



**Rezoning Application:** PD 26-0270  
**Zoning Hearing Master Date:** June 22, 2026  
**BOCC Land Use Meeting Date:** August 11, 2026

**1.0 APPLICATION SUMMARY**

**Applicant:** Todd Pressman  
  
**FLU Category:** Urban Mixed-Use –20 (UMU-20)  
  
**Service Area:** Urban  
**Site Acreage:** 0.27 MOL  
**Community Plan Area:** Brandon  
**Overlay:** None



**Introduction Summary:**

The applicant requests a PD rezoning to establish a unified PD 26-0270 for two parcels totaling approximately 0.27 acres at 2601 Falkenburg Road. The request consolidates both parcels into a single Planned Development allowing a Contractor’s Office with open storage. The site contains an existing commercial structure and is enclosed by a 6-foot fence. Proposed setbacks include 10 feet along N. Falkenburg Road, 7.5 feet along the south and east property lines, and 3 feet along the Lynn Avenue frontage. The property is bordered by M-zoned land on three sides, with Lynn Avenue to the north.

	Existing		Proposed
District(s)	PD 94-0260	RSC-6	PD 26-0270
Typical General Use(s)	Limited General Commercial, Office	Single-Family Residential Conventional	Contractor’s Office with Associated Open Storage
Acreage	0.14 MOL	0.13 MOL	0.27 MOL
Density/Intensity	0.23 F.A.R.	6 du/ga	0.09 F.A.R. Maximum (1,059 sf)
Mathematical Maximum*	1,432 sf	0 unit	1.00 FAR Maximum (11,761 sf)

\*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	PD 94-0260	RSC-6	PD 26-0270
Lot Size / Lot Width	6,210 sf / 50’	7,000 sf / 70’	12,578 sf / 100’
Setbacks/Buffering and Screening	2’ Front 26’ Side 11.2’ Rear	25’ Front 25’ Rear 7.5’ Sides	Front (West – N. Falkenburg Rd): 10 Feet Side (North – Lynn Avenue): 3 Feet Side (South): 7.5 Feet Rear (East): 7.5 Feet
Max Height	35’	35’	14’

