

PD Modification Application: MM 25-0811

Zoning Hearing Master Date: October 20, 2025

BOCC Land Use Meeting Date: December 09, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Taurus Development Group, LLC
 FLU Category: R-4
 Service Area: Urban
 Site Acreage: 8.2 Acres
 Community Plan Area: Thonotosassa
 Overlay: None



Introduction Summary:

The applicant is requesting to modify PD 02-0215, as most recently modified by MM 19-0546. MM 19-0546 was approved in 2019 for two development options. Option one was approved to allow for a maximum of 114,905 square feet of hotel and exposition/banquet hall uses. Option Two was approved for 80,000 square feet of floor space for Business, Professional Office (BPO), mini warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation.

The applicant is requesting to further restrict the uses for Option Two and to consolidate the allowed uses to 98,440 square feet of warehouse with showroom(s). Both the approved development and proposed modified development include a flex request of the SMU-6 Future Land Use category.

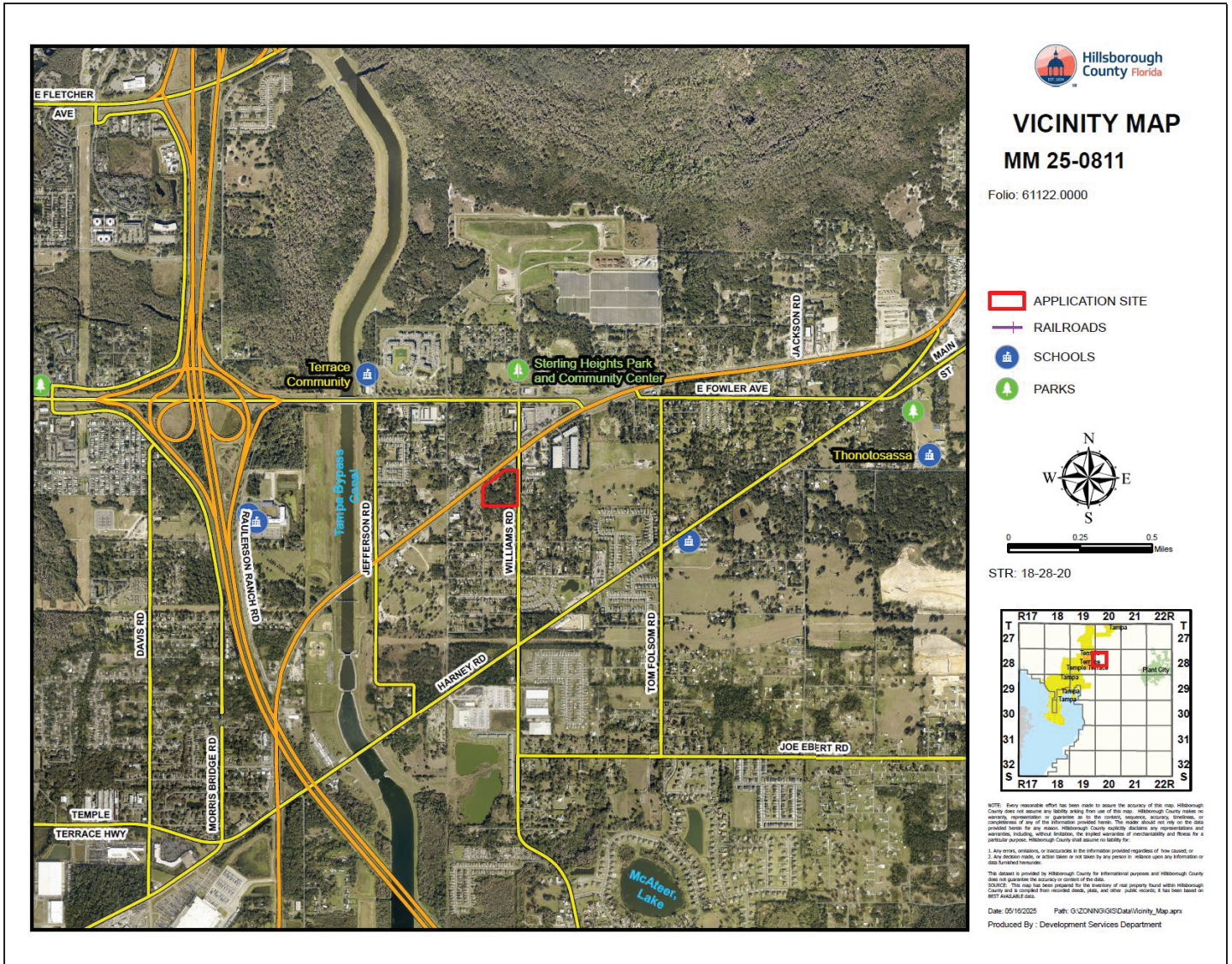
Existing Approval(s):	Proposed Modification(s):
Development Plan 2, The project shall be limited to 80,000 square feet floor space for Business, Professional Office (BPO), mini warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation. No hours of operation required.	Development Plan 2, The shall be limited to 98,440 square feet floor space for warehouse with light office and display only. 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 of these hours. Loading and unloading of trucks on the site shall be restricted to 7 am to 7 pm.
Development Plan 2, A 30-foot wide buffer with 6-foot-high solid PVC fence may be provided, instead of a wall, to meet the LDC Screening Standard C required along the southern and western boundaries. A 30-foot wide buffer with a 6-foot-high solid PVC fence shall be provided along the eastern property boundary from the southeast corner of the building to the southern property line the fence shall be located on the western (interior) side of the scenic roadway plantings.	Development Plan 2: A 15-foot wide buffer with Type B screening along western PD boundary. A 30-foot wide buffer with Type C screening, with no fence option to meet Type C screening, along southern PD boundary. A 30-foot wide buffer along entire eastern PD boundary (except access point) with Type C screening (wall to be located outside of the scenic corridor)

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

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

2.1 Vicinity Map

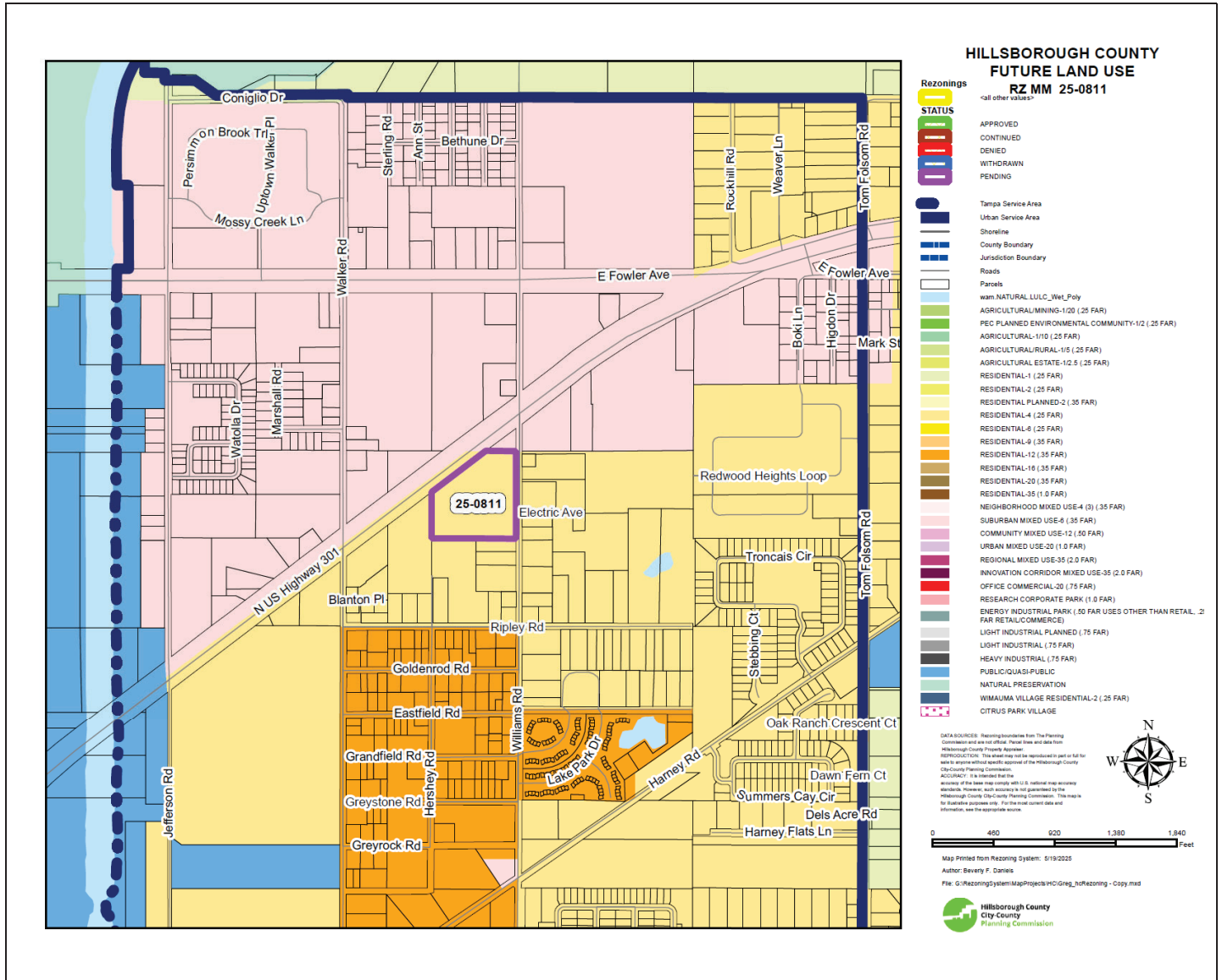


Context of Surrounding Area:

The subject property is located on the western side of Williams Road and southern side of N US Highway 301, east of Interstate 75 S. The surrounding area is comprised of a majority residential uses at various lot sizes to the north, east, and west with existing single family and mobile home dwelling units. The adjacent properties to the north and west are zoned CG and CN with an existing single family to the west and a convenience store with gas pumps to the north. Additionally, there are a variety of uses to the east and west of the subject parcel along N US Highway 301 including vehicle storage/salvage, convenience store, warehouses, offices, a mixed-use mobile home park, and shopping center.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4
Maximum Density/F.A.R.:	4 DU per GA/ FAR: 0.25
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Hillsborough County Florida

ZONING MAP
MM 25-0811

Folio: 61122.0000

- APPLICATION SITE
- ZONING BOUNDARY
- PARCELS
- SCHOOLS
- PARKS

0 160 320 Feet

STR: 18-28-20

NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. Hillsborough County makes no warranty, representation or guarantee as to the correct, accurate, timeliness, or completeness of any of the information provided herein. The reader should not rely on the data provided herein for any purpose. Hillsborough County expressly reserves all representation and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. Hillsborough County shall not be liable for:

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DISCLAIMER: This map has been prepared for the primary use of map property based within Hillsborough County and is compiled from restricted deeds, plats, and other public records. It has been based on BEST AVAILABLE DATA.

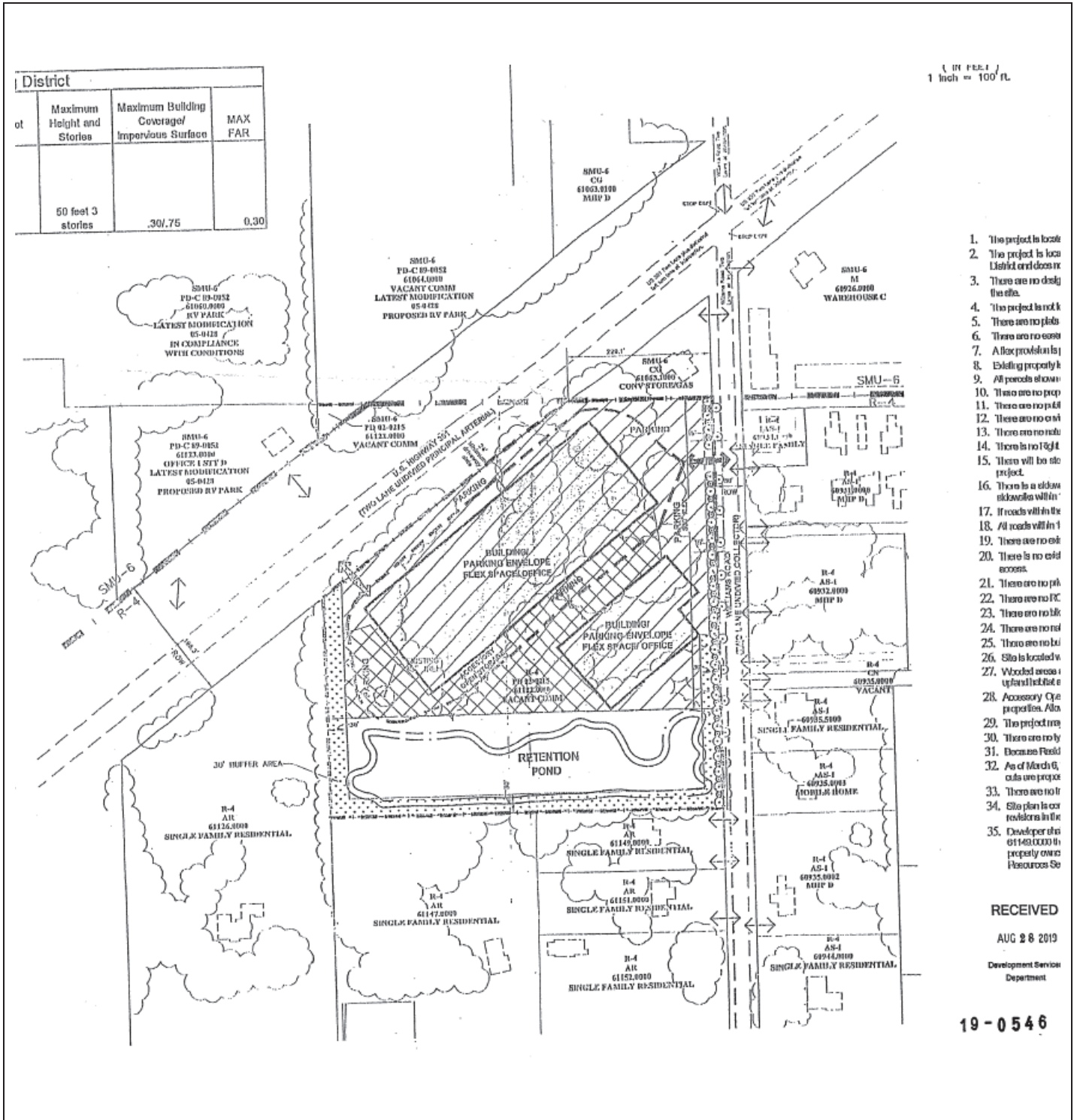
Date: 05/16/2025 Path: G:\ZONING\GIS\Data\Zoning_Map.aprx
 Produced By: Development Services Department

Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG	0 DU per GA/ FAR: 0.27	Commercial, General	Conv Store /Gas C
South	AR	1 DU per 5 GA/ FAR: NA	Agriculture, Single-Family Residential	Single Family Residential
East	AS-1	1 DU per GA/ FAR: NA	Agriculture, Single-Family Residential	Single Family Residential, Mobile Home Park
West	CN-R 23-0203	0 DU per GA/ FAR: 0.20	Restricted Commercial Neighborhood Uses	Single Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)

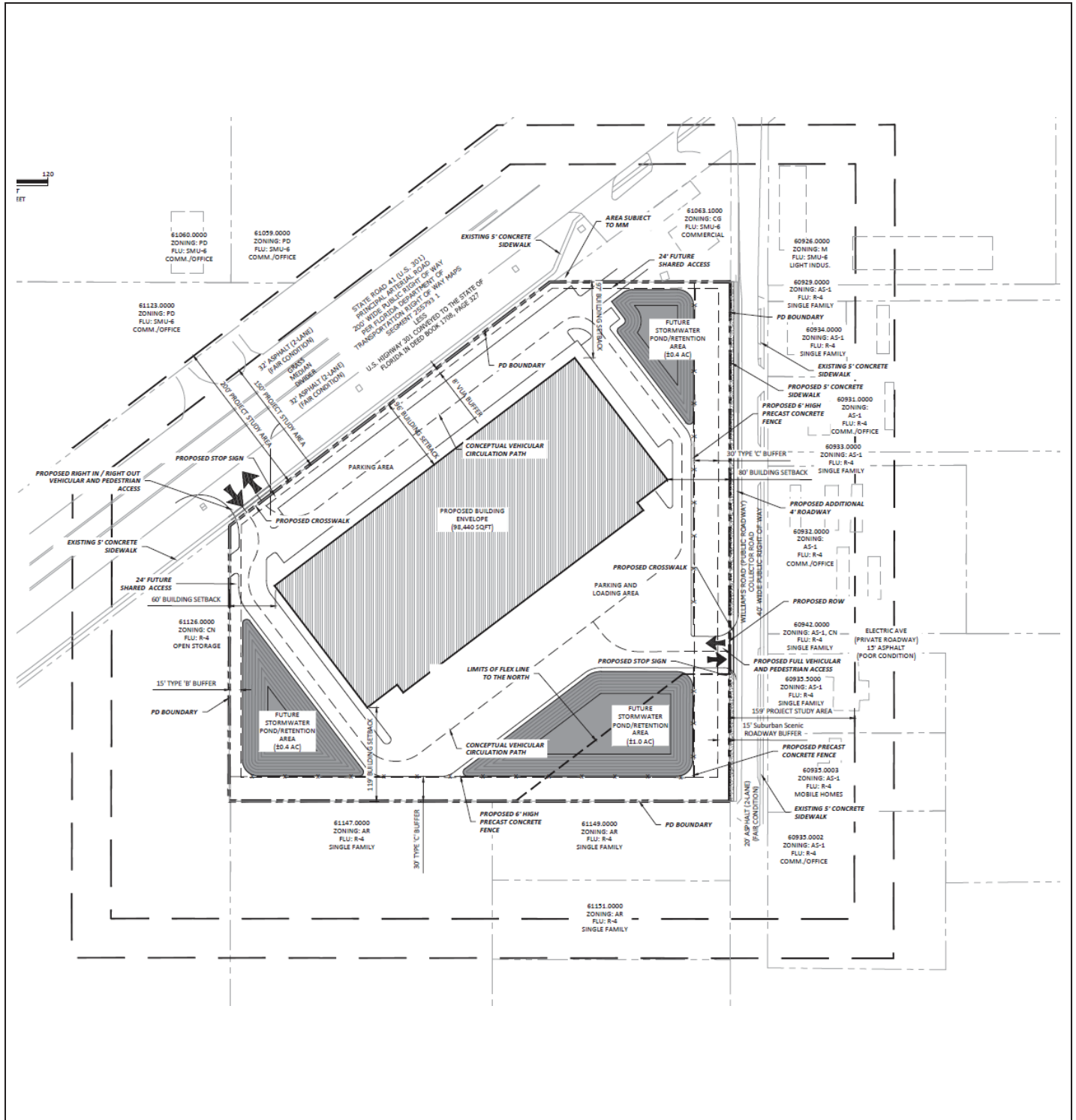


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AUG 28 2019
Development Service Department

19-0546

2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 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 Rd.	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 type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
US Hwy 301	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input 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 (Option 1)	1,026	64	68
Proposed (Option 2)	194	35	38
Difference (+/-)	-832	-29	-30

* Trips reported are based difference between worst case scenario of approved development (Option 1) and proposed new development (Option 2).

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

Notes: Shared Access/cross access to be provided to adjacent properties to the north and west.

Design Exception/Administrative Variance <input 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.

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	
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 type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<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 Planned Development is located on the western side of Williams Road and the southern side of N US Highway 301, east of Interstate 75 S. The surrounding area is comprised of residential uses at various lot sizes to the north, east, and west with existing single family and mobile home dwelling units. Additionally, there are a variety of uses to the east and west of the subject parcel along N US Highway 301 including vehicle storage/salvage, convenience stores, warehouses, offices, a mixed-use mobile home park, and a shopping center.

The proposal intends to reduce the permitted uses for Option Two to a warehouse with showroom(s) and condense the buildable area into the center of the parcel while maintaining or exceeding the Commercial, Intensive (CI) development standards for height, building coverage, imperious surfaces and floor area ratio (FAR). Through the consolidation to a single buildable area the setbacks have been increased to all property boundaries. Additionally, the applicant has provided the required buffer and screening requirements for the eastern property boundary adjacent to the required 15' suburban scenic corridor buffer resulting in an 80-foot setback to the residential properties. The scenic buffer and type C screening would require additional landscaping which would help to break up the required masonry wall along the roadway. Previously required building enhancements will remain.

Furthermore, that applicant has agreed to provide a gate and restrict the hours truck traffic can access the site to and from the site using Williams Road which will help to reduce the impact of the use's activities to the residential properties along the eastern property boundary. Moreover, the applicant has agreed to restrict the hours trucks can be loaded and unloaded to reduce the noise impact to the surrounding residential properties.

5.2 Recommendation

Approvable, subject to proposed conditions.

Requirements for Certification:

1. Site plan to revise concrete fence to a concrete wall along southern PD boundary of Development Option 2.
2. Site plan to revise the internal drive encroachment into the western buffer of Development Option 2.
3. Prior to Certification, the following revisions to the PD site plan shall be made: o label the plan sheet as "DEVELOPMENT PLAN 2",
 - remove labels stating "PROPOSED ADDITIONAL 4' ROADWAY" and "PROPOSED ROW",
 - change labels stating "24' FUTURE SHARED ACCESS" to state "ACCESS/CROSS ACCESS" and double headed arrows shall be provided,
 - add a hatched area between the project access on US Hwy 301 and the access/cross access to the adjacent folios #61063.1000 and #61126.0000 with a label stating "Shared access facility with folios#61063.1000 and #61126.0000".

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 26, 2025.

1. Plan 1 (Page 1) - The following condition applies to Development Plan 1:
 - The development shall be permitted a maximum of 114,905 square feet of hotel and exposition/banquet hall uses.
 - The proposed hotel shall be a maximum of 74,905 square feet and the exposition/banquet hall shall be a maximum of 50,000 square feet, however the combined total square footage shall not exceed the overall total.
 - The project shall be subject to the following development standards:

Front yard setback:	50 feet (Williams Road), 30 feet (US Highway 301)
Side yard setback:	30 feet
Rear yard setback:	30 feet
Maximum height:	50 feet (Hotel), 35 feet (Exposition/Banquet Hall)
Maximum impervious surface:	75 percent

2. Plan 2 (Page 2) – The following conditions applies to Development Plan 2:
 - a. The commercial portion of the project shall be limited to ~~80,000~~ 98,440 square feet floor space for Business, Professional Office (BPO), mini warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation warehouse uses with showroom(s), not to exceed 20% of the total square footage.
 - b. 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 of these hours.
 - c. Loading and unloading of trucks on the site shall be restricted to 7 am to 7 pm.
 - d. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 35 AM or 38 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.

- ~~b e.~~ The project shall be subject to the Land Development Code (LDC) Commercial, Intensive (CI) development standards, unless otherwise referenced herein.

<u>Front Yard Setback:</u>	<u>65 feet (Williams Road),</u> <u>98 feet (US Highway 301)</u>
<u>Northern Setback:</u>	<u>91 feet</u>
<u>Southern Setback:</u>	<u>114 feet</u>
<u>Western Setback:</u>	<u>60 feet</u>

3. ~~A 6-foot high solid PVC precast concrete fence may be provided, instead of a wall, to meet the LDC Screening Standard C required along the southern and western property boundaries for Development Plan 2. A 30-foot wide buffer with Type C screening shall be provided along the southern PD boundary. A 15-foot wide buffer with Type B screening shall be provided along the western PD boundary.~~

Natural Resources staff may count existing trees and native vegetation, which in their judgment meets the intent of the LDC screening requirements. For Development Plan 2 a 30-foot wide buffer with Type C screening shall be provided along the eastern PD boundary (except for access point). The required wall shall be located outside of the scenic corridor. A 6-foot high solid PVC fence shall be provided along the eastern property boundary from the southeast corner of the building to the southern property line for Development Plan 2 only; the fence shall be located on the western (interior) side of the scenic roadway plantings. Landscape buffering and screening shall be in accordance with LDC Section 6.06.06 for Development Plan 1, except as provided herein.

- ~~a. A 30-foot wide landscape buffer with Type B screening shall be provided along the south, east, and west PD boundaries.~~

4. No uninterrupted and/or unadorned length of any portion of the facade shall exceed 100 linear feet. Interruptions of such continuous lengths of the building facade shall be at least 20 feet in length, and include two or more of the following: wall plane projections and/or recesses not less than five feet in offset and/or architectural features such as pilasters, columns, canopies/porticos, arcades, colonnades, and/or parapets. The entire building facade shall include at least two of the preceding architectural features. These requirements shall not apply to sides that incorporate loading and/or service areas unless said sides(s) face adjoining public right-of-way or residentially zoned property.
5. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
6. Natural Resources staff identified a number of significant trees, including Grand Oaks on the site. The developer shall meet with staff prior to submittal of the preliminary site plan to design the site around these trees. The site plan may be modified to avoid tree removal.
- 6.1. This site contains trees that qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan through the Site Development Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees. Special efforts must be made to preserve the following Grand Oaks: G03, G09, G011 and GOB.

- 6.2. The planting of required trees shall be sensitive to overhead electric utility lines. Trees that exceed a mature, overall height of 20 feet shall not be planted within 30 feet of an existing or proposed overhead electric utility line.
7. For any development occurring under Development Plan 2, the ~~developer shall construct a left turn lane into the project's driveways on US 301 and Williams Road~~ project access shall be served by one restricted right-in/right-out access connection to US Hwy 301, unless otherwise approved by FDOT and subject to any required site access improvements determined by FDOT, and one (1) access connection to Williams Rd.
- 7.1 As requested by FDOT and shown on the PD site plan, the developer shall establish a shared access facility between the project access on US Hwy 301 and the following, unless otherwise approved by FDOT:
- a. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61063.1000, along the northern project boundary.
 - b. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61126.0000, along the western project boundary with).
- 7.2 As Williams Rd. is a collector substandard roadway, the developer will be required to improve Williams Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.
8. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries. The construction of internal sidewalks shall comply with the County's LDC. The sidewalks shall be a minimum width of five (5) feet. Pedestrian interconnectivity shall be provided between uses and adjacent parcels.
9. The applicant shall provide internal access to the storage area and any other existing or future out parcels on the site (LDC 5.03.05 H).
10. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
11. As Williams Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Williams Rd. consistent with the Design Exception approved by the County Engineer on July 3, 2019. Specifically, in addition to the sidewalks typically required under LDC regulations, the developer will be required to construct certain segments of sidewalk along the east and west sides of Williams Rd. as specified therein. This condition shall only apply to Development Plan 1.
12. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as Proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested right to environmental approvals.
13. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

- 14. 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.
- 15. 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.
- 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:



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.

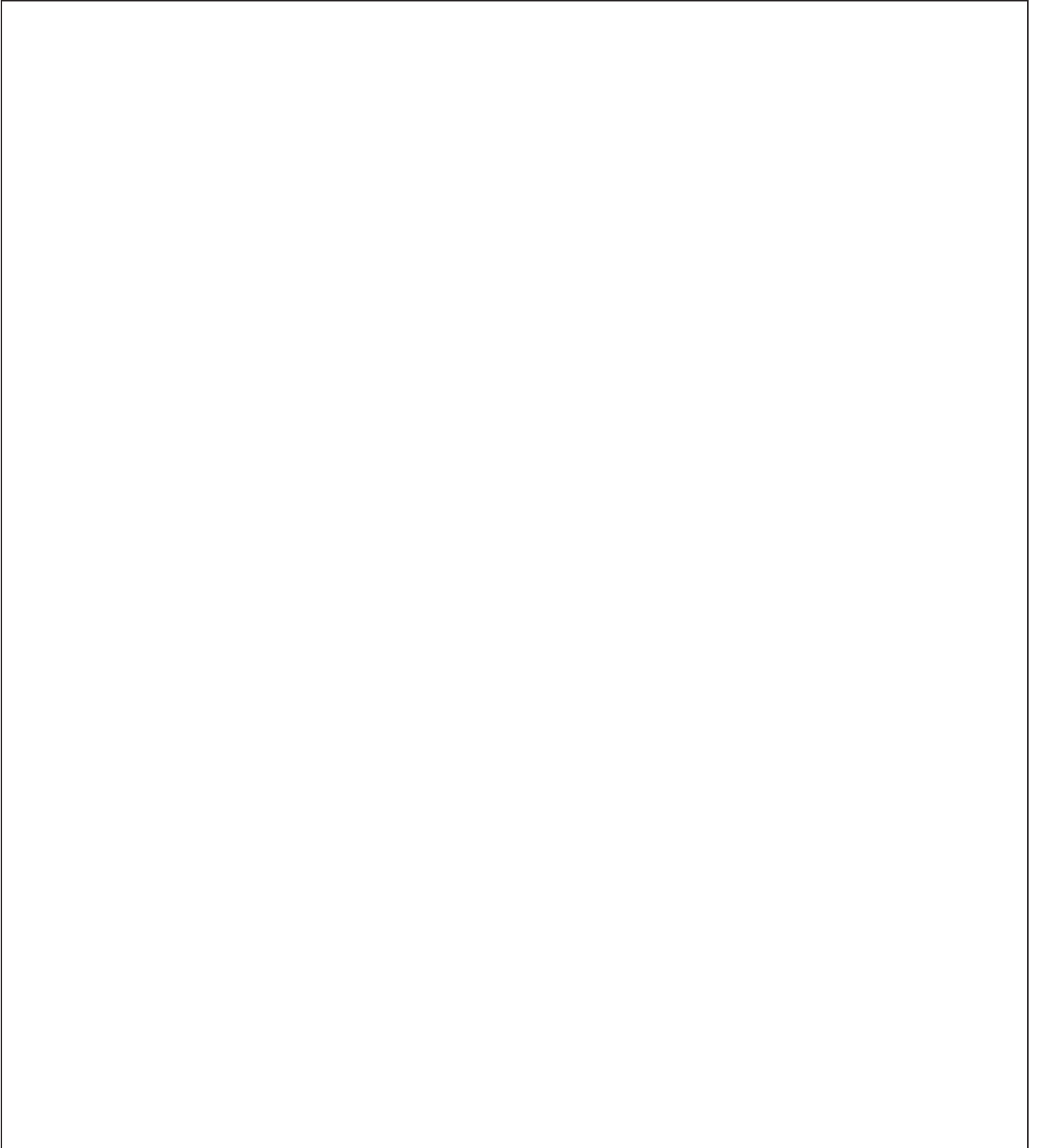
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

