closest driveway to the south (on the west side of the roadway), and
 - b. A variance of +/- 60 feet, resulting in access spacing of +/- 185 feet from the second closest driveway to the south (on the west side of the roadway), and
 - c. A variance of +/- 229 feet, resulting in access spacing of +/- 16 feet from the next closest driveway to the south (on the east side of the roadway), and
 - d. A variance of +/- 93 feet, resulting in access spacing of +/- 152 feet from the second closest driveway to the south (on the east side of the roadway), and
 - e. A variance of +/- 167 feet, resulting in access spacing of +/- 78 feet from the next closest driveway to the north (on the east side of the roadway), and
 - f. A variance of +/- 138 feet, resulting in access spacing of +/- 107 feet from the second closest driveway to the north (on the east side of the roadway), and
 - g. A variance of +/- 110 feet, resulting in access spacing of +/- 135 feet from the third closest driveway to the north (on the east side of the roadway).
10. As Williams Rd is a substandard collector roadway, the developer will be required to improve the roadway to current County standards from the project's access to the next roadway that meets current County standards, unless otherwise approved in accordance with Sec. 6.04.02.B of the Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.
 11. 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.
 12. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
 13. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
 14. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
 15. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
 16. 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:	
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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)

1. Variation from LDC 6.06.06 adjacent to Folios #61301.0716 & #61152.0000 to allow reduction from 30’ buffer to a 15’ buffer width with modified Type C screening, including an 8’ masonry wall and 15’ evergreen trees at the time of planting. Type C screening per the LDC shall consist of a 6’ high wall and 10-foot high trees planted on 20 foot centers.

2. Variation from LDC Section 6.07.00 for a 6-foot high solid fence within a front yard (Ripley Road). The LDC limits solid fence height within a front yard at 4 feet in industrial districts. A maximum of 8 feet in fence/wall height is permitted in industrial zoning districts.

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

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 03/16/2026

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Thonotosassa

PETITION NO: PD 26-0070

- 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

- The project shall be served by and limited to one (1) vehicular access connection to Williams Rd. served by a southbound right turn lane.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
- Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
- Notwithstanding anything shown on the PD site plan, the developer shall convey the amount of right of way along its Williams Rd frontage needed to accommodate a southbound right turn lane at the project's access point. The right of way conveyance area shall be a minimum of 10 feet from the current property boundary.
- If PD 26-0070 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated December 22, 2025, and revised February 6, 2026), which was found approvable by the County Engineer (on February 10, 2026), from the Section 6.04.07 access spacing standards for the project's access connection. Approval of this Administrative Variance will permit the following deviations from the minimum 245-foot access spacing standard for the project's access to Williams Rd:
 - A variance of +/- 152 feet, resulting in access spacing of +/- 93 feet from the next closest driveway to the south (on the west side of the roadway), and
 - A variance of +/- 60 feet, resulting in access spacing of +/- 185 feet from the second closest driveway to the south (on the west side of the roadway), and
 - A variance of +/- 229 feet, resulting in access spacing of +/- 16 feet from the next closest driveway to the south (on the east side of the roadway), and
 - A variance of +/- 93 feet, resulting in access spacing of +/- 152 feet from the second closest driveway to the south (on the east side of the roadway), and
 - A variance of +/- 167 feet, resulting in access spacing of +/- 78 feet from the next closest driveway to the north (on the east side of the roadway), and
 - A variance of +/- 138 feet, resulting in access spacing of +/- 107 feet from the second closest driveway to the north (on the east side of the roadway), and
 - A variance of +/- 110 feet, resulting in access spacing of +/- 135 feet from the third closest driveway to the north (on the east side of the roadway).

- As Williams Rd is a substandard collector roadway, the developer will be required to improve the roadway to current County standards from the project's access to the next roadway that meets current County standards, unless otherwise approved in accordance with Sec. 6.04.02.B of the Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 6.8-acre property from Agricultural, Rural (AR) to Planned Development (PD). The applicant is proposing a maximum 80,000 square feet of warehousing, distribution, light manufacturing, and accessory outdoor storage limited to 20% of principal use. The Future Land Use (FLU) designation for this site is Residential – 4 (R-4); however, the applicant has requested a Comprehensive Plan Amendment (CPA 25-25) to change the FLU to Light Industrial, Planned (LI-P).

Trip Generation Analysis

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis for the proposed project. Staff prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The data presented below is based on the Institute of Transportation Engineer's *Trip Generation Manual, 12th Edition*.