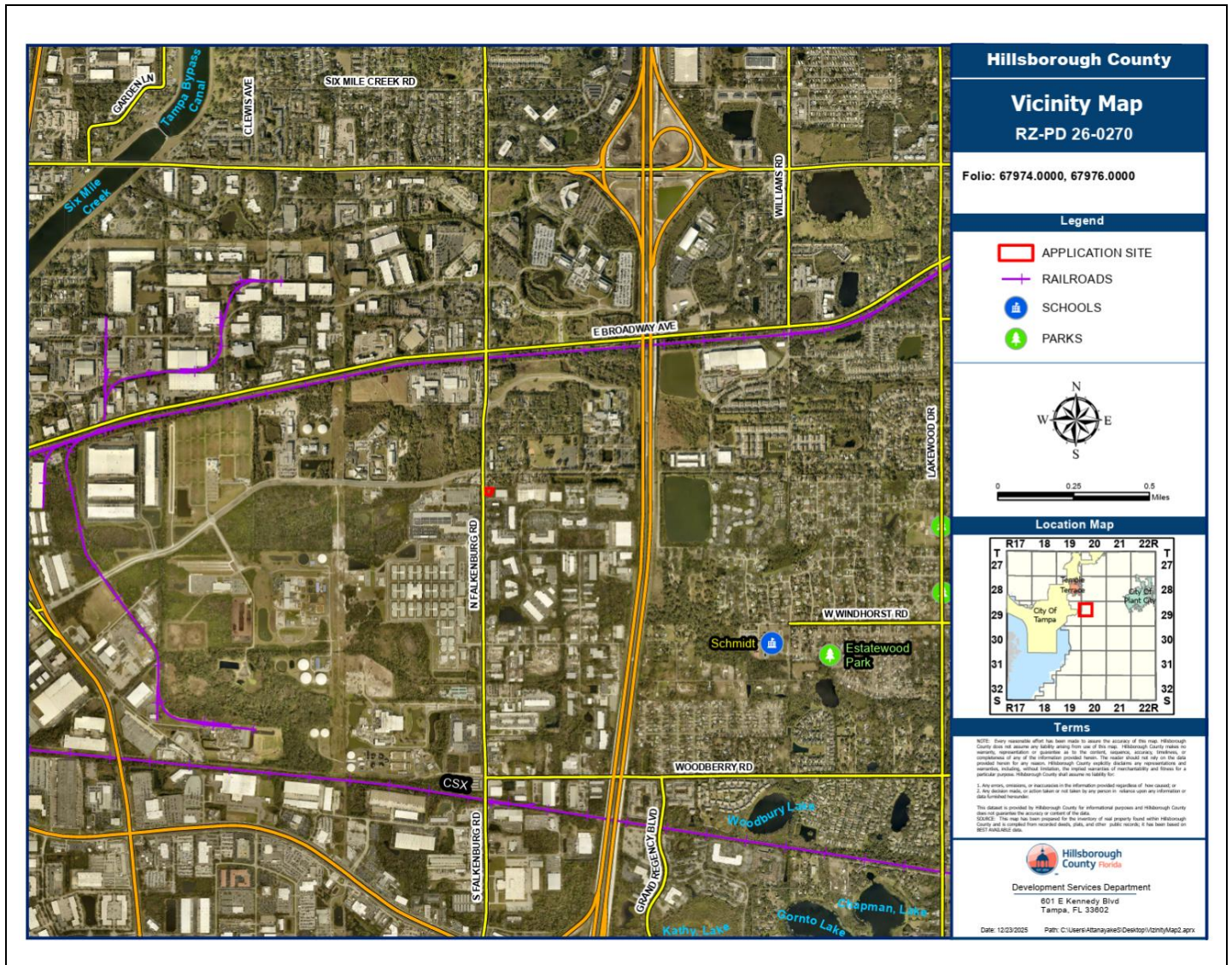
**Additional Information:**

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

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

### 2.1 Vicinity Map

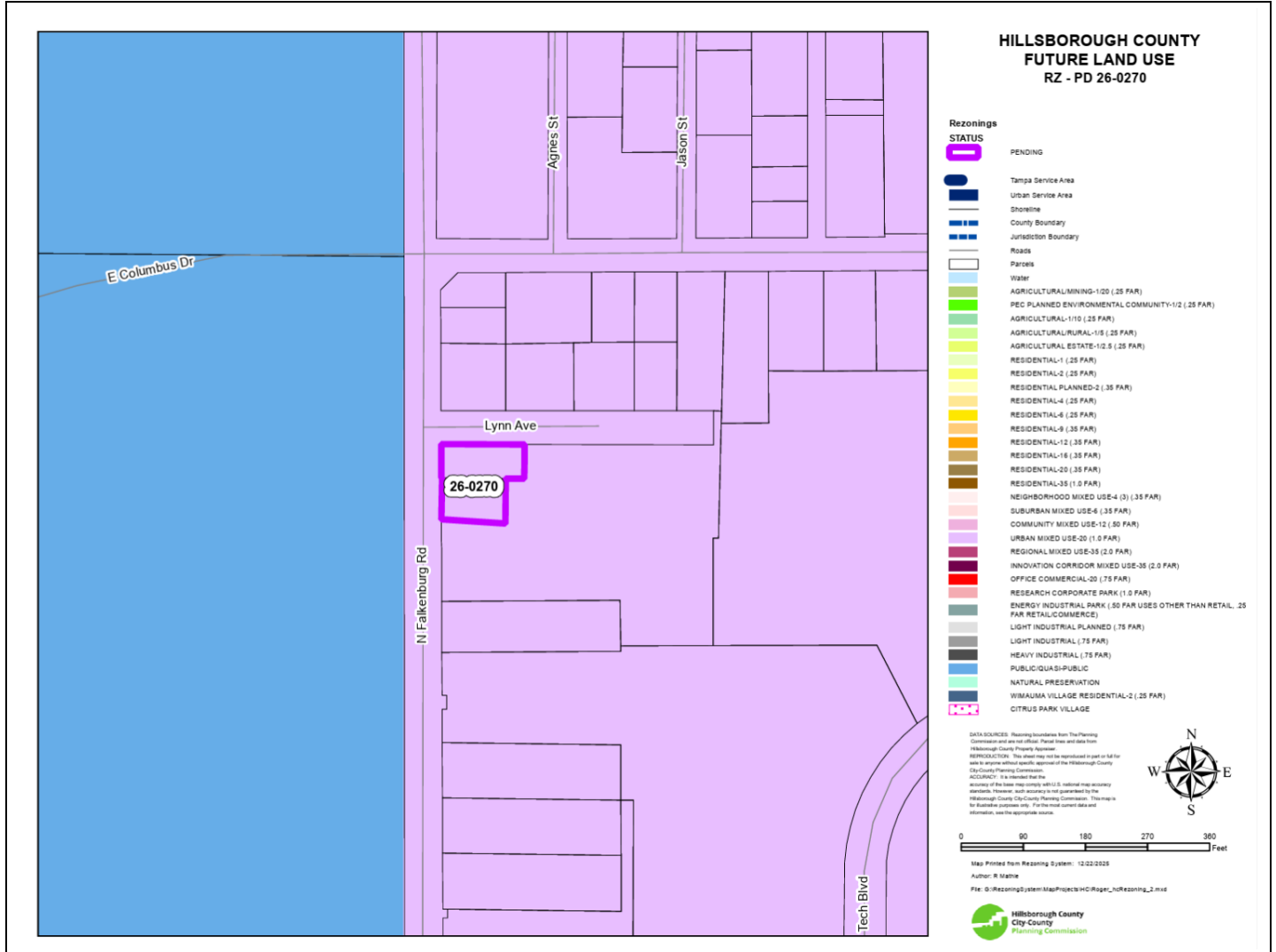


### Context of Surrounding Area:

The area consists primarily of single-family residential, light industrial and institutional uses. To the north across Lynn Avenue is single-family residential zoned RSC-6. Adjacent to the south is a warehouse zoned M. Adjacent to the east is single-family residential zoned RSC-6 and a warehouse zoned M. To the west across North Falkenburg Road are county government offices zoned M.