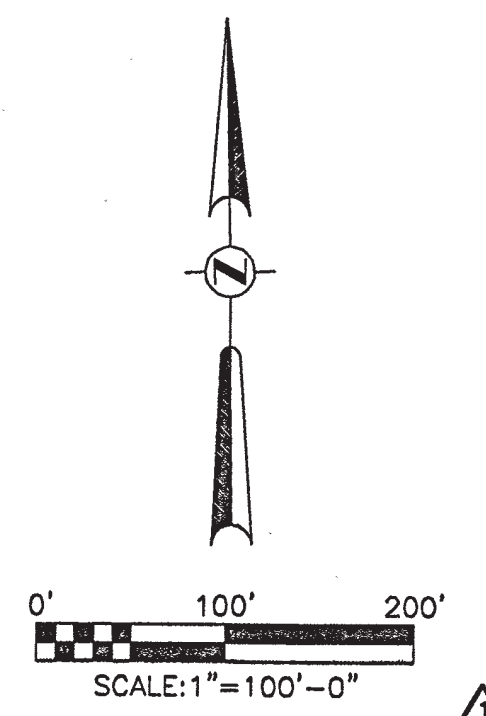
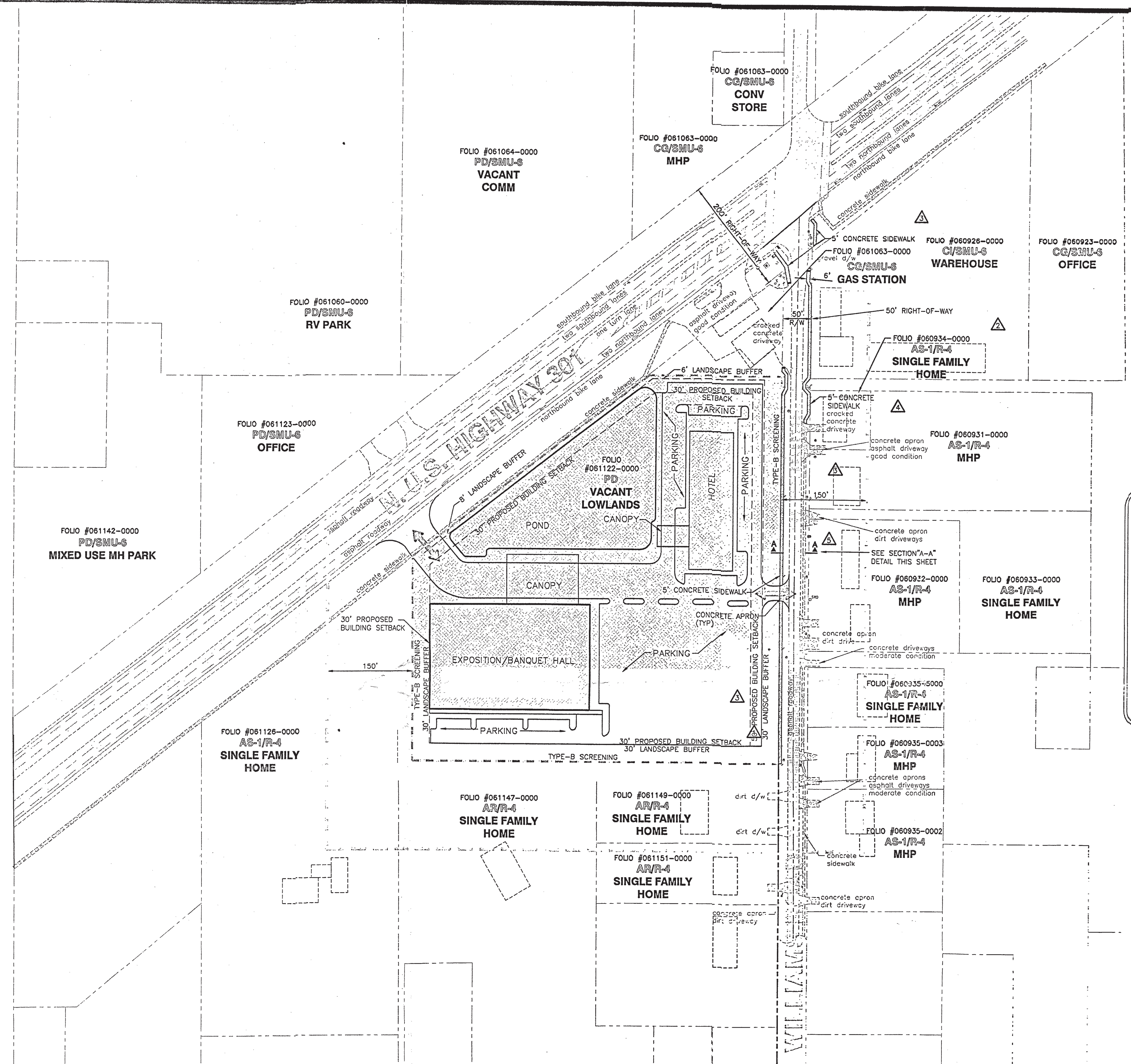
PD Variation Request:

Property to the west of the site is zoned CN (Commercial Neighborhood), which requires no buffering and screening. However, property to the west, despite the zoning, is developed with a residential use. Per the Land Development Code, buffering and screening is therefore required, which would be a 20-foot wide buffer with Type B screening. The applicant proposes a 15-foot wide buffer with Type B screening. No buffering and screening will be provided where shared access will occur. Outside of the 15-foot wide buffer, stormwater and internal circulation is planned. The building on the subject site will have a 60-foot setback from the common boundary line.

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)





LEGAL DESCRIPTION
 THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 18, TOWNSHIP 28 SOUTH, RANGE 20 EAST, LESS 15 FEET ALONG SECTION AND HALF SECTION LINES, FOR RIGHT-OF-WAY FOR PUBLIC ROADS AND LESS RIGHT-OF-WAY OF U.S. HIGHWAY 301 CONVEYED TO THE STATE OF FLORIDA IN DEED BOOK 1708, PAGE 327, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AND LESS ANY PORTION OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 28 SOUTH, RANGE 20 EAST, LYING NORTH AND/OR WEST OF THE RIGHT-OF-WAY OF U.S. HIGHWAY 301.

LEGEND

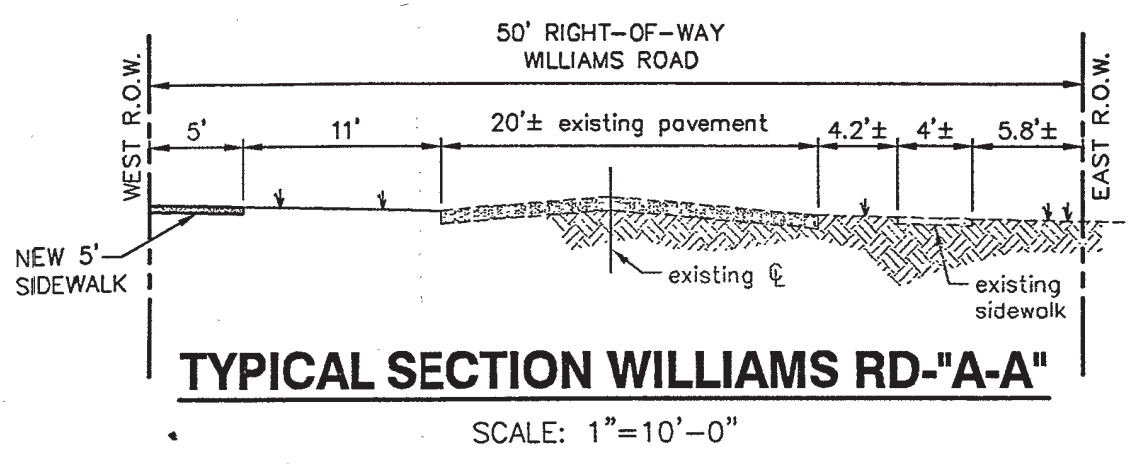
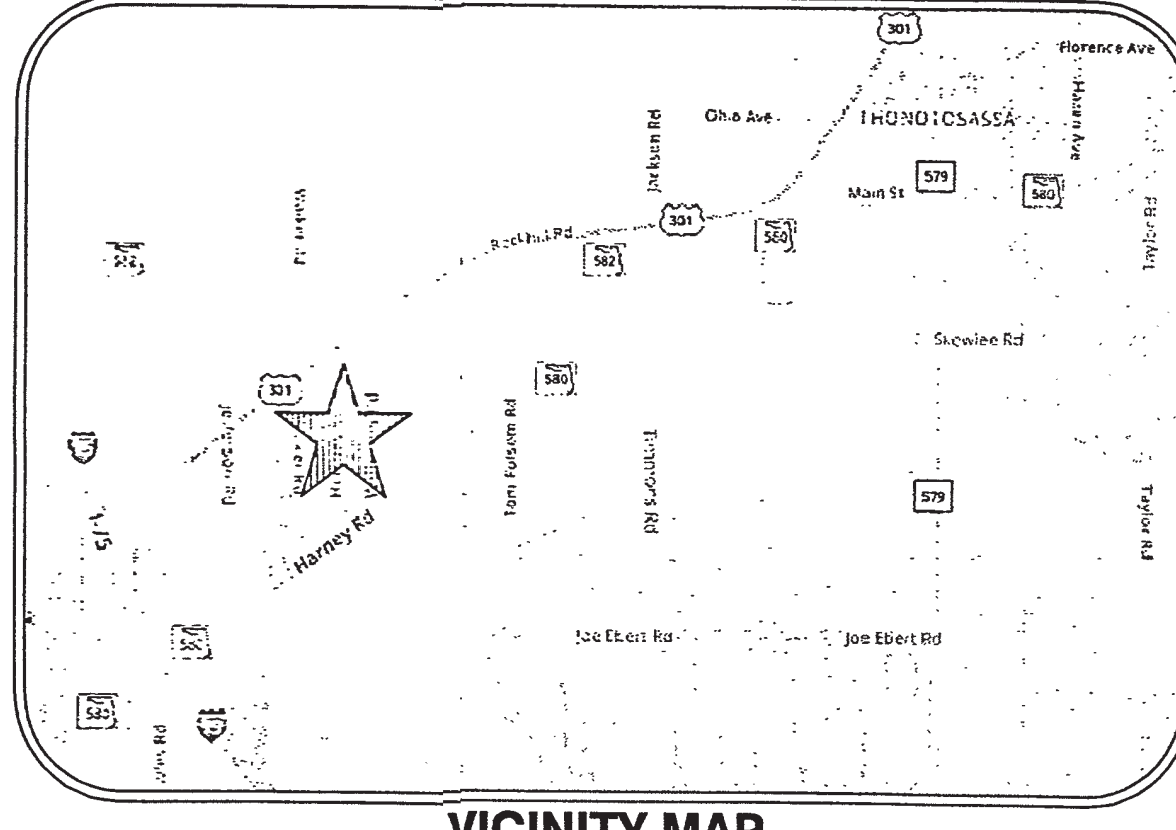
- PD BOUNDARY
- 150' STUDY AREA
- 063427.0000 FOLIO NUMBER
- ASC-1/RES-1 ZONING/FUTURE LAND USE
- MHP EXISTING LAND USE
- PROPOSED INGRESS/EGRESS
- RPMS REFLECTIVE PAVEMENT MARKERS

SITE DATA

1. SITE ADDRESS	NORTH US HIGHWAY 301 THONOTOSASSA HILLSBOROUGH COUNTY, FL
2. GROSS SITE AREA	357,788 SF 8.21 AC
3. EXISTING ZONING	PD
4. PROPOSED ZONING	PD/MAJOR MODIFICATION TO PRS 10-0326 OPTION B
5. PRESENT USE	VACANT
6. DEVELOPED USE	COMMERCIAL
7. PROPOSED BUILDING SETBACKS	REAR (EAST) 50 FT SIDE (NORTH & SOUTH) 30 FT FRONT (WEST) 30 FT
8. FOLIO NUMBER	061122-0000
9. MAXIMUM IMPERVIOUS RATIO	0.75
10. MAXIMUM FLOOR AREA RATIO	SMU-6 - 0.35 RES-4 - 0.25
11. MAXIMUM BUILDING HEIGHT	50 FEET 50 FEET 35 FEET
12. AREAS IN FLU SECTORS:	SMU 6 W/500 FT FLEX RES-4 254,573 SF 5.84 AC RES-4 103,215 SF 2.37 AC
13. MAXIMUM ALLOWABLE BUILDING FLOOR AREA	SMU 6 W/500 FT FLEX RES-4 89,101 SF 2.05 AC RES-4 25,804 SF 0.59 AC
14. FLOOR AREA PER BUILDING	MAXIMUM BUILDING AREA HOTEL(3 OR 4-STORY) 114,905 SF EXPOSITION/BANQUET HALL 64,905 - 74,905 SF 50,000 - 40,000 SF