Approved Zoning:

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR, 1 Single-Family Detached unit (ITE LUC 210)	10	1	1

Proposed Zoning:

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 80,000 SF Warehousing, Distribution, Light Manufacturing, w/ limited Outdoor Storage (ITE LUC 130)	972	137	127

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+ 962	+ 136	+ 126

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on Williams Rd and Ripley Rd.

Williams Rd is a 2-lane, undivided, substandard rural collector roadway. The roadway is characterized by +/- 10-foot-wide travel lanes in average condition, no bike lanes, and +/- 5-foot-wide sidewalks along the east side of the roadway within the vicinity of the proposed project. The roadway lies within a +/- 50-foot-wide right of way.

Ripley Rd is a 2-lane, undivided, substandard local roadway. The roadway is characterized by +/- 16 feet of pavement in average condition and there are no sidewalks on either side of the roadway. The roadway lies within a +/- 50-foot-wide right of way. Although the project site has frontage along Ripley Rd, no access is proposed to this roadway.

SITE ACCESS AND CONNECTIVITY

The PD site plan proposes one full access connection to Williams Rd. The submitted transportation analysis identified a southbound right turn lane is warranted at the project’s access connection on Williams Rd. The applicant will be required to provide the warranted southbound right turn lane and shall dedicate the necessary right of way necessary to accommodate roadway improvements on Williams Rd including turn lanes. The turn lane will be provided at the time of site/construction plan review.

REQUESTED ADMINISTRATIVE VARIANCE, ACCESS SPACING: Williams Rd

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated February 5, 2026) from the Section 6.04.07 LDC requirement governing access spacing. Per the LDC, Williams Rd is a Class 5 roadway, which requires minimum connection spacing of 245 feet. The applicant is seeking the following variances relative to its project’s proposed access connection on Williams Rd:

- A variance of +/- 152 feet, resulting in access spacing of +/- 93 feet from the next closest driveway to the south (on the west side of the roadway), and
- A variance of +/- 60 feet, resulting in access spacing of +/- 185 feet from the second closest driveway to the south (on the west side of the roadway), and
- A variance of +/- 229 feet, resulting in access spacing of +/- 16 feet from the next closest driveway to the south (on the east side of the roadway), and
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- A variance of +/- 138 feet, resulting in access spacing of +/- 107 feet from the second closest driveway to the north (on the east side of the roadway), and
- A variance of +/- 110 feet, resulting in access spacing of +/- 135 feet from the third closest driveway to the north (on the east side of the roadway).

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable subject to conditions (on March 9, 2026). If PD 26-0070 is approved, the County Engineer will approve the above referenced Administrative Variance request.

SUBSTANDARD ROAD: Williams Rd

Williams Rd is a substandard road; however, the applicant has deferred the review of substandard roads to time of site/construction plan review stage. Unless otherwise approved in accordance with Sec. 6.04.02.B of the Hillsborough County LDC, or a Design Exception (DE) from Transportation Technical Manual (TTM) standards is approved, Williams Rd will be required to be improved to current County standards from the project’s access to the next roadway that meets current County standards.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

The roadway level of service provided below for Williams Rd is for informational purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Williams Road	470’ South of Governors Run	Fowler Avenue	D	C

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



FW: 26-0070 Access Spacing AV

From Williams, Michael <WilliamsM@hcfl.gov>

Date Tue 2/10/2026 12:54 PM

To Michael Yates <myates@palmtraffic.com>; Vicki Castro <vcastro@palmtraffic.com>

Cc jcremer@barbascremer.com <jcremer@barbascremer.com>; cwalden@barbascremer.com <cwalden@barbascremer.com>; cspidell@barbascremer.com <cspidell@barbascremer.com>; Michael Sanders <msanders@oxboweng.com>; Tirado, Sheida <TiradoS@hcfl.gov>; Kowal, Jessica <KowalJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>

 1 attachment (6 MB)

26-0070 AVAdd 02-06-26.pdf;

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 26-0070 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

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

From: Kowal, Jessica <KowalJ@hcfl.gov>
Sent: Tuesday, February 10, 2026 12:03 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Subject: 26-0070 Access Spacing AV

Mike,

The attached AV is Approvable, please include the following people in your response:

- Jcremer@barbascremer.com
- Cwalden@barbascremer.com
- Cspidell@barbascremer.com
- msanders@oxboweng.com
- myates@palmtraffic.com
- TiradoS@hcfl.gov
- kowalj@hcfl.gov
- drapacha@hcfl.gov