**2.0 LAND USE MAP SET AND SUMMARY DATA**

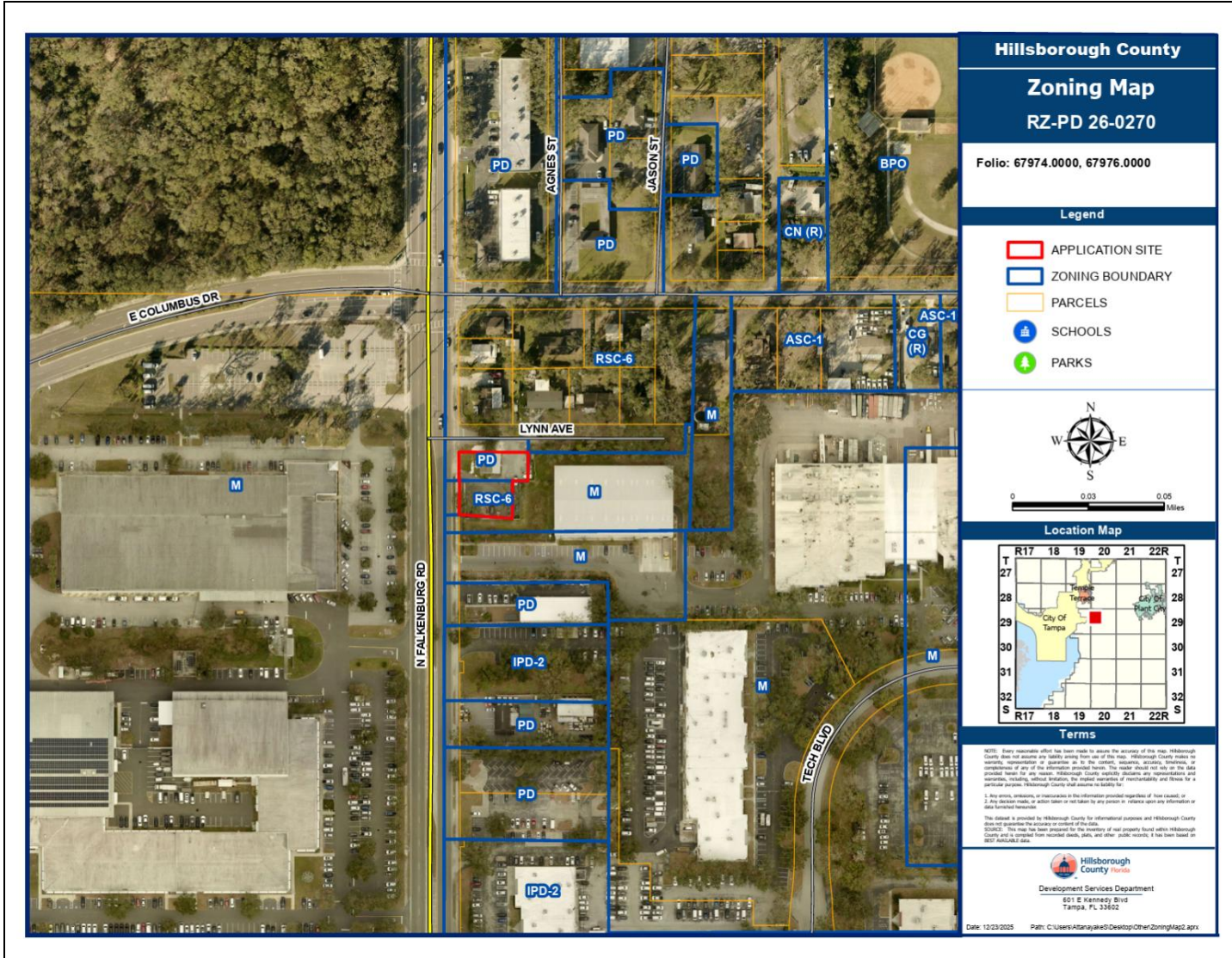
**2.2 Future Land Use Map**



Subject Site Future Land Use Category:	Urban Mixed-Use –20 (UMU-20)
Maximum Density/F.A.R.:	20 du/ga; 1.00 F.A.R.
Typical Uses:	Agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