- DEVELOPMENT NOTES FOR REZONING**
- NO NATURAL OR MAN-MADE WATER BODIES AND/OR ANY ENVIRONMENTAL SENSITIVE AREAS WITHIN THIS PROJECT.
 - THE PROJECT IS LOCATED WITHIN THE THONOTOSASSA COMMUNITY BASED PLANNING AREA, BUT IS NOT LOCATED IN AN OVERLAY DISTRICT AND DOES NOT CONTAIN ANY HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES OR STRUCTURE.
 - THE SITE IS WITHIN THE URBAN SERVICE AREA.
 - THE PROJECT IS NOT LOCATED WITHIN ANY OTHER SPECIAL ZONES.
 - THERE ARE NO DESIGNATED HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES AND STRUCTURES WITHIN 150 FEET OF THE SITE.
 - THERE ARE NO PLATS NOR PLAT VACATIONS WITHIN OR PROPOSED FOR THIS PROJECT OR WITHIN 150' OF THIS PROJECT.
 - THE PROJECT IS LOCATED ALONG A DESIGNATED SCENIC ROADWAY CORRIDOR (WILLIAMS).
 - THERE ARE NO EASEMENT LOCATED WITHIN THE PROJECT BOUNDARY OR WITHIN 150 FEET OF THE PROJECT BOUNDARY.
 - EXISTING PROPERTY IS VACANT AND THERE ARE NO EXISTING STRUCTURES PROPOSED TO BE REMOVED.
 - THERE ARE NO PROPOSED COMMON OPEN SPACE OR RECREATION AREAS PROPOSED WITHIN THE PROJECT.
 - THERE ARE NO PUBLIC PARK LANDS OR SCHOOL SITES PROPOSED WITHIN THE PROJECT.
 - THERE ARE NO ENVIRONMENTALLY SENSITIVE AREAS ON SITE.
 - THERE IS NO RIGHT-OF-WAY PROPOSED TO BE DEDICATED FOR THIS PROJECT.
 - THERE IS NO EXISTING POINTS OF INGRESS/EGRESS ON SITE THEREFORE NONE WILL BE CLOSED OR MODIFIED.
 - THERE IS NO EXISTING OR PROPOSED CROSS ACCESS TO ADJACENT PROPERTIES ON SITE AND NO PHYSICAL BARRIERS TO PREVENT CROSS ACCESS.
 - THERE IS NO PRIVATE ROADWAYS ADJOINING TRAVERSING OR WITHIN 150 FEET OF THE PROJECT SITE.
 - THERE ARE NO R.O.W.S (AS DEFINED IN SECTION 12 OF THE LDC) WITHIN THE PROJECT BOUNDARY.
 - THERE ARE NO TRANSIT STOPS WITHIN THE PROJECT OR WITHIN 150 FEET OF THE PROJECT.
 - SITE MAY UTILIZE PUBLIC WATER AND SEWER.
 - WOODED AREAS ARE SHOWN ON SITE PLAN, BUT THERE ARE NO WATER COURSES, LAKES, CONSERVATION AREA, PRESERVATION AREA, UPLAND HABITAT AREAS OR OTHER SUCH NATURAL PHYSICAL FEATURES ON SITE OR WITHIN 150 FEET.
 - ACCESSORY OPEN STORAGE SHALL BE PERMITTED ONLY IN AREAS OF THE SITE THAT ARE SCREENED FROM VIEW FROM ADJACENT PROPERTIES. ALLOWABLE SCREENING SHALL INCLUDE BUILDINGS, AND SOLID 6" PVC FENCES.
 - THE PROJECT MAY BE DEVELOPED IN PHASES. IF SO, CROSS ACCESS WILL BE PROVIDED BETWEEN PHASES.
 - SITE PLAN IS CONCEPTUAL, AND MAY BE REVISED SLIGHTLY DURING FINAL DESIGN. ALLOWED REVISIONS SHALL INCLUDE NOMINAL REVISIONS IN THE BUILDING ENVELOPES, REDUCTION IN BUILDING'S FLOOR AREA, OR NOMINAL CHANGE IN A BUILDING'S LOCATION.
 - WILLIAMS ROAD IS A 2-LANE UNDIVIDED CONNECTOR ASPHALT ROADWAY AND IS IN MODERATE CONDITION.
 - NORTH U.S. HIGHWAY 301 IS A 4-LANE PRINCIPAL ARTERIAL WITH BIKE LANES AND LEFT TURN LANES AT THE INTERSECTION WITH WILLIAMS ROAD. ASPHALT ROADWAY IS IN GOOD CONDITION.

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CIVIL ENGINEER:
 BBE - BOGGS ENGINEERING, LLC
 607 SOUTH ALEXANDER STREET-STE 101
 PLANT CITY, FL 33563

TRANSPORTATION CONSULTANT:
 WHITEHOUSE GROUP
 400 N. ASHLEY DRIVE-STE 2600
 TAMPA, FL 33602

PLANNER:
 MICHAEL D. HORNER, AICP
 14502 N. DALE MABRY HIGHWAY #200
 TAMPA, FL 33618

DESIGN CONSULTANTS:
 SOUTHEAST DESIGN INTERNATIONAL, INC.
 2151 SOUTHERN OAKS LANE
 LAKELAND, FL 33813

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 607 S. Alexander Street, Suite 101
 Plant City, FL 33563
 Phone: 813-754-2857
 www.boggseng.com info@boggseng.com
 CO# 25567

**WILLIAMS ROAD PLANNED DEVELOPMENT
 US HIGHWAY 301 & WILLIAMS ROAD
 THONOTOSASSA, FLORIDA**

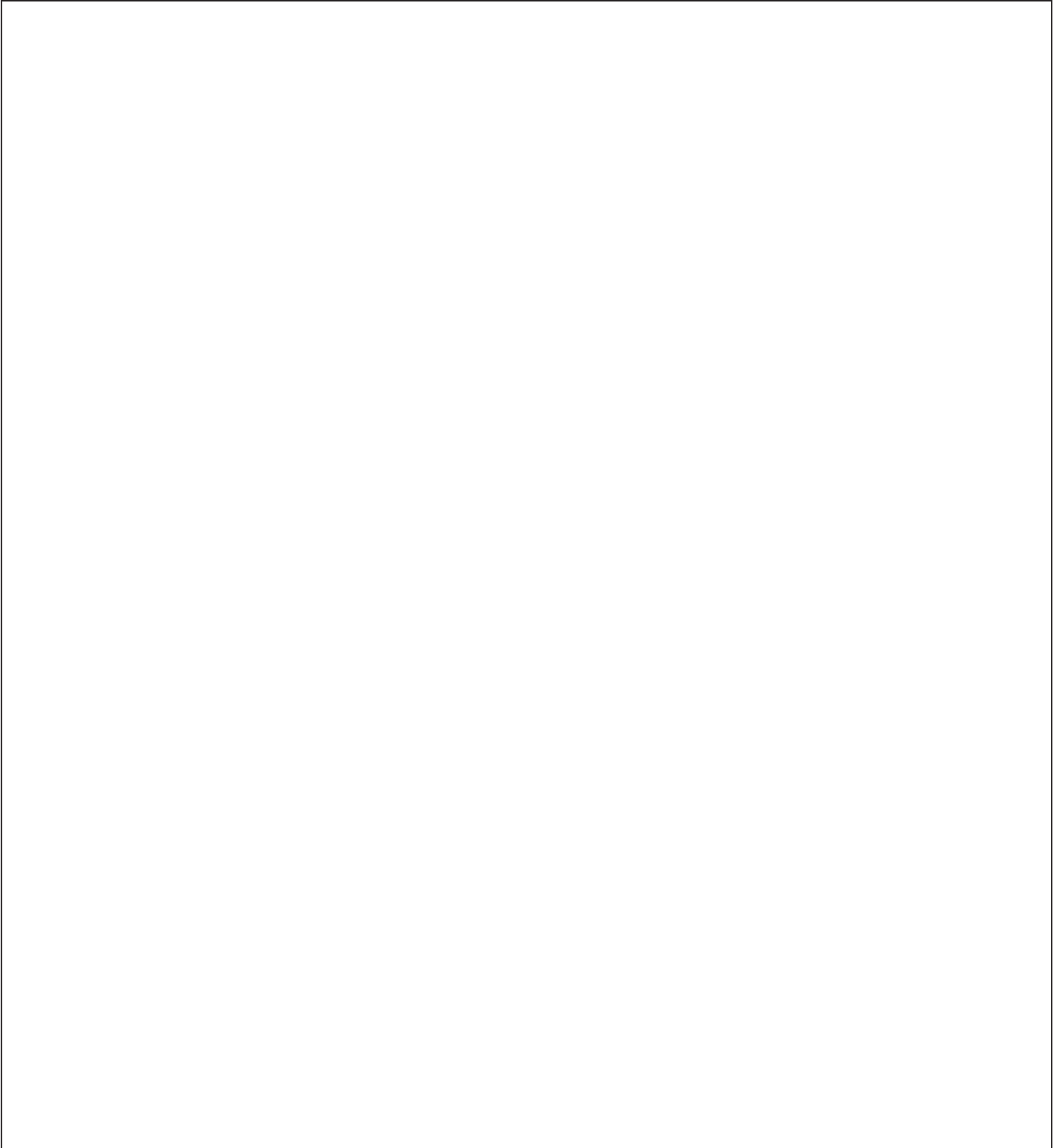
811 KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
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DATE: 6/17/19
 DESIGNED BY: NCB
 DRAWN BY: GTH
 CHECKED BY: SCB
 PROJECT NO:
18227
 DRAWING TITLE:
GENERAL SITE DEVELOPMENT PLAN
 SHEET NO:
1 of 2

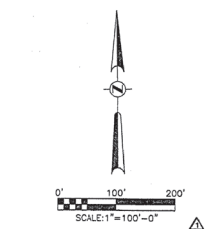
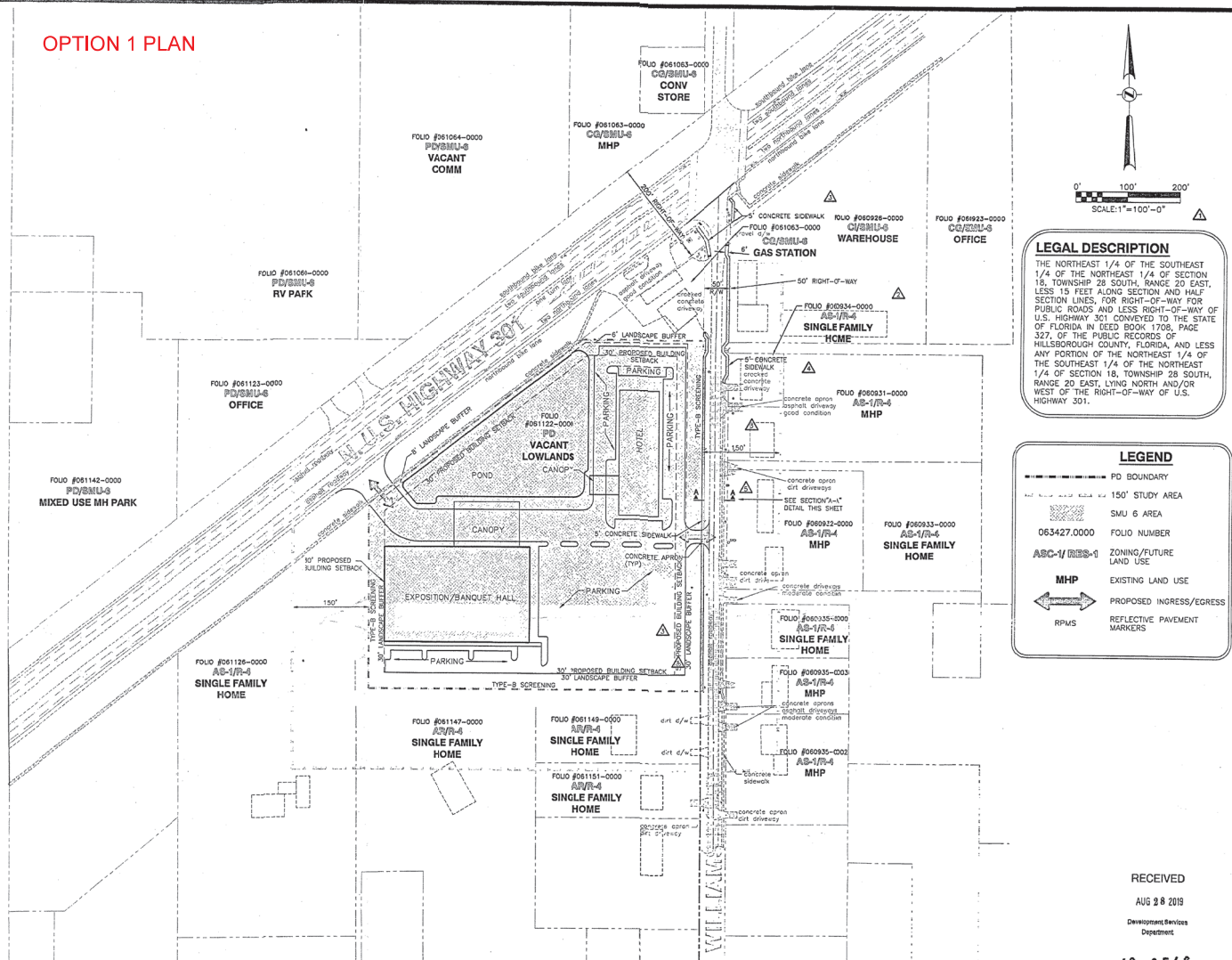
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8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



OPTION 1 PLAN



LEGAL DESCRIPTION
 THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 28 SOUTH, RANGE 20 EAST, LESS 15 FEET ALONG SECTION AND HALF-SECTION LINES, FOR RIGHT-OF-WAY FOR PUBLIC ROADS AND LESS RIGHT-OF-WAY OF U.S. HIGHWAY 301 CONVEYED TO THE STATE OF FLORIDA IN DEED BOOK 1708, PAGE 327, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, AND LESS ANY PORTION OF THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 18, TOWNSHIP 28 SOUTH, RANGE 20 EAST, LYING NORTH AND/OR WEST OF THE RIGHT-OF-WAY OF U.S. HIGHWAY 301.