Regards,

Jessica Kowal, MPA *(she/her/hers)*

Principal Planner

Development Services Department, Transportation Review

E: KowalJ@HCFL.gov

P: (813) 675-2566

601 E. Kennedy Blvd., Tampa, FL 33602

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Hillsborough County Florida

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Additional / Revised Information Sheet

Office Use Only		
Application Number: RZ-PD 26-0070	Received Date:	Received By:

The following form is required when submitted changes for any application that was previously submitted. A cover letter must be submitted providing a summary of the changes and/or additional information provided. If there is a change in project size the cover letter must list any new folio number(s) added. Additionally, **the second page of this form must be included indicating the additional/revised documents being submitted with this form.**

Application Number: RZ-PD 26-0070 Applicant's Name: Barbas Cremer, PLLC

Reviewing Planner's Name: Jared Follin Date: 02/06/2026

Application Type:

- Planned Development (PD) Minor Modification/Personal Appearance (PRS) Standard Rezoning (RZ)
- Variance (VAR) Development of Regional Impact (DRI) Major Modification (MM)
- Special Use (SU) Conditional Use (CU) Other _____

Current Hearing Date (if applicable): 02/23/2026

Important Project Size Change Information

Changes to project size may result in a new hearing date as all reviews will be subject to the established cut-off dates.

Will this revision add land to the project? Yes No
If "Yes" is checked on the above please ensure you include all items marked with * on the last page.

Will this revision remove land from the project? Yes No
If "Yes" is checked on the above please ensure you include all items marked with + on the last page.

Email this form along with all submittal items indicated on the next page in pdf form to:
ZoningIntake-DSD@hcflgov.net

Files must be in pdf format and minimum resolution of 300 dpi. Each item should be submitted as a separate file titled according to its contents. All items should be submitted in one email with application number (including prefix) included on the subject line. Maximum attachment(s) size is 15 MB.

For additional help and submittal questions, please call (813) 277-1633 or email ZoningIntake-DSD@hcflgov.net.

I certify that changes described above are the only changes that have been made to the submission. Any further changes will require an additional submission and certification.

02/06/2026

Signature

Date



**Hillsborough
County Florida**
Development Services

Identification of Sensitive/Protected Information and Acknowledgement of Public Records

Pursuant to [Chapter 119 Florida Statutes](#), all information submitted to Development Services is considered public record and open to inspection by the public. Certain information may be considered sensitive or protected information which may be excluded from this provision. Sensitive/protected information may include, but is not limited to, documents such as medical records, income tax returns, death certificates, bank statements, and documents containing social security numbers.

While all efforts will be taken to ensure the security of protected information, certain specified information, such as addresses of exempt parcels, may need to be disclosed as part of the public hearing process for select applications. If your application requires a public hearing and contains sensitive/protected information, please contact [Hillsborough County Development Services](#) to determine what information will need to be disclosed as part of the public hearing process.

Additionally, parcels exempt under [Florida Statutes §119.071\(4\)](#) will need to contact [Hillsborough County Development Services](#) to obtain a release of exempt parcel information.

Are you seeking an exemption from public disclosure of selected information submitted with your application pursuant to Chapter 119 FS? Yes No

RZ-PD 26-0070

I hereby confirm that the material submitted with application _____

Includes sensitive and/or protected information.

Type of information included and location _____

Does not include sensitive and/or protected information.

Please note: Sensitive/protected information will not be accepted/requested unless it is required for the processing of the application.

If an exemption is being sought, the request will be reviewed to determine if the applicant can be processed with the data being held from public view. Also, by signing this form I acknowledge that any and all information in the submittal will become public information if not required by law to be protected.

Card Wason

Signature: _____

(Must be signed by applicant or authorized representative)

Intake Staff Signature: _____ Date: _____



Additional / Revised Information Sheet

Please indicate below which revised/additional items are being submitted with this form.

Included	Submittal Item
----------	----------------

- 1 **Cover Letter****+ If adding or removing land from the project site, the final list of folios must be included
- 2 **Revised Application Form****+
- 3 **Copy of Current Deed*** Must be provided for any new folio(s) being added
- 4 **Affidavit to Authorize Agent*** (If Applicable) Must be provided for any new folio(s) being added
- 5 **Sunbiz Form*** (If Applicable) Must be provided for any new folio(s) being added
- 6 **Property Information Sheet****
- 7 **Legal Description of the Subject Site****
- 8 **Close Proximity Property Owners List****
- 9 **Site Plan**** All changes on the site plan must be listed in detail in the Cover Letter.
- 10 **Survey**
- 11 **Wet Zone Survey**
- 12 **General Development Plan**
- 13 **Project Description/Written Statement**
- 14 **Design Exception and Administrative Variance requests/approvals**
- 15 **Variance Criteria Response**
- 16 **Copy of Code Enforcement or Building Violation**
- 17 **Transportation Analysis**
- 18 **Sign-off form**
- 19 **Other Documents** (please describe):

*Revised documents required when adding land to the project site. Other revised documents may be requested by the planner reviewing the application.