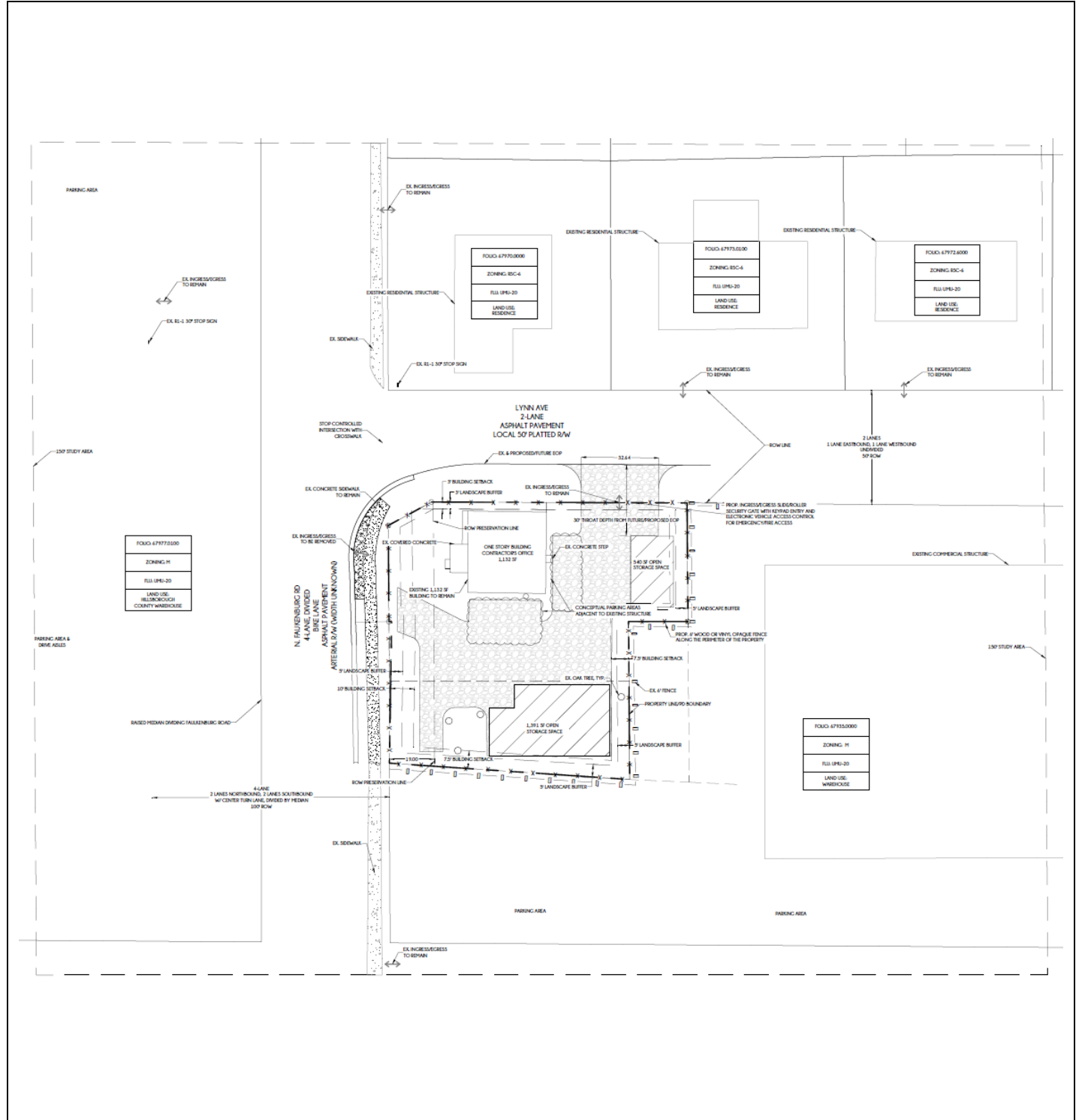


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-6	6 du/ga	Single-Family Residential Conventional	Single-Family Residential
South	M	0.75 F.A.R.	Industrial/Manufacturing	Warehouse
East	RSC-6, M	6 du/ga, 0.75 F.A.R.	Single-Family Residential, Industrial/Manufacturing	Single-Family Residential, Warehouse
West	M	0.75 F.A.R.	Industrial/Manufacturing	County Government Offices

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 OF STAFF REPORT)**

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Lynn Ave.	Private Local Roadway	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other (TBD)
Falkenburg Rd.	County Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	53	5	5
Proposed	13	2	2
Difference (+/-)	-40	-3	-3

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	Pedestrian & Vehicular	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

APPLICATION NUMBER: PD 26-0270

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Case Reviewer: Chris Grandlienard, AICP

**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	
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 type="checkbox"/> Yes <input checked="" 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 type="checkbox"/> Wetlands/Other Surface Waters <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"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Airport Incompatible Use Area <input checked="" type="checkbox"/> Other: Airport Height Restriction: 150' AMSL				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Conditions of Approval
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Outdoor Storage (uses warehouse rate) (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34 Specialty Trade Contractor Office (Per 1,000 s.f.) Mobility: \$10,408 Fire: \$158				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The proposed Planned Development for a Contractor's Office with associated open storage incorporates site design features intended to address compatibility with adjacent properties. The site plan retains the existing structure, and places open storage areas within the central portion of the approximately 0.27-acre parcel. A 6-foot opaque fence is located along the perimeter, providing consistent visual separation between the site and surrounding properties. Setbacks of 10 feet along N. Falkenburg Road, 7.5 feet along the south and east, and 3 feet along the Lynn Avenue frontage establish defined physical separation at the property boundaries.

Building height and overall development intensity remain low, with activities limited to the existing building footprint and designated internal storage areas. Storage functions and vehicle circulation are confined to specific portions of the site, and the perimeter fencing contributes to screening along all property lines.

The site is bordered primarily by M zoned parcels that support industrial and commercial uses, and the development layout reflects a separation between onsite storage areas and nearby properties through setbacks, fencing, and the placement of storage areas toward the interior of the site. The Lynn Avenue frontage also provides a roadway-based transition along the northern boundary. Although buffering and screening are not required along the more intensive M-zoned east and south boundaries, their inclusion on the plan serves as an added enhancement that further supports overall compatibility.