LEGEND

- PD BOUNDARY
- 150' STUDY AREA
- SMU 6 AREA
- 063427.0000 FOLIO NUMBER
- AS-C/1/RS-0 ZONING/FUTURE LAND USE
- MHP EXISTING LAND USE
- PROPOSED INGRESS/EGRESS
- RPMS REFLECTIVE PAVEMENT MARKERS

SITE DATA

1. SITE ADDRESS	NORTH US HIGHWAY 301 THONOTOSASSA HILLSBOROUGH COUNTY, FL
2. GROSS SITE AREA	357,788 SF 8.21 AC
3. EXISTING ZONING	PD
4. PROPOSED ZONING	PD/AJOR MODIFICATION TO PRS 10-0326 OPTION B
5. PRESENT USE	VACANT
6. DEVELOPED USE	COMMERCIAL
7. PROPOSED BUILDING SETBACKS	
REAR (EAST)	50 FT
SIDE (NORTH & SOUTH)	30 FT
FRONT (WEST)	30 FT
8. FOLIO NUMBER	061122-0000
9. MAXIMUM IMPERVIOUS RATIO	0.75
10. MAXIMUM FLOOR AREA RATIO	SMU-6 - 0.35 RES-4 - 0.25
11. MAXIMUM BUILDING HEIGHT	50 FEET
HOTEL	50 FEET
EXPOSITION/BANQUET HALL	35 FEET
12. AREAS IN FOLI SECTORS:	
SMU 6 W/500 FT FLEX	254,923 SF 5.84 AC
RES-4	103,215 SF 2.37 AC
13. MAXIMUM ALLOWABLE BUILDING FLOOR AREA	
SMU 6 W/500 FT FLEX	89,101 SF 2.05 AC
RES-4	25,801 SF 0.59 AC
14. FLOOR AREA PER BUILDING	
MAXIMUM BUILDING AREA	114,965 SF
HOTEL(3 OR 4-STORY)	64,903 - 74,905 SF
EXPOSITION/BANQUET HALL	50,000 - 40,000 SF

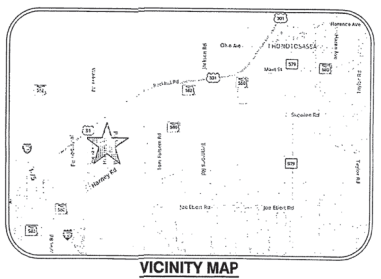
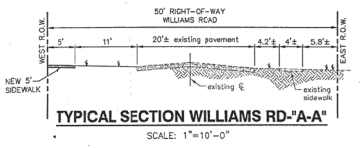
- DEVELOPMENT NOTES FOR REZONING**
- NO NATURAL OR MAN-MADE WATER BODIES AND/OR ANY ENVIRONMENTAL SENSITIVE AREAS WITHIN THIS PROJECT.
 - THE PROJECT IS LOCATED WITHIN THE THONOTOSASSA COMMUNITY BASED PLANNING AREA, BUT IS NOT LOCATED IN AN OVERLAY DISTRICT AND DOES NOT CONTAIN ANY HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES OR STRUCTURE.
 - THE SITE IS WITHIN THE URBAN SERVICE AREA.
 - THE PROJECT IS NOT LOCATED WITHIN ANY OTHER SPECIAL ZONES.
 - THERE ARE NO DESIGNATED HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES AND STRUCTURES WITHIN 150 FEET OF THE SITE.
 - THERE ARE NO PLATS NOR PLAT VACATIONS WITHIN OR PROPOSED FOR THIS PROJECT OR WITHIN 150' OF THIS PROJECT.
 - THE PROJECT IS LOCATED ALONG A DESIGNATED SCENIC ROADWAY CORRIDOR (WILLIAMS).
 - THERE ARE NO EASEMENT LOCATED WITHIN THE PROJECT BOUNDARY OR WITHIN 150 FEET OF THE PROJECT BOUNDARY.
 - EXISTING PROPERTY IS VACANT AND THERE ARE NO EXISTING STRUCTURES PROPOSED TO BE REMOVED.
 - THERE ARE NO PROPOSED COMMON OPEN SPACE OR RECREATION AREAS PROPOSED WITHIN THE PROJECT.
 - THERE ARE NO PUBLIC PARK LANDS OR SCHOOL SITES PROPOSED WITHIN THE PROJECT.
 - THERE ARE NO ENVIRONMENTALLY SENSITIVE AREAS ON SITE.
 - THERE IS NO RIGHT-OF-WAY PROPOSED TO BE DEDICATED FOR THIS PROJECT.
 - THERE IS NO EXISTING POINTS OF INGRESS/EGRESS ON SITE THEREFORE NONE WILL BE CLOSED OR MODIFIED.
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 - THERE IS NO PRIVATE ROADWAYS ADJOINING TRAVERSING OR WITHIN 150 FEET OF THE PROJECT SITE.
 - THERE ARE NO ROWS (AS DEFINED IN SECTION 12 OF THE LDC) WITHIN THE PROJECT BOUNDARY.
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**WILLIAMS ROAD PLANNED DEVELOPMENT
 US HIGHWAY 301 & WILLIAMS ROAD
 THONOTOSASSA, FLORIDA**

811 CALL BEFORE YOU DIG
 800.485.4848
 www.811fl.com

DATE: 6/17/19
 DESIGNED BY: NCB
 DRAWN BY: GTH
 CHECKED BY: SCB

PROJECT NO:
18227

DRAWING TITLE:
GENERAL

SITE DEVELOPMENT PLAN

SHEET NO:
1 of 2

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9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 10/09/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: THONOTOSSASA

PETITION NO: MM 25-0811

- 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

Revised Conditions

2. Plan 2 (Page 2) – The following condition applies to Development Plan 2:

- a. The commercial portion of the project shall be limited to ~~80,000~~ 98,600 square feet floor space for ~~Business, Professional Office (BPO), mini-warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation.~~ warehouse/distribution uses with wholesale showroom uses, not to exceed 20% of the total square footage.
 - b. The project shall be subject to the Land Development Code (LDC) Commercial, Intensive (CI) development standards, unless otherwise referenced herein.
 - c. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 35 AM or 38 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
7. For any development occurring under Development Plan 2, ~~the developer shall construct a left turn lane into the project's driveways on US 301 and Williams Road.~~ project access shall be served by one restricted right-in/right-out access connection to US Hwy 301, unless otherwise approved by FDOT and subject to any required site access improvements determined by FDOT, and one (1) access connection to Williams Rd.

7.1 As requested by FDOT and shown on the PD site plan, the developer shall establish a shared access facility between the project access on US Hwy 301 and the following, unless otherwise approved by FDOT:

- a. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61063.1000, along the northern project boundary.
- b. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61126.0000, along the western project boundary with).

7.2 As Williams Rd. is a collector substandard roadway, the developer will be required to improve Williams Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

11. As Williams Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Williams Rd. consistent with the Design Exception approved by the County Engineer on July 3, 2019. Specifically, in addition to the sidewalks typically required under LDC regulations, the developer will be required to construct certain segments of sidewalk along the east and west sides of Williams Rd. as specified therein. This condition shall only apply to Development Plan 1.

Other Conditions:

- Prior to Certification, the following revisions to the PD site plan shall be made:
 - label the plan sheet as “DEVELOPMENT PLAN 2”,
 - remove labels stating “PROPOSED ADDITIONAL 4’ ROADWAY” and “PROPOSED ROW”,
 - change labels stating “24’ FUTURE SHARED ACCESS” to state “ACCESS/CROSS ACCESS” and double headed arrows shall be provided,
 - add a hatched area between the project access on US Hwy 301 and the access/cross access to the adjacent folios #61063.1000 and #61126.0000 with a label stating “Shared access facility with folios#61063.1000 and #61126.0000”.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification (MM) to Planned Development, (PD) zoning #02-0215, as most recently modified via Major Modification (MM) 19-0546. The PD consists of a single 8.2-acre parcel approved for two development options. Option 1 permits a combined total of 74,905 s.f. of hotel uses and up to 40,000 s.f. of exposition/banquet hall uses. Option 2 is approved for up to 80,000 s.f. BPO, mini-warehouse, wholesale distribution, office and warehouse with retail, wholesale display.

The applicant is proposing a change to development Option 2 to allow up to 98,600 sf of warehouse/distribution with limited office/wholesale showroom uses, not to exceed 20% of the total square footage.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not reflect a worst-case analysis that represents the maximum potential trip impacts of the range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant’s transportation analysis. This restriction may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g. 98,600 s.f. of certain types of applicable uses such as contractor’s yard (ITE Land Use Code equivalent, Specialty Trade Contractor), although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant’s analysis. Given the range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses that are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the

latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the trips potentially generated under the highest trip generation scenario for the approved developments allowed under the current PD zoning, e.g. Development Plan 1, and proposed modification of Planned Development 2, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Approved Uses (Development Plan 1):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 74,905sf Hotel with Exposition - (Based on PD 19-0546 Traffic Analysis)	1,026	64	68

Proposed Uses (Development Plan 2):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 98,600 sf Warehouse w/ Show Room - Per Applicant’s Traffic Study*	194	35	38

Trip Generation Difference (between approved Development Plan 1 and Proposed Development Plan 2):

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 832	(-)29	(-)30

* The trip cap data is based on the figures presented in the applicant’s traffic study.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US 301 is a 4-lane, divided, principal arterial roadway in average condition. The roadway is characterized by +/- 12-foot wide travel lanes, lying within a 200-foot wide right-of-way. There are +/- 5-foot wide bicycle facilities (on paved shoulders) and +/- 5-foot wide sidewalks along both sides of US 301 in the vicinity of the proposed project.

Williams Rd. is a 2-lane, undivided, substandard, collector roadway in good condition. The roadway is characterized by +/- 10-foot wide travel lanes, lying within +/- 41-foot wide right-of-way along the project’s

frontage). There are no bicycle facilities on Williams Rd. in the vicinity of the proposed project. There are +/- 4-foot-wide sidewalks along some portions of both sides of Williams Rd. in the vicinity of the proposed project.

The applicant will be required to improve the Williams Rd. to County typical standards at the time of site development for the proposed Development Plan 2, unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

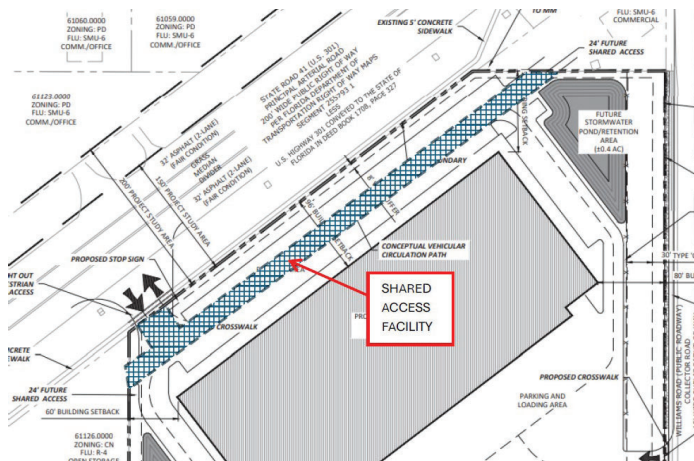
Development Plan 1 will be required to make certain improvements to Williams Rd. consistent with the previously approved Design Exception approved by the County Engineer on July 3, 2019.

SITE ACCESS AND CONNECTIVITY

The proposed modification PD site plan shows the following site access connections:

- One (1) restricted right-in/right-out access to US Hwy 301,
- One (1) full access connection to Williams Rd., aligning with Electric Ave. on the east side of Williams Rd., and
- Access/cross access to folios# 61063.1000, to the north, and #61126.0000, to the west.

Per FDOT’s request, a shared access facility is to be established between the project access on US Hwy 301 and the access/cross accesses to the adjacent properties. A prior to certification condition of approval is proposed to clarify the intent and clearly show the area that the shared access facility would apply to on the site development plan as shown in the graphic below for illustrative purposes.



The applicant’s site access analysis concluded that no site access improvements, i.e. turn lanes, are warranted at the project driveways consistent with Hillsborough County LDC, Sec. 6.04.04.D. However, FDOT may require site access improvements to the proposed US Hwy 301 access consistent with FDOT requirements at the time of site.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US HWY 301	Fowler Ave.	Harney Rd.	D	F
Williams Rd.	470' S OF GOVERNERS RUN	Fowler Ave.	D	C

Source: Hillsborough County 2024 Level of Service Report.

COUNTY OF HILLSBOROUGH

**RECOMMENDATION OF THE
LAND USE HEARING OFFICER**

APPLICATION NUMBER: MM 25-0811

DATE OF HEARING: October 20, 2025

APPLICANT: Taurus Development Group, LLC

PETITION REQUEST: The Major Modification request is to modify PD 02-0215

LOCATION: West side of Williams Road, 500 feet south of the intersection of N. US Hwy 301 and Williams Road

SIZE OF PROPERTY: 8.2 acres, m.o.l.

EXISTING ZONING DISTRICT: PD 02-0215

FUTURE LAND USE CATEGORY: RES-4

SERVICE AREA: Urban

COMMUNITY PLAN: Thonotosassa

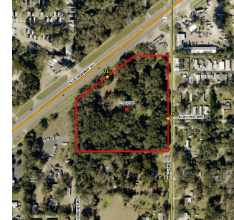
DEVELOPMENT REVIEW STAFF REPORT

PD Modification Application: MM 25-0811
Zoning Hearing Master Date: October 20, 2025
BOCC Land Use Meeting Date: December 09, 2025



1.0 APPLICATION SUMMARY

Applicant: Taurus Development Group, LLC
FLU Category: R-4
Service Area: Urban
Site Acreage: 8.2 Acres
Community Plan Area: Thonotosassa
Overlay: None



Introduction Summary:

The applicant is requesting to modify PD 02-0215, as most recently modified by MM 19-0546. MM 19-0546 was approved in 2019 for two development options. Option one was approved to allow for a maximum of 114,905 square feet of hotel and exposition/banquet hall uses. Option Two was approved for 80,000 square feet of floor space for Business, Professional Office (BPO), mini warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation.

The applicant is requesting to further restrict the uses for Option Two and to consolidate the allowed uses to 98,440 square feet of warehouse with showroom(s). Both the approved development and proposed modified development include a flex request of the SMU-6 Future Land Use category.