+Required documents required when removing land from the project site. Other revised documents may be requested by the planner reviewing the application.



**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 type="checkbox"/> 1. AV-Access Spacing - Williams Rd <input type="checkbox"/> 4. <input type="checkbox"/> 2. Revised for updated site plan <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. Revised to address staff comments <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Thonotosassa Industrial
<p>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.</p>	
Folio Number(s)	061149-0000, 061151-0000, 061147-0000, 061150-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>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").</p>	
Name of Person Submitting Request	Vicki Castro, P.E.
<p>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.</p>	
Current Property Zoning Designation	PD
<p>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.</p>	
Pending Zoning Application Number	PD 26-0070
<p>Important: If a rezoning application is pending, enter the application number proceeded 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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	
<p>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".</p>	



Revised February 06, 2026
Revised January 30, 2026
December 22, 2025

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Thonotosassa Industrial – PD 26-0070
Folio: 061147-0000, 061149-0000, 061150-0000, 061151-0000
Administrative Variance Request – Minimum Spacing – Williams Road
Palm Traffic Project No. T25054

Dear Mr. Williams:

This letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (minimum spacing) for access to Williams Road for the project. The project is located west of Williams Road and south of US 301, as shown in Figure 1. This request is made based on our virtual meeting on November 20, 2025, with Hillsborough County staff.

The proposed rezoning will allow for up to 80,000 square feet of Industrial Park. The project proposes having one (1) full access to Williams Road. Williams Road is identified in the Hillsborough County Functional Classification Map as a collector roadway with a posted speed limit of 40 mph.

The request is for an Administrative Variance to Section 6.04.08 of the Hillsborough County LDC for the access spacing to Williams Road. Based on Section 6.04.08, the connection spacing for Williams Road is 245 feet. As shown in Figure 2, the driveway spacing provided ranges from approximately 16 feet to 152 feet, all low volume residential driveways.

Justification must address Section 6.04.02.B.3 criteria (a), (b) and (c). In the consideration of the variance request, the issuing authority shall determine to the best of its ability that the following circumstances are met:

a) There is unreasonable burden on the applicant

The request is to have one (1) full access to Williams Road to serve the proposed development. This property has only approximately 200 feet of frontage on Williams Road and given the number of residential driveways along Williams Road, meeting the connection spacing of 245 feet is not possible. Given the singular access and the property width, meeting the connection spacing standard is not possible, and therefore, not approving the variance would be an unreasonable burden on the applicant.

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

The proposed full access driveway on Williams Road is approximately 78 feet south of the southern driveway for 10721 Williams Road, approximately 107

feet south of the southern driveway for 10721 Williams Road and approximately 135 feet south of the driveway for 10729 Williams Road. Additionally, the proposed project driveway is approximately 16 feet north of the southern driveway for 10711 Williams Road, approximately 93 feet north of the driveway for 10720 Williams Road, approximately 152 feet north of the southern driveway for 10711 Williams Road and approximately 185 feet north of the driveway to 10710 Williams Road, as shown in Figure 2 on the site plan. All these driveways are low volume residential driveways, and the proposed driveway location was selected to minimize the impacts to these driveways and to maximize the length of the required southbound right turn lane. In addition, the design removes potential conflicting movements at the project driveway and therefore would not be detrimental to the public health, safety and welfare of the motoring public.

c) Without the variance, reasonable access cannot be provided.

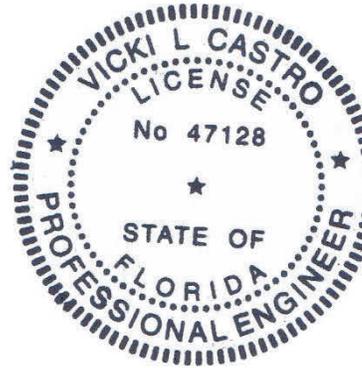
The access spacing variance is requested to provide a functional access to the site. Access to Ripley Road, a local road, was not feasible given to a number of factors including the existing condition of the roadway, 8 foot travel lanes, residential nature of the roadway and increased buffers along the roadway. Without the variance, reasonable access to the property could not be provided.