Based on the arrangement of site features, the scale of the development, and the presence of perimeter screening, the Planned Development establishes clear transitions between the project area and surrounding parcels in a manner consistent with the development pattern along N. Falkenburg Road.

### **5.2 Recommendation**

**Approval**, subject to proposed conditions.

## 6.0 PROPOSED CONDITIONS

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

1. Development on the site shall be limited to a Contractor's Office with associated open storage, as generally depicted on the approved site plan. Open storage shall be restricted to designated areas shown on the plan and shall consist only of materials, equipment, and vehicles customarily associated with the contractor's operations. The existing commercial structure shall function as the administrative office for the use. No additional principal structures or uses shall be permitted beyond those identified on the approved plan.

2. Development Standards

Setbacks:

Front (West – N. Falkenburg Road): 10 Feet

Side (North – Lynn Avenue): 3 Feet

Side (South): 7.5 Feet

Rear (East): 7.5 Feet

Maximum Building Height: 14 Feet

Maximum Building Coverage: 9%

Maximum Impervious Surface: 70%

Buffers & Screening:

A 6-foot high opaque fence shall be provided along the perimeter of the site as shown on the approved plan. Reduced buffer widths of 5 feet along the east and south property lines are permitted, and all required screening materials within these buffers, including fencing and landscaping, shall be installed and maintained to ensure adequate opacity consistent with LDC Section 6.06.06. Existing vegetation may be utilized to meet screening requirements where it provides equal or greater opacity than required, and supplemental landscaping shall be installed where existing vegetation does not meet applicable standards. Existing vegetation used for screening shall be preserved and maintained unless removal is necessary for health, safety, or permitted site development.

3. The subject site shall be permitted one full access connection onto Lynn Ave.
4. The existing access connection onto Falkenburg Rd. located +/- 50ft south of the intersection of Falkenburg Rd. and Lynn Ave. along the subject site's western boundary shall be removed and restored to typical section standards (sidewalk, sod, curb, etc.).
5. As Lynn Ave. is a substandard local roadway, the developer will be required to improve the public roadway network, between the project access which may be granted onto Lynn Ave. and the nearest roadway meeting an applicable standard, to current County standards unless otherwise

approved in accordance with Sec. 6.04.02.B. of 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.

6. As Falkenburg Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway, the developer shall preserve 19ft of right-of-way along its Falkenburg Rd. frontage for future improvements as displayed on the PD site plan, such that a minimum of 132ft of right-of-way is preserved west of the existing Sheldon Rd. combined right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.
7. All construction ingress and egress shall be limited to the Lynn Ave. project access. The developer shall include a note in each site/construction plan submittal which indicates same.
8. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
9. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.
10. 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.
11. 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.

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**Zoning Administrator Sign Off:**



**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.

## **7.1 ADDITIONAL INFORMATION**

### **Variation Request: LDC Section 6.06.06 – Reduced Depth of Street-Facing Screening**

A variation to LDC Section 6.06.06 is requested to modify the depth of required screening for accessory open storage areas visible from the street. The applicant requests that screening be placed 5 feet from the street property line instead of the 100-foot interior depth or full open storage depth typically required. The applicant indicates that the standard depth would cover most of the small site and is not feasible to implement. The proposed alternative is intended to maintain required opacity while accommodating the physical limitations of the parcel.

Staff notes that while screening depth is an important component of mitigating visual impacts, a reduced depth may be appropriate where full compliance is impractical and where opacity standards are still achieved. Staff finds the request consistent with the overall intent of the code and recommends approval.

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## 7.2 ADDITIONAL INFORMATION

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



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/11/2026

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Brandon

PETITION NO: RZ 26-0270

- 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 Lynn Ave.
2. The existing access connection onto Falkenburg Rd. located +/- 50ft south of the intersection of Falkenburg Rd. and Lynn Ave. along the subject site's western boundary shall be removed and restored to typical section standards (sidewalk, sod, curb, etc.).
3. As Lynn Ave. is a substandard local roadway, the developer will be required to improve the public roadway network, between the project access which may be granted onto Lynn Ave. and the nearest roadway meeting an applicable standard, to current County standards unless otherwise approved in accordance with Sec. 6.04.02.B. of 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.
4. As Falkenburg Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway, the developer shall preserve 19ft of right-of-way along its Falkenburg Rd. frontage for future improvements as displayed on the PD site plan, such that a minimum of 132ft of right-of-way is preserved west of the existing Sheldon Rd. combined right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way

preservation area shall be shown on all future site plans and building setbacks shall be calculated from the future right-of-way line.

5. All construction ingress and egress shall be limited to the Lynn Ave. 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.
7. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone two parcels totaling +/- .27 acres from Planned Development (PD) and Residential Single Family Conventional – 6 (RSC-6) to Planned Development (PD). The existing Planned Development (PD) is approved for 1,250sqft of professional business office uses and 182sqft of accessory storage. The proposed PD is seeking approval for 1,132sqft of Contractor's Office and 1,9321sqft of Open Storage. The site is located at the southeast quadrant of the intersection of Lynn Ave. and Falkenburg Rd. The Future Land Use designation of the site is Urban Mixed Use – 20 (UMU-20).