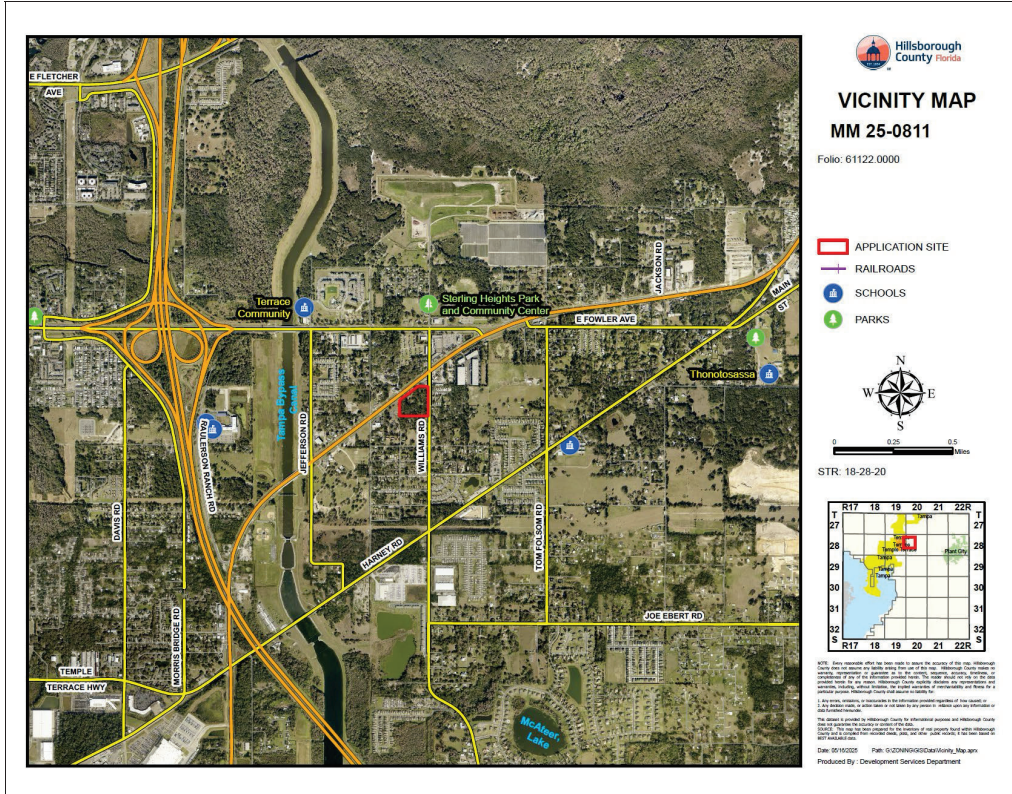
Existing Approval(s):	Proposed Modification(s):
Development Plan 2, The project shall be limited to 80,000 square feet floor space for Business, Professional Office (BPO), mini warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation. No hours of operation required.	Development Plan 2, The shall be limited to 98,440 square feet floor space for warehouse with light office and display only. 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 of these hours. Loading and unloading of trucks on the site shall be restricted to 7 am to 7 pm.
Development Plan 2, A 30-foot wide buffer with 6-foot-high solid PVC fence may be provided, instead of a wall, to meet the LDC Screening Standard C required along the southern and western boundaries. A 30-foot wide buffer with a 6-foot-high solid PVC fence shall be provided along the eastern property boundary from the southeast corner of the building to the southern property line the fence shall be located on the western (interior) side of the scenic roadway plantings.	Development Plan 2: A 15-foot wide buffer with Type B screening along western PD boundary. A 30-foot wide buffer with Type C screening, with no fence option to meet Type C screening, along southern PD boundary. A 30-foot wide buffer along entire eastern PD boundary (except access point) with Type C screening (wall to be located outside of the scenic corridor)

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

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

2.1 Vicinity Map

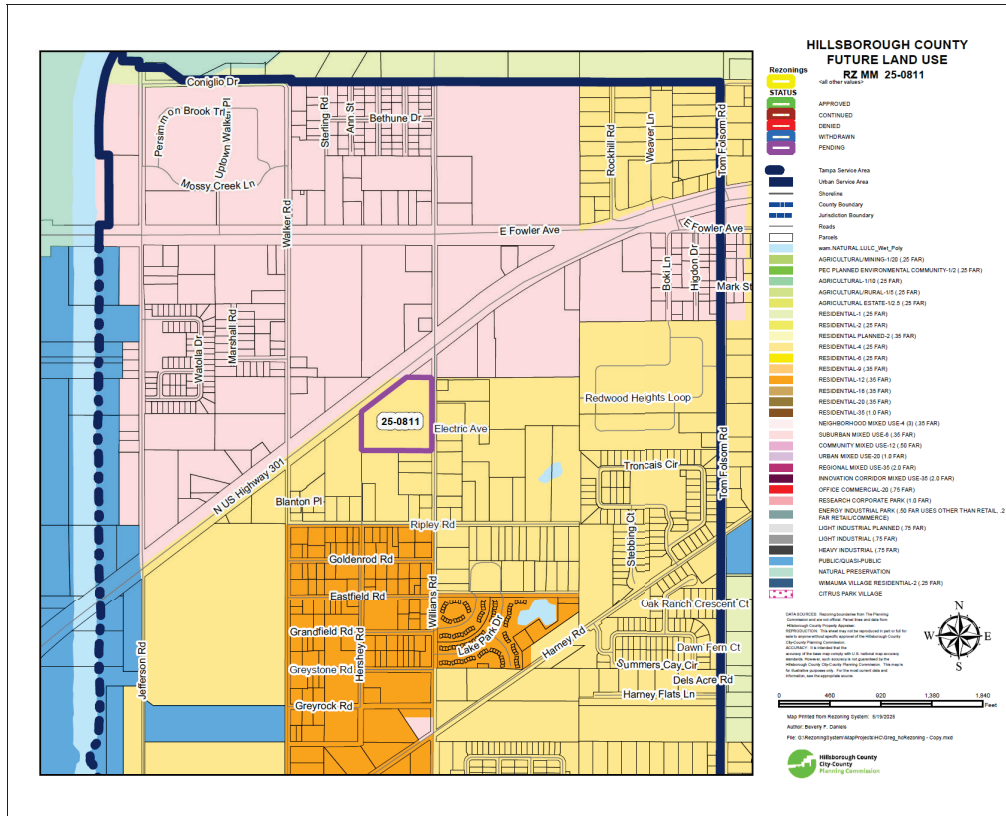


Context of Surrounding Area:

The subject property is located on the western side of Williams Road and southern side of N US Highway 301, east of Interstate 75 S. The surrounding area is comprised of a majority residential uses at various lot sizes to the north, east, and west with existing single family and mobile home dwelling units. The adjacent properties to the north and west are zoned CG and CN with an existing single family to the west and a convenience store with gas pumps to the north. Additionally, there are a variety of uses to the east and west of the subject parcel along N US Highway 301 including vehicle storage/salvage, convenience store, warehouses, offices, a mixed-use mobile home park, and shopping center.

2.0 LAND USE MAP SET AND SUMMARY DATA

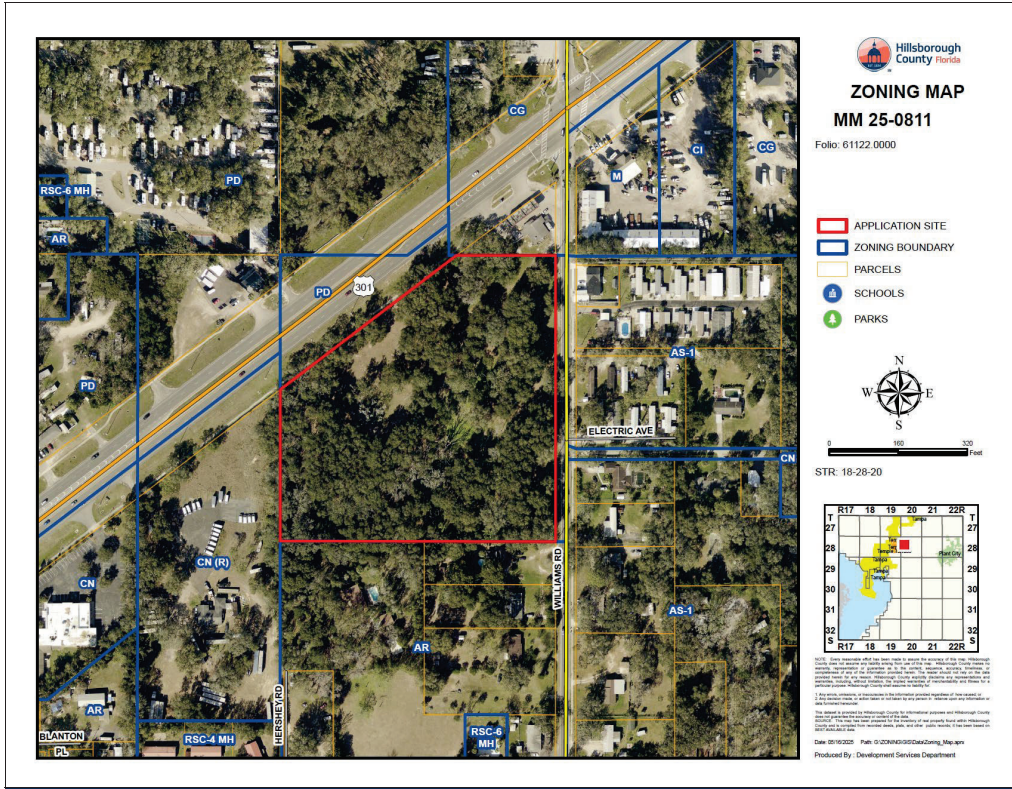
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4
Maximum Density/F.A.R.:	4 DU per GA/ FAR: 0.25
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

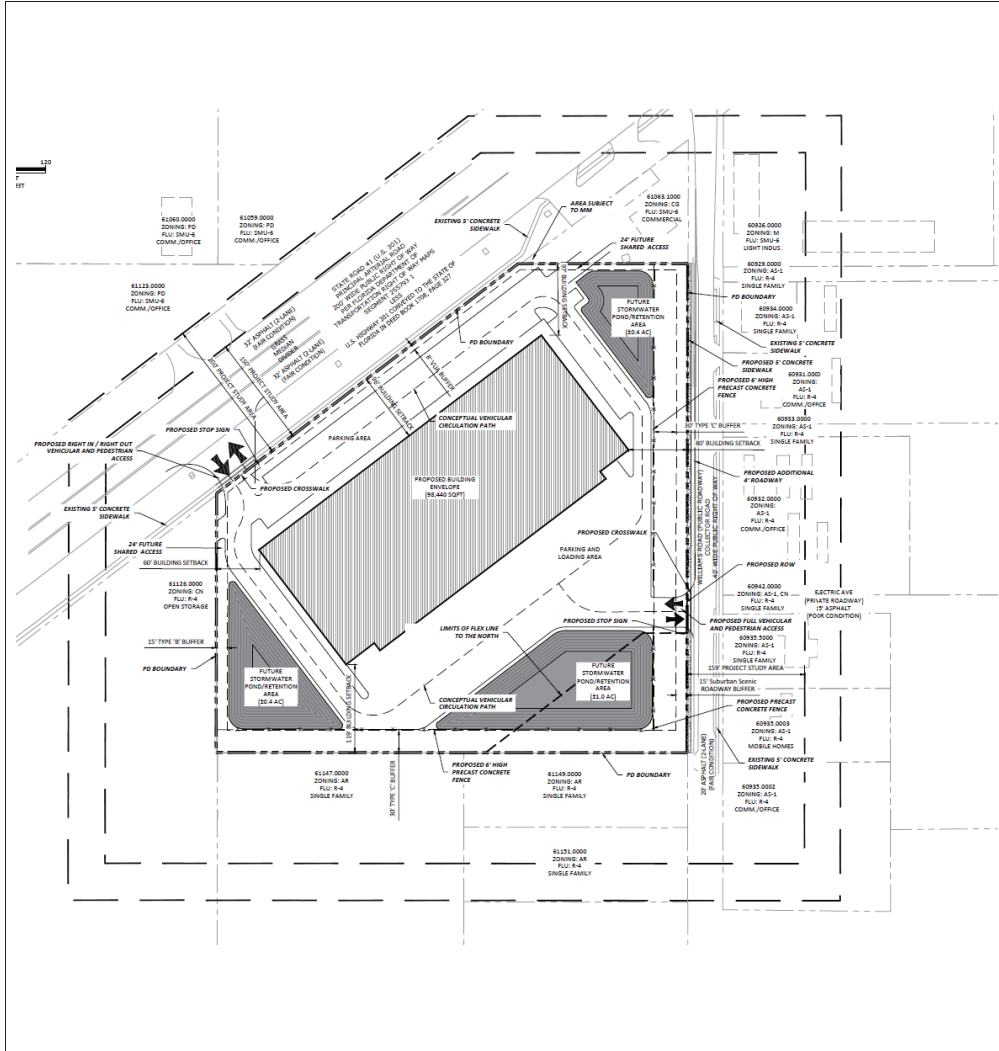


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG	0 DU per GA/ FAR: 0.27	Commercial, General	Conv Store /Gas C
South	AR	1 DU per 5 GA/ FAR: NA	Agriculture, Single-Family Residential	Single Family Residential
East	AS-1	1 DU per GA/ FAR: NA	Agriculture, Single-Family Residential	Single Family Residential, Mobile Home Park
West	CN-R 23-0203	0 DU per GA/ FAR: 0.20	Restricted Commercial Neighborhood Uses	Single Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



APPLICATION NUMBER:	MM 25-0811	
ZHM HEARING DATE:	October 20, 2025	
BOCC LUM MEETING DATE:	December 09, 2025	Case Reviewer: Carolanne Peddle

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 Rd.	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 type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other
US Hwy 301	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input 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 (Option 1)	1,026	64	68
Proposed (Option 2)	194	35	38
Difference (+/-)	-832	-29	-30

* Trips reported are based difference between worst case scenario of approved development (Option 1) and proposed new development (Option 2).

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

Notes: Shared Access/cross access to be provided to adjacent properties to the north and west.

Design Exception/Administrative Variance <input 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.

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													
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: <table border="0" style="width: 100%;"> <tr> <td><input type="checkbox"/> Wetlands/Other Surface Waters</td> <td><input type="checkbox"/> Potable Water Wellfield Protection Area</td> </tr> <tr> <td><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</td> <td><input type="checkbox"/> Significant Wildlife Habitat</td> </tr> <tr> <td><input type="checkbox"/> Wellhead Protection Area</td> <td><input type="checkbox"/> Coastal High Hazard Area</td> </tr> <tr> <td><input type="checkbox"/> Surface Water Resource Protection Area</td> <td><input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Adjacent to ELAPP property</td> </tr> <tr> <td></td> <td><input type="checkbox"/> Other _____</td> </tr> </table>					<input type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area	<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat	<input type="checkbox"/> Wellhead Protection Area	<input type="checkbox"/> Coastal High Hazard Area	<input type="checkbox"/> Surface Water Resource Protection Area	<input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor		<input type="checkbox"/> Adjacent to ELAPP property		<input type="checkbox"/> Other _____
<input type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area															
<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat															
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<input type="checkbox"/> Surface Water Resource Protection Area	<input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor															
	<input type="checkbox"/> Adjacent to ELAPP property															
	<input type="checkbox"/> Other _____															
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments												
Transportation																
<input type="checkbox"/> Design Exc./Adm. Variance Requested	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> Yes	See Report.												
<input type="checkbox"/> Off-site Improvements Provided	<input type="checkbox"/> No	<input checked="" type="checkbox"/> No	<input type="checkbox"/> No													
Service Area/ Water & Wastewater																
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes													
<input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> No	<input type="checkbox"/> No	<input 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	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes	<input type="checkbox"/> Yes													
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"/> No	<input type="checkbox"/> No	<input type="checkbox"/> No													
Impact/Mobility Fees																
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments												
Planning Commission																
<input checked="" type="checkbox"/> Meets Locational Criteria <input 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													
<input type="checkbox"/> Locational Criteria Waiver Requested																
<input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A																
<input type="checkbox"/> Density Bonus Requested																
<input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent																

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The Planned Development is located on the western side of Williams Road and the southern side of N US Highway 301, east of Interstate 75 S. The surrounding area is comprised of residential uses at various lot sizes to the north, east, and west with existing single family and mobile home dwelling units. Additionally, there are a variety of uses to the east and west of the subject parcel along N US Highway 301 including vehicle storage/salvage, convenience stores, warehouses, offices, a mixed-use mobile home park, and a shopping center.