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

Sincerely,

Vicki L
Castro

Digitally signed by
Vicki L Castro
Date: 2026.02.06
11:44:25 -05'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.
Principal

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

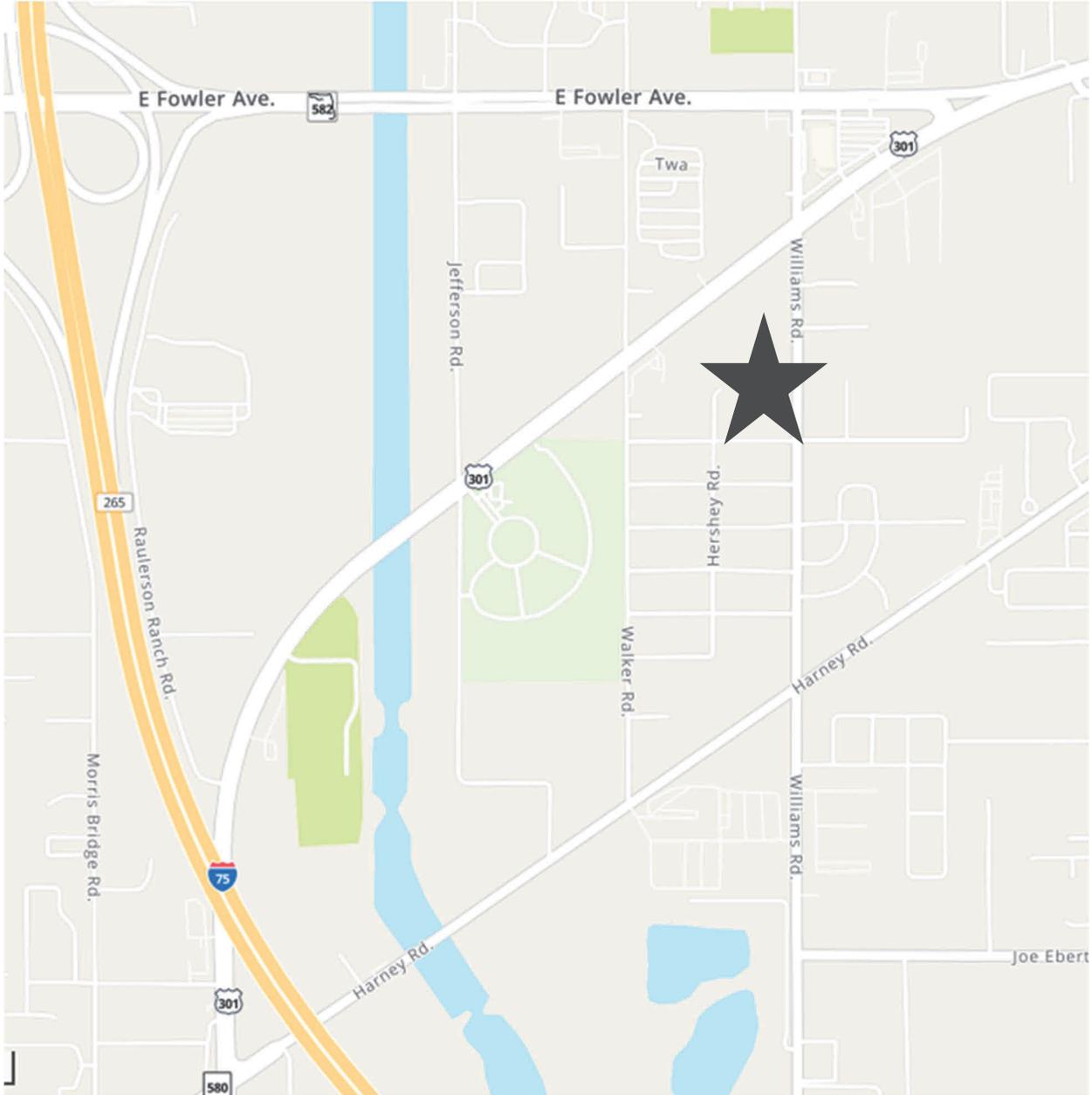
_____Disapproved _____Approved with Conditions _____Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map