### **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
PD, Medical-Dental Office (ITE 720) 1,250sqft	43	4	4
RSC-6, Single Family Detached (ITE 210) 1 Unit	10	1	1
<b>Total</b>	<b>53</b>	<b>5</b>	<b>5</b>

**Proposed Uses:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Contractor's Office (ITE 180) 1,132sqft	11	2	2
PD, Open Storage (ITE 151) 1,931sqft	2	0	0
<b>Total</b>	<b>13</b>	<b>2</b>	<b>2</b>

**Trip Generation Difference:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>-40</b>	<b>-3</b>	<b>-3</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on Lynn Ave. and Falkenburg Rd.

Lynn Ave. is a 2-lane, undivided, substandard privately maintained, urban local roadway. The first 50ft of roadway is characterized by between +/- 15ft and +/- 20ft of pavement in average condition, F-Curb on both sides of the roadway, no sidewalks on either side of the roadway within the vicinity of the proposed project, and within +/- 50ft of the right of way. The additional length of roadway exceeding the initial 50ft to the project's proposed access onto Lynn Ave. is currently unimproved.

Falkenburg Rd. is a 4-lane, divided, standard county-maintained, urban arterial roadway. The roadway is characterized by +/- 12-foot-wide travel lanes, +/- 2-foot-wide paved shoulders on both sides of the roadway, +/- 5-foot-wide sidewalks on both sides of the roadway, and within +/- 94ft of the right-of-way. Pursuant to the Hillsborough County Corridor Preservation Plan, Falkenburg Rd. has been designated for a 6-lane expansion. In accordance with Typical Section – 6 (TS-6) of

the Hillsborough County Transportation Technical Manual (TTM), 19ft of additional right-of-way must be preserved to accommodate this expansion as shown on the PD site plan.

### SITE ACCESS

The existing planned development is approved for one right-in right-out access on Falkenburg Rd. and one left out only access onto Lynn Ave. With this application, the application is proposing to close the existing access onto Falkenburg Rd. and modify the existing access onto Lynn Ave. to a full access connection. The proposed project access onto Lynn Ave. has been shifted as far east along the project's north boundary and as far away from the adjacent intersection as possible.

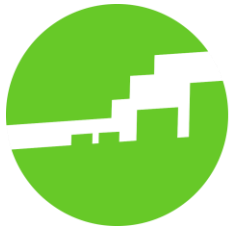
### ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Lynn Ave. is not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.

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

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Falkenburg Rd.	Adamo Dr.	E. Columbus Dr.	D	D

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



**Hillsborough County  
City-County  
Planning Commission**

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

<b>Unincorporated Hillsborough County Rezoning Consistency Review</b>	
<b>Hearing Date:</b> June 22, 2026 <b>Report Prepared:</b> June 11, 2026	<b>Case Number:</b> PD 26-0270 <b>Folio(s):</b> 67974.0000 & 67976.0000 <b>General Location:</b> East side of Falkenburg Road, and southeast of Columbus Drive and Lynn Avenue
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Brandon; Light Industrial Character District
<b>Rezoning Request</b>	Residential Single Family Conventional (RSC-6) and Planned Development (PD 94-0260) to Planned Development to develop a contractor's office with open storage
<b>Parcel Size</b>	+/- 0.28 acres
<b>Street Functional Classification</b>	Falkenburg Road – <b>County Arterial</b> Lynn Avenue – <b>Local</b> Columbus Drive – <b>County Collector</b>
<b>Commercial Locational Criteria</b>	N/A
<b>Evacuation Area</b>	E

**Table 1: COMPARISON OF SURROUNDING PROPERTIES**

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
<b>Subject Property</b>	Urban Mixed Use-20	RSC-6 + PD 24-0260	Vacant + Single-Family Residential
<b>North</b>	Urban Mixed Use-20	RSC-6	Single-Family Residential
<b>South</b>	Urban Mixed Use-20	M + PD	Light Industrial + Light & Heavy Commercial
<b>East</b>	Urban Mixed Use-20	M	Light Industrial
<b>West</b>	Public/Quasi Public	M	Public/Quasi Public

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

The ± 0.28-acre subject site is made up of two parcels that are located on the east side of Falkenburg Road, and southeast of Columbus Drive and Lynn Avenue. The site is in the Urban Service Area (USA) and is within the limits of the Brandon Community Plan, specifically in the Light Industrial Character District. The subject site has a Future Land Use (FLU) designation of Urban Mixed Use-20 (UMU-20), which allows for the consideration of commercial, general and commercial intensive uses. The applicant is requesting to rezone the subject site from Residential Single Family Conventional (RSC-6) and Planned Development (PD 94-0260) to Planned Development to develop a contractor’s office with open storage. The proposed Conditions of Approval limit the use of the site to a contractor’s office with associated open storage, as generally depicted on the site plan. Open storage shall be restricted to designated areas shown on the plan and shall consist only of materials, equipment, and vehicles customarily associated with the contractor’s operations. The existing structure shall function as the administrative office for the use. No additional principal structures or uses shall be permitted beyond those identified on the site plan.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county’s growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The subject site is classified as vacant and single family residential. It appears the northern parcel is developed with an existing 1,132 square foot building, which is proposed to remain and be used for the contractor’s administrative office. There are single family uses to the north, across Lynn Avenue. To the east and south is a warehouse use. Further to the south, there is a one story office building doing business as a call center. One the west side of Falkenburg Road, west of the site, is County owned property where