The proposal intends to reduce the permitted uses for Option Two to a warehouse with showroom(s) and condense the buildable area into the center of the parcel while maintaining or exceeding the Commercial, Intensive (CI) development standards for height, building coverage, imperious surfaces and floor area ratio (FAR). Through the consolidation to a single buildable area the setbacks have been increased to all property boundaries. Additionally, the applicant has provided the required buffer and screening requirements for the eastern property boundary adjacent to the required 15' suburban scenic corridor buffer resulting in an 80-foot setback to the residential properties. The scenic buffer and type C screening would require additional landscaping which would help to break up the required masonry wall along the roadway. Previously required building enhancements will remain.

Furthermore, that applicant has agreed to provide a gate and restrict the hours truck traffic can access the site to and from the site using Williams Road which will help to reduce the impact of the use's activities to the residential properties along the eastern property boundary. Moreover, the applicant has agreed to restrict the hours trucks can be loaded and unloaded to reduce the noise impact to the surrounding residential properties.

5.2 Recommendation

Approvable, subject to proposed conditions.

Zoning conditions were presented to the Zoning Hearing Master at the hearing and are hereby incorporated into the Zoning Hearing Master's recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on October 20, 2025. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the petition.

Ms. Kami Corbett testified on behalf of the applicant. Ms. Corbett showed a PowerPoint presentation and stated that the property is located east of the Bypass Canal and west of Tom Folsom Road and Williams Road. A flex of the SMU-6 land use category is being utilized to achieve the maximum density. Regarding the existing PD, Ms. Corbett stated that a recent modification in 2019 resulted in the banquet hall and hotel which is approximately 115,000 square feet. She added that the hotel can be up to five stories in height. The other development option is for 80,000 square feet of BPO, industrial and warehouse land uses. The proposed modification pertains to Option 2 to go up to 98,440 square feet of industrial and warehouse land uses. The BPO use will be eliminated. Ms. Corbett testified that both planning staffs support the modification. She stated that the proposed zoning condition #2 restricts the hours of operation and truck access to Williams Road as well as limitation for trucks to load and unload. She stated that those conditions did not exist under the current PD. There was heartburn agreeing to the conditions as the BPO use is being eliminated and the total number of vehicular trips will decrease. She added that the condition was agreed to for the support of staff.

Hearing Master Finch asked Ms. Corbett about the requested PD variation to reduce the buffer on the west side. Ms. Corbett replied that she did not believe it was requested anymore. Hearing Master Finch stated that she had seen Ms. Corbett's letter dated September 30th in the County's file requesting to remove the variation to the east, but it appeared that there is still a request to decrease the buffer on the west from 20 feet to 15 feet. Ms. Corbett replied she would review the issue and respond.

Ms. Carolanne Peddle of the Development Services Department, testified regarding the County staff report. She stated that the applicant is requesting a Major Modification to modify Option 2 by restricting the uses and consolidating the allowable use to 98,440 square feet of warehouse with showrooms. She stated that both the existing and proposed modification include a flex of the SMU-6 land use category. Ms. Peddle detailed the location of the site and surrounding uses. She testified that the proposal for Option 2 is for a warehouse with showrooms and a consolidation of building area to the center of the parcel which will increase the setbacks to all property boundaries. She detailed the proposed buffering and screening for the eastern boundary. A gate will be installed to restrict the hours for truck traffic to reduce the impact of the use to Williams Road and the residential properties along the eastern boundary. Ms. Peddle stated that the applicant has also agreed to limit the hours trucks can be loaded and unloaded. A PD variation is requested regarding the required 20-foot-wide buffer with Type B screening along the west side of the site as the property is

developed with a residential use, even though it is zoned CN. The applicant is requesting to provide a 15-foot-wide buffer with Type B screening.

Hearing Master Finch asked Ms. Peddle to confirm that the variation only reduces the width, but the required screening will be provided. Ms. Peddle replied that was correct.

Ms. Willow Michie of the Planning Commission testified regarding the Planning Commission staff report. Ms. Michie stated that the property is located in the Residential-4 Future Land Use category, the Urban Service Area and the Thonotosassa Community Planning Area. The applicant is requesting a flex of the SMU-6 land use category to the north which was also approved under the existing Planned Development. Ms. Michie testified that the uses proposed align with the allowable uses under the SMU-6 category. She detailed the surrounding land uses and stated that the applicant agreed to two conditions that limit the truck traffic to and from the site via Williams Road utilizing a gate. The hours of operation are also proposed to be limited. Ms. Michie concluded her presentation by stating that staff found the modification is consistent the Comprehensive Plan.

Hearing Master Finch asked audience members if there were any proponents of the application. No one replied.

Hearing Master Finch asked audience members if there were any opponents of the application. No one replied.

Ms. Corbett testified during the rebuttal period that Mr. Yates refreshed her memory and there is a request for a PD variation regarding the required buffer width.

Hearing Master Finch then concluded the hearing.

EVIDENCE SUBMITTED

Ms. Corbett submitted a copy of her PowerPoint presentation into the record.

PREFACE

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

FINDINGS OF FACT

1. The subject site is 8.2 acres and is zoned Planned Development (02-0215). The property is designated Residential-4 (RES-4) by the Comprehensive Plan and located in the Urban Service Area and the Thonotosassa Community Planning Area.
2. PD 02-0215 currently permits two development options. Option 1 permits a maximum of 114,905 square feet of hotel and exposition/banquet hall land uses. Option 2 permits 80,000 square feet of Business, Professional Office (BPO), mini-warehouse, wholesale distribution, office and warehouse with retail and wholesale display as an accessory use related to the warehouse operation.
3. The Major Modification applies to Option 2 only and is requested to consolidate the allowed uses to 98,440 square feet of warehouse with showrooms. The BPO entitlements are proposed to be eliminated.
4. A flex of the Suburban Mixed Use-6 (SMU-6) Future Land Use category was approved with the original PD zoning and is also requested with the subject Major Modification.
5. No waivers are requested.
6. A PD Variation is requested to reduce the required 20-foot-wide buffer with Type B screening to a 15-foot-wide buffer with Type B screening. It is noted that the adjacent property is zoned Commercial Neighborhood (CN) which does not require buffering and screening however the adjacent property is developed with a residential land use which triggers the requirement.

The PD Variation meets Land Development Code Section (LDC) 5.03.06.C.6(b) as the required screening will be provided. The reduction in buffer width will be indiscernible and meet the intent of the Code standard. The reduction in width will not negatively impact the adjacent property.

7. The Planning Commission supports the request including the proposed flex of the SMU-6 Future Land Use category and found the modification consistent with the Comprehensive Plan.

8. The subject property is surrounded by property zoned CG to the north and developed with a convenience store with gas pumps, AR to the south and developed with single-family residential, AS-1 to the east and developed with residential land uses and CN-R to the west with residential development.
9. The County's transportation review staff found that the modification results in a decrease in the number of average daily vehicular trips by 832 trips.
10. No testimony in opposition was provided at the Zoning Hearing Master hearing.
11. The proposed modification is compatible with the surrounding development pattern and consistent with the Comprehensive Plan and Land Development Code.

FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The Major Modification request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan.

CONCLUSIONS OF LAW

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Major Modification to the Planned Development zoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

SUMMARY

The Major Modification applies to development Option 2 only and is requested to consolidate the allowed uses to 98,440 square feet of warehouse with showrooms. The BPO entitlements are proposed to be eliminated. No waivers are requested.

A PD Variation is requested to reduce the required 20-foot-wide buffer with Type B screening to a 15-foot-wide buffer with Type B screening. It is noted that the adjacent property is zoned Commercial Neighborhood (CN) which does not require buffering and screening however the adjacent property is developed with a residential land use which triggers the requirement. The PD Variation meets Land Development Code Section (LDC) 5.03.06.C.6(b) as the required screening will be provided. The reduction in buffer width will be indiscernible and meet the intent of the Code standard. The reduction in width will not negatively impact the adjacent property.

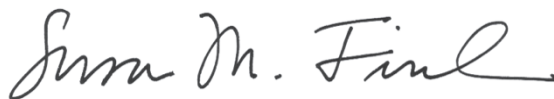
The Planning Commission supports the request and the proposed flex of the SMU-6 Future Land Use category (which was also approved as a part of the original PD zoning) and found the modification consistent with the Comprehensive Plan.

No testimony in opposition was provided at the Zoning Hearing Master hearing community.

The proposed modification is compatible with the surrounding development pattern and consistent with the Comprehensive Plan and Land Development Code.

RECOMMENDATION

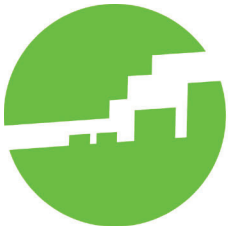
Based on the foregoing, this recommendation is for **APPROVAL** of the Major Modification to Planned Development 02-0215 as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.



November 6, 2025

Susan M. Finch, AICP
Land Use Hearing Officer

Date



**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: October 20, 2025</p> <p>Report Prepared: October 9, 2025</p>	<p>Case Number: MM 25-0811</p> <p>Folio(s): 61122.0000</p> <p>General Location: South of North US Highway 301, north of Ripley Road and west of Williams Road</p>
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Thonotosassa
Rezoning Request	Major Modification to Planned Development (PD 02-0215 (MM 19-0546)) for a flex of the SMU-6 Future Land Use category and to change development Option 2 from 80,000 square feet of BPO and light industrial uses to 98,440 square feet of warehouse with light office and display uses
Parcel Size	+/- 8.26 acres
Street Functional Classification	N US 301 Highway – State Principal Arterial Ripley Road – Local Williams Road – County Collector

Commercial Locational Criteria	Meets
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD	Vacant
North	Suburban Mixed Use-6	PD + CG	Mobile Home Park, Light Commercial + Heavy Commercial
South	Residential-4 + Residential-12	AR, RSC-4, RSC-6, RDC-12, + RMC-12	Single-Family, Two Family + Multifamily
East	Residential-4	CN, AS-1, AR, M, CI, + PD	Single Family, Mobile Home Park, Agricultural, Light Commercial + Light Industrial
West	Residential-4 + Suburban Mixed Use-6	CN, AR, PD, + BPO	Single Family, Mobile Home Park, Vacant, Light Commercial + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The ± 8.26-acre subject site is located south of North Highway US 301, north of Ripley Road, and west of Williams Road. The site is located in the Urban Service Area (USA) and is also located within the limits of the Thonotosassa Community Plan. The subject site has a Future Land Use designation of Residential-4 (RES-4), which allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The applicant is requesting a Major Modification to the Planned Development (PD 02-0215 (MM 19-0546)) to utilize the Flex Provision to extend the SMU-6 Future Land Use category located to the north of the subject property and to change development Option 2 from 80,000 square feet of BPO, mini-warehouse, wholesale distribution, office, and warehouse with retail, and wholesale display as accessory uses to 98,440 square feet of warehouse with light office and display uses.

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. FLUS Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The site is currently vacant. Surrounding land uses include single-family, mobile home parks and some multifamily residential to the east, west, and south of the site. To the north, there are light commercial uses and northeast of the site there are some light industrial uses. There are single family uses directly adjacent to the site on the south and to the east across Williams Road. The applicant has provided a 30-foot Type C buffer with a 6-foot precast concrete fence in addition to the 15-foot Suburban Scenic Roadway buffer along Williams Road. This provided for a total of 45 feet of buffering and screening from the single family uses on the eastern boundary of the site. The applicant has also agreed to two Conditions of Approval to restrict 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 of these hours. Additionally, loading and unloading of trucks on the site shall be restricted to 7 am to 7 pm to reduce truck traffic and noise impacts to the adjacent residential uses. These Conditions of Approval are essential to Planning Commission Staff's finding of consistent. Based on the buffering provided and additional restrictions, the request meets the intent of 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 subject site is in the Residential-4 (RES-4) Future Land Use category, which is intended for low density residential development. Per FLUS Policy 2.2.3, the applicant is requesting to utilize the Flex Provision to extend the Suburban Mixed Use-6 (SMU-6) Future Land Use category located to the north of the subject property a measurement of 500 feet onto the subject. The SMU-6 Future Land Use category is intended for urban/suburban in intensity and density of uses. The proposed uses requested under the Flex Provision aligns with allowable uses under the SMU-6 Future Land Use category.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time of uploading this report, Hillsborough County Development Services Department and Transportation Division comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised primarily of light commercial, single-family residential, mobile home parks, and multi-family residential uses with minimal light industrial uses. While the area is mainly comprised of residential uses, the proposed light industrial use is oriented towards US Highway 301, which is where the commercial and light industrial uses in the area are located.

The site meets the Commercial Locational Criteria outlined in FLUS Objective 4.7 and its associated policies, as it is approximately 390 feet from the closest qualifying intersection of N. US 301 Highway and Williams Road. FLUS Policy 4.7.9 emphasizes that locational criteria is not the only factor to consider when evaluating the approval of commercial uses. Considerations such as land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of affected roadways and other policies of the Comprehensive Plan and zoning regulations carry more weight in the approval of the

potential neighborhood-serving commercial use. The locational criteria would only designate locations that could be considered, and in no way guarantees the approval of a particular use.

The applicant is requesting to utilize the Flex Provision. FLUS Policy 2.2.3 outlines that the Board of County Commissioners may flex the boundaries of Future Land Use plan categories to recognize or grant a zoning district which is not permitted in the land use category. FLUS Policy 2.2.3 also states that Major Modifications to approved zonings that changes the intensity, density or the range of uses will require that the previous Flex request be re-evaluated for consistency and a new Flex request may be required. Since this request increased intensity and changes the range of uses, the previous flex must be re-evaluated for consistency with the Comprehensive plan. Planning Commission staff shall make a recommendation of consistency based on the criteria outline in FLUS Policy 2.2.4.

FLUS Policy 2.2.4. requires the applicant to provide data and analysis to address the availability and adequacy of public facilities to serve the proposed development accommodated by the flex, the compatibility with surrounding land uses and their density and intensity, and that the utilization of the flex furthers other goals, objectives and policies of the Comprehensive Plan. The applicant submitted a written request for the Flex and addressed the three criteria outline in FLUS Policy 2.2.4. The proposal meets the intent of compatibility and density/intensity and furthers the goals, objectives, and polices of the Comprehensive Plan, specifically, FLUS Policies 3.1.2, 3.1.3, and 4.7.1.