**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	
<p>Hearing Date: March 23, 2026</p> <p>Report Prepared: March 12, 2026</p>	<p>Case Number: PD 26-0070</p> <p>Folio(s): 61147.0000, 61149.0000, 61150.0000 & 61151.0000</p> <p>General Location: North of Ripley Road, west of Williams Road, and southeast of Fort King Highway</p>
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	<p>Residential-4 (4 du/ga; 0.25 FAR)</p> <p>*Pending HC/CPA 25-25 to Light Industrial-Planned (N/A; 0.75 FAR)</p>
Service Area	Urban
Community Plan(s)	Thonotosassa
Rezoning Request	Rezone from Agricultural Rural (AR) to Planned Development (PD) to develop an 80,000 square foot small bay light industrial warehouse.
Parcel Size	+/- 6.8 acres
Street Functional Classification	<p>Ripley Road – Local</p> <p>Williams Road – County Collector</p> <p>Fort King Highway – State Principal Arterial</p>

Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Light Industrial-Planned	AR	Single-Family Residential
North	Residential-4 + Suburban Mixed-Use-6	PD + CG	Vacant
South	Residential-12	RDC-12 + RMC-12	Single-Family Residential + Two-Family Residential + Vacant
East	Residential-4	AR + RSC-6 + AS-1 + CN + PD	Single-Family Residential + Mobile Home Park
West	Residential-4 + Suburban Mixed-Use-6	RSC-4 + CN + AR + PD	Single-Family Residential + Vacant + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The ±6.8-acre subject site is located north of Ripley Road, west of Williams Road, and southeast of Fort King Highway. The site is located within the Urban Service Area (USA) and is within the limits of the Thonotosassa Community Plan. The applicant is requesting to rezone the property from Agricultural Rural (AR) to Planned Development (PD) to develop an 80,000 square foot small bay light industrial warehouse. The proposed uses include light industrial uses including warehousing, distribution, light manufacturing, and outdoor storage which is accessory and limited to 20% of the enclosed portions of the principal use. A concurrent Comprehensive Plan Map Amendment is also proposed, which would change the site’s Future Land Use category from Residential-4 (RES-4) to Light Industrial-Planned (LI-P). The requested Planned Development rezoning is considered contingent upon the approval of Comprehensive Plan Amendment HC/CPA 25-25. Accordingly, this rezoning request will be evaluated based on the proposed Future Land Use designation of LI-P.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), at least 80 percent of new population growth is to be directed. FLUS Objective 3.1 states that all new developments should recognize the existing community and be designed in a way that is compatible

with the established character of the surrounding neighborhood. Policy 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.” According to the Hillsborough County Property Appraiser, the existing use on the site is currently single-family residential. There are also single-family residential uses surrounding the site to the east, south, and west. Additional residential uses include mobile home park uses to the east and two-family uses to the south. Vacant land is located to the north and west of the site, along with light commercial uses to the west. All the uses directly adjacent and surrounding the site are residential in nature, other than the vacant parcels directly north and west of the site. The nearest light commercial development, located approximately 350 feet west of the site, consists of a neighborhood-scale plaza containing businesses such as a pharmacy and a medical spa. While light industrial uses are located further north of the site at the intersection of Williams Road and Fort King Highway, those uses are limited in scope and consist of a tire and auto shop that is buffered by light commercial uses and a major roadway on most sides, with residential development only to the south. In contrast, the subject site for this rezoning request is more directly integrated into an established residential neighborhood. The proposed uses of warehousing, distribution, light manufacturing, and outdoor storage would introduce a level of intensity that is not consistent with the surrounding residential character of the area. As such, the proposed light industrial uses would not be compatible with the adjacent land uses. While the rezoning request is being reviewed under the proposed LI-P Future Land Use category and the proposed uses would be permitted in this category, the use itself within this neighborhood would not be compatible or maintain the character of the surrounding area. FLUS Policy 3.1.2 emphasizes the importance of providing gradual transitions of intensities and densities between different land uses. These shall be provided 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. The proposed request does not meet the intent of this policy, as the introduction of light industrial uses on the subject site represents a significant increase in intensity without a sufficient gradual transition of use with the adjacent lower density residential uses. Although screening measures are proposed, the applicant has requested buffer reductions in two specific locations on the site plan. One of these requested reductions is located directly adjacent to residential lots, while the second is proposed in an area designated for truck loading and unloading. The first buffer variation being requested is located along the central portion of the eastern boundary of the site and extends approximately 200 feet in length. The Land Development Code (LDC) requires a buffer width of 30 feet in this area; however, the applicant is requesting a reduction to 15 feet. Given the intensity of the proposed light industrial use and being directly adjacent to residential uses, this buffer reduction would not provide an adequate transition for the neighboring properties. As such, the Planning Commission staff cannot support the requested buffer reduction.