the Sheriff's Office and other County facilities are located. Overall, the proposed use will complement the existing public, light and heavy commercial uses located in this area. The proposal meets the intent of FLUS Objective 1.1 and Policy 3.1.3.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the UMU-20 Future Land Use category, which is intended for urban scale residential development at a density of 20 dwelling units per gross acre or nonresidential development at a Floor Area Ratio of 1.0. The proposed Planned Development area is approximately  $\pm 0.28$  acres which would allow for a maximum of 12,196 square feet of nonresidential uses ( $0.28 \times 43,560 = 12,196 \times 1.0 = 12,196$ ). The existing single story building, which is 1,132 square feet, is well within the allowable intensity for a  $\pm 0.28$ -acre site in the Urban Mixed Use-20 Future Land Use category. The open storage component does not contribute toward Floor Area Ratio as there are no structures associated with it. Therefore, the proposal meets Objective 2.2 and the associated policies.

The Comprehensive Plan requires that all developments 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). At the time of filing this report, there were no County Transportation comments in Optix, therefore they were not considered during the analysis of this request.

The proposal meets the intent of FLUS Policy 3.1.1 and 4.4.1 which requires the restriction of incompatible land uses and that new development to be integrated into the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of single family residential, light and heavy commercial uses, light industrial uses and public/quasi public uses. The proposed development will complement the area as it is located off a County Arterial roadway with other non residential uses. FLUS Policy 3.1.2 requires that 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. Although the applicant is requesting PD variations for building setback and landscape buffers, the applicant is still providing mitigation measures given the legal nonconforming location of the building on the northern boundary. The proposal includes a 6-foot opaque fence surrounding the perimeter of the site and a 3-foot landscape buffer on the northern boundary, providing screening from the single family residential. The site plan appears to show an efficient system of internal vehicular and pedestrian circulation with the main access on Lynn Avenue.

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 located within the limits of the Brandon Community Plan, specifically in the Light Industrial Character District. This area is intended to be devoted primarily to business parks, light industrial and government uses. The proposed contractor's office with associated open storage meets the intent of the uses found in this Character District. Landscape plantings of trees and shrubs are encouraged to soften the look of these buildings and screen less visually appealing activities from the view of the main thoroughfares. The applicant is proposing screening with opaque fencing and landscape buffers. Therefore, the proposal also meets the intent of FLUS Objective 3.2 and Policy 3.2.4.

Overall, staff finds that the proposed use is allowable in the UMU-20 Future Land Use category meets the intent of the Light Industrial Character District in the Brandon 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*, subject to the conditions proposed by the Development Services Department

### **Recommendation**

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

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

#### **FUTURE LAND USE SECTION (FLUS)**

##### ***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.*

**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 FLUS Policy 3.1.3) with the established character of the surrounding neighborhood.*

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

**Policy 3.1.2:** *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with*

*the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

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

### **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 long-range 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

## **LIVABLE COMMUNITIES ELEMENT (LCE) – BRANDON COMMUNITY PLAN**

*Goal 6: Re-establish Brandon’s historical, hospitable, and family oriented character through thoughtful planning and forward thinking development practices by concentrating density in certain areas to preserve the semi-rural lifestyle of other areas. Attempt to buffer and transition uses in concentric circles where possible with most intense uses in an area at a node (intersection) and proceeding out from there. Create a plan for how areas could be developed and redeveloped for the future. Each of these areas would have potential for different building heights, parking configurations, fencing, buffering, landscape requirements, special use limitations, and design standards. These standards apply to new construction on infill property, redevelopment of undesirable areas and renovation of existing buildings. The primary consideration of all changes should be compatibility with existing structures to ensure neighborhood preservation.*

*5. General design characteristics for each Brandon Character District are described below. The design characteristics are descriptive as to the general nature of the vicinity and its surroundings and do not affect the Future Land Use or zoning of properties in effect at the time of adoption of the Brandon Community Plan. Any proposed changes to the zoning of property may proceed in accordance with the Land Development Code.*

*C. **Light Industrial** – Northwest area of Brandon devoted primarily to business parks, light industrial and government uses. A large part of this area is the Falkenburg Government Complex, a concentration of Hillsborough County government buildings as well as Hillsborough Community College’s Brandon Campus. Landscape plantings of trees and shrubs are encouraged to soften the look of these buildings and screen less visually appealing activities from the view of the main thoroughfares.*

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ - PD 26-0270

Rezoning  
STATUS



PENDING



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



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 PLANNED-2 (.35 FAR)



RESIDENTIAL-4 (.25 FAR)



RESIDENTIAL-6 (.25 FAR)



RESIDENTIAL-9 (.35 FAR)