With a more intense use being proposed next to a less intense use, an increase in buffering is more appropriate and a necessity. In this case, however, the request is seeking a reduction in required buffering. The applicant has indicated that the requested buffer reductions are necessary to accommodate truck turning movements, as well as landscape design and maintenance challenges. However, the need for these buffer reductions suggests that the proposed building footprint and site layout may be oversized for the site when adequate buffering is provided. The second buffer variation pinch point is located on the west side of the site and proposed building, beginning immediately north of Ripley Road and extending approximately 220 feet to the north. This portion of the site is proposed to be designated for the loading and unloading of the trucks on site. Staff do not support a reduced buffer in an area where these activities are proposed, as they are likely to generate noise and visual impacts. Although the parcel directly adjacent

to this area is vacant, the Future Land Use category remains residential, and existing residential development is located directly north of the reduction area. As such, the potential impacts of the site such as noise and visual impacts can still affect the adjacent neighbors to the north. The applicant is proposing enhanced screening measures with the inclusion of an 8-foot masonry wall, 2 feet higher than the LDC requires for this site. The walls will be painted in earth tone colors to blend with the landscaping. There will also be evergreen trees planted at a minimum of 15 feet at the time of planting, while the code requires only 10 feet. The applicant also mentions that there will be stormwater ponds on the site to help mitigate for impacts, however, not all of the residential adjacent uses are impacted by this buffer. While Planning Commission staff acknowledge the increase in screening, the addition to the wall height and plants do not negate the need for adequate buffering in addition to screening. Both buffering and screening are necessary to provide mitigation techniques to aid in compatibility. FLUS Policy 3.1.4 specifically calls for the mitigation of impacts through substantial buffering between new developments and lower density adjacent properties. The policy states, "Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate such impact with substantial buffering and/or compatible lot sizes." Based on this policy, the proposed buffer reductions do not provide adequate mitigation of the adjacent residential uses, and therefore, the request is not consistent with FLUS Objective 3.1 and its associated policies.

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. As outlined in FLUS Policy 2.2.1, Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. As this Planned Development rezoning request is being processed concurrently with a Comprehensive Plan Map Amendment, the subject site is being reviewed under the Light-Industrial-Planned Future Land Use category. The LI-P category allows for the consideration of agricultural, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses. The site is surrounded by the Residential-4 Future Land Use category to the north, east, and west, with Residential-12 to the south. The site consists of approximately 6.8 acres, which yields a maximum allowable non-residential development potential of 222,156 square feet, based on a maximum Floor Area Ratio (FAR) of 0.75 ($6.8 \text{ ac} \times 43,560 = 296,208 \text{ sq ft} \times 0.75 \text{ FAR} = 222,156 \text{ sq ft}$). The proposed development on the site consists of an 80,000 square foot building, resulting in a proposed FAR of 0.28. The proposed uses of warehousing, distribution, light manufacturing, and accessory outdoor storage and the proposed FAR of 0.28 align with the intent, allowable intensity, and permitted uses of the LI-P Future Land Use category. While the proposed use is consistent with what is generally permitted under the LI-P Future Land Use category, there are still compatibility concerns with the request regarding the surrounding residential uses.

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, Hillsborough County Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUS Objective 4.4 and FLUS Policy 4.4.1 require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern consists primarily of residential uses to the east, south, west, and northeast. The property directly north of the site is currently vacant; however, it was recently approved for a Major Modification to Planned Development (PD 25-0811) for a flex of the Suburban Mixed Use-6 (SMU-6) Future Land Use category and for 98,440 square feet of warehouse with light office and display uses. Single-family residential homes are located immediately to the south of the subject site. To mitigate potential impacts to these residences, the applicant has proposed a 30-foot type

C buffer between the proposed use and the residential uses to the south, along with a 6-foot-high precast concrete fence. Additionally, the approval of this rezoning request was contingent upon the addition of conditions that limited the site's operating characteristics. These conditions included limiting truck traffic, as well as loading and unloading trucks, to the hours of 7am to 7pm daily, with compliance enforced through gated site access. The applicant for PD 26-0070 has agreed to incorporate the same conditions as the northern property in order to help mitigate for potential adverse impacts to the surrounding properties. While these operational conditions are beneficial in reducing impacts to surrounding uses, they alone would not provide sufficient assurance of compatibility with the surrounding area. The proposed reduction in required buffers would result in incompatibility with the nearby properties, and therefore, Planning Commission staff cannot support this request, even with the added conditions. Furthermore, the site to the north did not receive buffer reductions and is also not as heavily surrounded by residential uses as the subject site. Specifically, FLUS Policy 4.4.1 states that development shall be integrated with the adjacent land uses through the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections, and gradual transitions of intensity. In addition, FLUS Policy 4.4.8 requires that new development and redevelopment must mitigate the adverse impacts to include, but limited to noise, visual, odor, and vibration impacts created by that development upon all adjacent land uses. With the reduction in adequate buffering at the two crucial pinch points on the site, the proposed development would not provide the necessary transition or mitigation required to ensure compatibility with the surrounding uses.

FLUS Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The subject site is within the limits of the Thonotosassa Community Plan. Goal 4 of the Community Plan states to provide for commerce and jobs but protect the community identity and limit the location, type, and size of new businesses to fit the surrounding area. With the need for a reduction in buffering adjacent to residential uses in order to accommodate truck turning, this goal is not being met due to the size of the building being too large to adequately provide the required and necessary buffers. The size and location of this development would therefore not fit the surrounding area, as outlined in the community goal. While the use may provide for job opportunities and commerce, the protection of the community identity is not being met.

FLUS Objective 7.1 focuses on providing diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population. FLUS Policy 7.1.3 emphasizes that competitive sites and existing office/industrial uses are important to the economic future of Unincorporated Hillsborough County. In addition, having targeted industry jobs located proximate to residential development for the workforce and site design flexibility should be considered to support this effort. While these Policies are important to consider when evaluating new industrial development or redevelopment, it is equally important that such sites are designed and located in a manner that is compatible with surrounding neighborhoods and existing land uses. The intent of this policy is not to simply promote industrial development in all locations, but rather to ensure that the development is designed to be compatible with the surrounding context.

Overall, staff finds that while the proposed use is an allowable use in the Light Industrial-Planned (LI-P) Future Land Use category, it is not compatible with the existing development pattern found within the surrounding area and does not support the vision of the Thonotosassa Community Plan. The proposed Planned Development would allow for development that is inconsistent 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 **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

The proposed Planned Development is running concurrently with HC/CPA 25-25, which proposes to amend the Future Land Use designation to Light Industrial Planned (LI-P). Based upon the applicant requesting the Planned Development run concurrently with the plan amendment, Planning Commission staff is reviewing the requested PD under the proposed Future Land Use category. The Planning Commission public hearing for the requested plan amendment occurred on October 13, 2025, and was found consistent by the Planning Commission. In accordance with the Land Development Code, if the plan amendment is not adopted by the Board of County Commissioners (BOCC), then the Planned Development would be automatically withdrawn.

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.*

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, that establish permitted land uses and maximum densities and intensities.*

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

Compatibility

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 3.1.2: *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.*

Policy 3.1.4: *Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate such impact with substantial buffering and/or compatible lot sizes.*

Community Planning

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 longrange viability of its communities through a community and special area studies planning effort.*

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: *Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.*

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

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

Neighborhood/Community Development

Objective 4.4: *Neighborhood Protection – 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

Policy 4.4.8: New development and redevelopment must mitigate the adverse impacts to include, but not limited to noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.

Economic Development

Objective 7.1: The County shall pursue a thriving economy through the promotion of target industries, as defined in Florida Statutes, which are focused on national and international competitiveness. Additionally, the County will promote businesses that provide diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population.

Policy 7.1.3: Competitive Sites and existing office/industrial uses are important to the economic future of unincorporated Hillsborough County. In addition, having targeted industry jobs located proximate to residential development for the workforce and site design flexibility shall be considered to support this effort.

LIVABLE COMMUNITIES ELEMENT: THONOTOSASSA

Goal 4: Diversity of People, Housing and Uses – Maintain the existing diversity of housing types and styles. Provide for commerce and jobs but protect the community identity and limit the location, type and size of new businesses to fit the surrounding area.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0070

Rezoning
STATUS



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Parcels



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 PLANNED-2 (.35 FAR)



RESIDENTIAL-4 (.25 FAR)



RESIDENTIAL-6 (.25 FAR)



RESIDENTIAL-9 (.35 FAR)



RESIDENTIAL-12 (.35 FAR)



RESIDENTIAL-16 (.35 FAR)



RESIDENTIAL-20 (.35 FAR)



RESIDENTIAL-35 (1.0 FAR)



NEIGHBORHOOD MIXED USE-4 (9) (.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 (75 FAR)

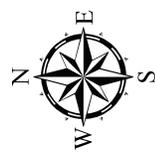
HEAVY INDUSTRIAL (75 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and should not be used for any legal or financial decisions without the 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, see the appropriate reference.



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