RESIDENTIAL-12 (.35 FAR)



RESIDENTIAL-16 (.35 FAR)



RESIDENTIAL-20 (.35 FAR)



RESIDENTIAL-35 (1.0 FAR)



NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)



SUBURBAN MIXED USE-6 (.35 FAR)



COMMUNITY MIXED USE-12 (.50 FAR)



URBAN MIXED USE-20 (1.0 FAR)



REGIONAL MIXED USE-35 (2.0 FAR)



INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)



OFFICE COMMERCIAL-20 (75 FAR)



RESEARCH CORPORATE PARK (1.0 FAR)



ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)



LIGHT INDUSTRIAL (75 FAR)



HEAVY INDUSTRIAL (75 FAR)



PUBLIC/QUASI-PUBLIC



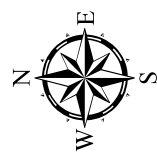
NATURAL PRESERVATION



WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

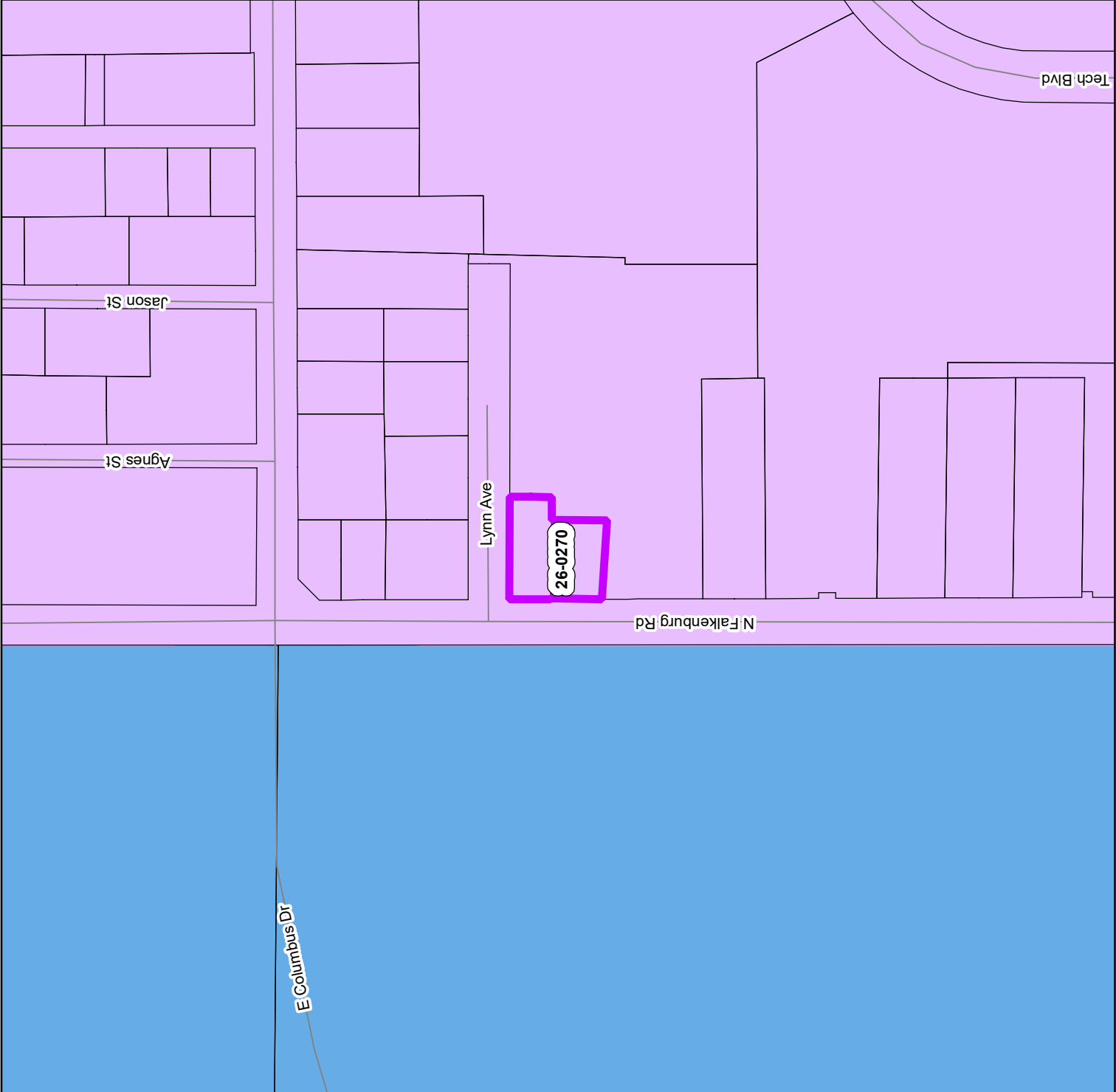


CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is for informational purposes only and is subject to change without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the information shown on this map is for illustrative purposes only. For the most current data and information, see the appropriate source.

Map Printed from Rezoning System: 12/22/2025  
 Author: R. Mathie  
 File: C:\Rezoning\System\MapProjects\HC\Projec\_JustRezoning\_2.mxd



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