The subject site is located within the limits of the Thonotosassa Community Plan. There are no applicable policies in the Community Plan that relate to this development proposal.

Overall, staff finds that the proposed use is an allowable use in the Suburban Mixed Use-6 Future Land Use category proposed Flex area, the requested SMU-6 Flex and accompanying development proposal with conditions is compatible with the existing development pattern found within the surrounding area. The request meets the requirements of the Flex Provision, compatibility, and neighborhood protection policies. Therefore, the proposed Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Section of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Relationship to the Future Land Use Map

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

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

Policy 2.1.1: *The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further des*

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.*

Policy 2.2.3: *The Board of County Commissioners may flex the boundaries of Future Land Use plan categories to recognize or grant a zoning district which is not permitted in the land use category. Prior to the determination, Planning Commission staff shall make a recommendation regarding the consistency of the request with the Comprehensive Plan.*

Future Land Use categories may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:

- *Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.*
- *The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.*
- *No new flexes can be extended from an existing flexed area.*
- *All flexes must be parallel to the land use category line.*
- *A flex must be requested as part of a planned development or site controlled rezoning application. Major Modifications to approved zonings that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.*
- *The Future Land Use category may be flexed a maximum of 500 feet from the existing line, not including right-of-way, but including man-made or natural features. Flexes must be parallel to the adopted Future Land Use category line.*

- Flexes are not permitted in the Rural Area or in areas specified in Community Plans. Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.
- Flexes to increase density are not permitted in the Coastal High Hazard Area.
- Flexes are not permitted from a municipality into the unincorporated county.

Policy 2.2.4: A flex request must include data and analysis addressing the following criteria:

- The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;
- The compatibility with surrounding land uses and their density and intensity;
- The utilization of the flex furthers other goals, objectives and policies of the Comprehensive Plan.

Compatibility

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

Policy 3.1.2: Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.

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

Development

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

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

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

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

Neighborhood/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*

Commercial Locational Criteria

Objective 4.7: *To meet the daily shopping and service needs of residents, only neighborhood-serving commercial uses will be permitted within land use categories that are primarily residential or agricultural in nature. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving commercial. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established by the following policies and all other Goals, Objectives and Policies in the Comprehensive Plan. The frequency and allowance of neighborhood-serving commercial uses will be different in the Urban Service Area than in the Rural Area due to the population density, scale and character of the areas.*

Policy 4.7.1: *In the Urban Service Area, locational criteria must be met to allow neighborhood- serving commercial uses in the following primarily residential land use categories:*

- *Residential Planned -2 (RP-2)*
- *Residential - 2 (RES-2)*
- *Residential - 4 (RES-4)*
- *Neighborhood Mixed Use- 4(3) (NMU-4(3))*
- *Neighborhood Mixed Use-6 (NMU-6)*
- *Residential - 6 (RES-6)*
- *Suburban Mixed Use-6 (SMU-6)*
- *Residential - 9 (RES-9)*
- *Any rural Future Land Use categories in the Urban Service Area*

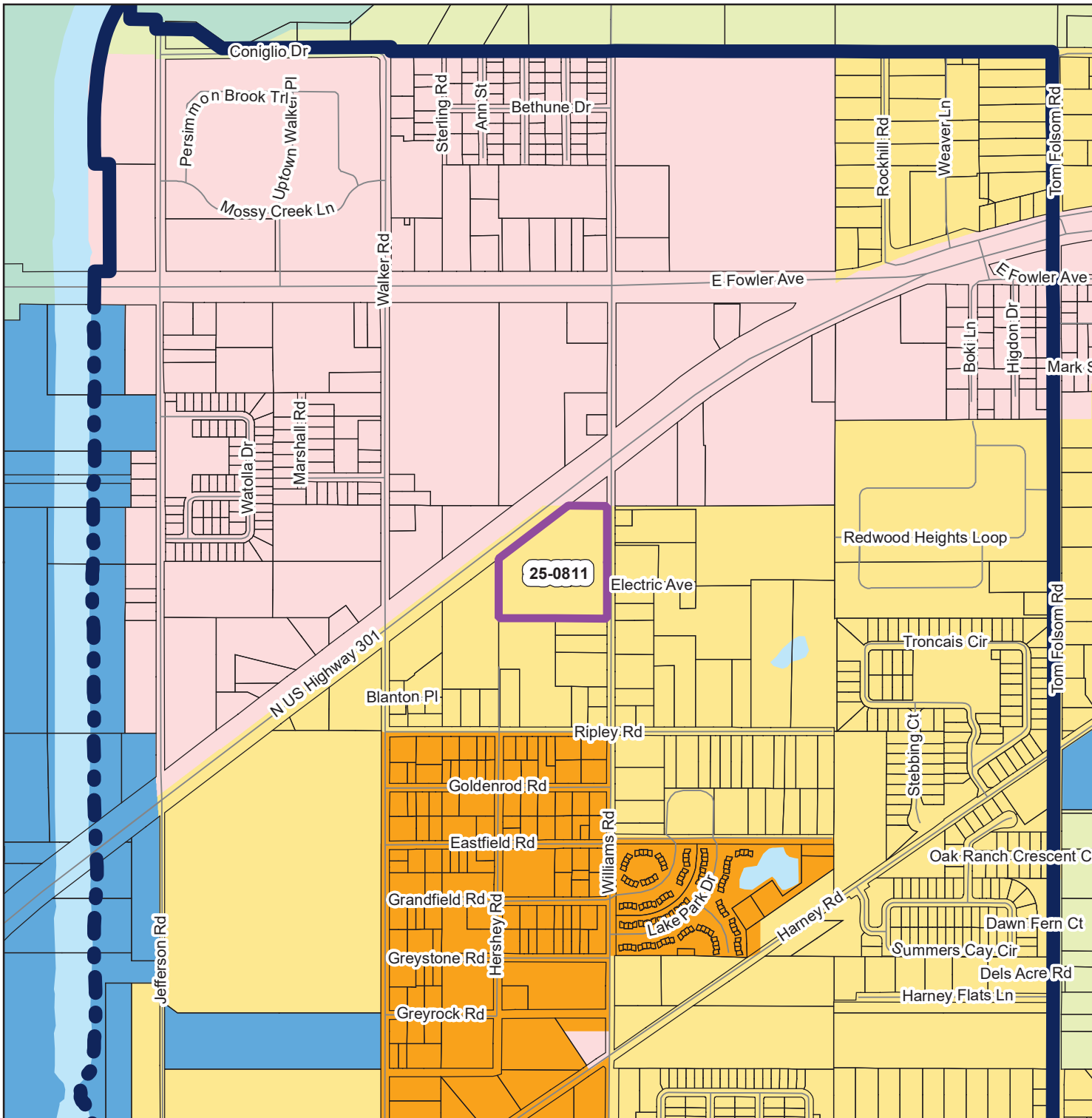
Policy 4.7.9: *The locational criteria are not the only factors to be considered for approval of a neighborhood-serving commercial or office use. Considerations such as land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of affected roadways and other policies of the Comprehensive Plan and zoning regulations carry more weight in the approval of the potential neighborhood-serving commercial use. The locational criteria would only designate locations that could be considered, and in no way guarantees the approval of a particular use.*

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ MM 25-0811

<all other values>

- Rezoning**
- 25-0811
- STATUS**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- Map Features**
- Tampa Service Area
 - Urban Service Area
 - Shoreline
 - County Boundary
 - Jurisdiction Boundary
 - Roads
 - Parcels
- Land Use Categories**
- wam.NATURAL.LULC_Wet_Poly
 - 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 PLANNED (.75 FAR)
 - 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.

REPRODUCTION: This sheet may not be reproduced in part or full for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.

ACCURACY: It is intended that the accuracy of the base map comply with U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate source.

Map Printed from Rezoning System: 5/19/2025
 Author: Beverly F. Daniels
 File: G:\RezoningSystem\MapProjects\HIC\Greg_hcRezoning - Copy.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**



**Hillsborough
County Florida**

DEVELOPMENT SERVICES

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

**HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

**BOARD OF COUNTY
COMMISSIONERS**

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

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Christine M. Beck

COUNTY INTERNAL AUDITOR

Melinda Jenzarli

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: MM 25-0811

Zoning File: PD 02-0215 Modification: MM 25-0811

Atlas Page: None Submitted: 11/12/25

To Planner for Review: 11/12/25 Date Due: ASAP

Contact Person: Kami Corbett, Esq., of Hill Ward Henderson, P.A., Phone: (813) 227-8421/Kami.Corbett@hwlaw.com

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

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

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

Reviewed by: Carolanne Peddle Date: 11/19/2025

Date Agent/Owner notified of Disapproval: _____



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 10/09/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: THONOTOSSASA

PETITION NO: MM 25-0811

- 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

Revised Conditions

2. Plan 2 (Page 2) – The following condition applies to Development Plan 2:

- a. The commercial portion of the project shall be limited to ~~80,000~~ 98,600 square feet floor space for ~~Business, Professional Office (BPO), mini-warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation.~~ warehouse/distribution uses with wholesale showroom uses, not to exceed 20% of the total square footage.
 - b. The project shall be subject to the Land Development Code (LDC) Commercial, Intensive (CI) development standards, unless otherwise referenced herein.
 - c. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 35 AM or 38 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
7. For any development occurring under Development Plan 2, ~~the developer shall construct a left turn lane into the project's driveways on US 301 and Williams Road.~~ project access shall be served by one restricted right-in/right-out access connection to US Hwy 301, unless otherwise approved by FDOT and subject to any required site access improvements determined by FDOT, and one (1) access connection to Williams Rd.

7.1 As requested by FDOT and shown on the PD site plan, the developer shall establish a shared access facility between the project access on US Hwy 301 and the following, unless otherwise approved by FDOT:

- a. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61063.1000, along the northern project boundary.
- b. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61126.0000, along the western project boundary with).

7.2 As Williams Rd. is a collector substandard roadway, the developer will be required to improve Williams Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

11. As Williams Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Williams Rd. consistent with the Design Exception approved by the County Engineer on July 3, 2019. Specifically, in addition to the sidewalks typically required under LDC regulations, the developer will be required to construct certain segments of sidewalk along the east and west sides of Williams Rd. as specified therein. This condition shall only apply to Development Plan 1.

Other Conditions:

- Prior to Certification, the following revisions to the PD site plan shall be made:
 - label the plan sheet as “DEVELOPMENT PLAN 2”,
 - remove labels stating “PROPOSED ADDITIONAL 4’ ROADWAY” and “PROPOSED ROW”,
 - change labels stating “24’ FUTURE SHARED ACCESS” to state “ACCESS/CROSS ACCESS” and double headed arrows shall be provided,
 - add a hatched area between the project access on US Hwy 301 and the access/cross access to the adjacent folios #61063.1000 and #61126.0000 with a label stating “Shared access facility with folios#61063.1000 and #61126.0000”.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification (MM) to Planned Development, (PD) zoning #02-0215, as most recently modified via Major Modification (MM) 19-0546. The PD consists of a single 8.2-acre parcel approved for two development options. Option 1 permits a combined total of 74,905 s.f. of hotel uses and up to 40,000 s.f. of exposition/banquet hall uses. Option 2 is approved for up to 80,000 s.f. BPO, mini-warehouse, wholesale distribution, office and warehouse with retail, wholesale display.

The applicant is proposing a change to development Option 2 to allow up to 98,600 sf of warehouse/distribution with limited office/wholesale showroom uses, not to exceed 20% of the total square footage.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not reflect a worst-case analysis that represents the maximum potential trip impacts of the range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant’s transportation analysis. This restriction may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g. 98,600 s.f. of certain types of applicable uses such as contractor’s yard (ITE Land Use Code equivalent, Specialty Trade Contractor), although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant’s analysis. Given the range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses that are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the

latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the trips potentially generated under the highest trip generation scenario for the approved developments allowed under the current PD zoning, e.g. Development Plan 1, and proposed modification of Planned Development 2, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Approved Uses (Development Plan 1):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 74,905sf Hotel with Exposition - (Based on PD 19-0546 Traffic Analysis)	1,026	64	68

Proposed Uses (Development Plan 2):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 98,600 sf Warehouse w/ Show Room - Per Applicant’s Traffic Study*	194	35	38

Trip Generation Difference (between approved Development Plan 1 and Proposed Development Plan 2):

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(-) 832	(-)29	(-)30

* The trip cap data is based on the figures presented in the applicant’s traffic study.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US 301 is a 4-lane, divided, principal arterial roadway in average condition. The roadway is characterized by +/- 12-foot wide travel lanes, lying within a 200-foot wide right-of-way. There are +/- 5-foot wide bicycle facilities (on paved shoulders) and +/- 5-foot wide sidewalks along both sides of US 301 in the vicinity of the proposed project.

Williams Rd. is a 2-lane, undivided, substandard, collector roadway in good condition. The roadway is characterized by +/- 10-foot wide travel lanes, lying within +/- 41-foot wide right-of-way along the project’s

frontage). There are no bicycle facilities on Williams Rd. in the vicinity of the proposed project. There are +/- 4-foot-wide sidewalks along some portions of both sides of Williams Rd. in the vicinity of the proposed project.

The applicant will be required to improve the Williams Rd. to County typical standards at the time of site development for the proposed Development Plan 2, unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

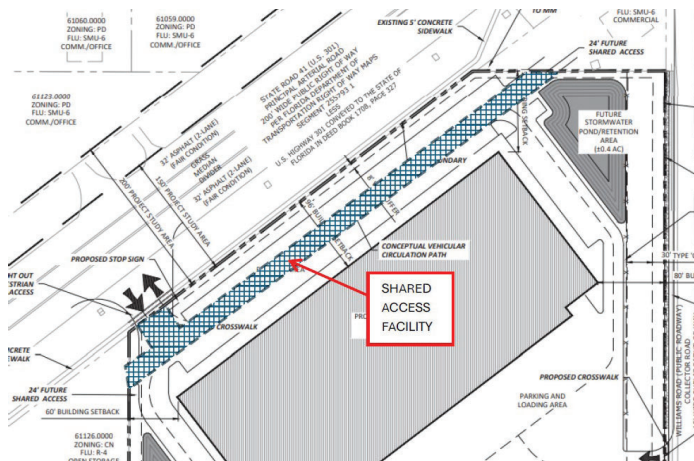
Development Plan 1 will be required to make certain improvements to Williams Rd. consistent with the previously approved Design Exception approved by the County Engineer on July 3, 2019.

SITE ACCESS AND CONNECTIVITY

The proposed modification PD site plan shows the following site access connections:

- One (1) restricted right-in/right-out access to US Hwy 301,
- One (1) full access connection to Williams Rd., aligning with Electric Ave. on the east side of Williams Rd., and
- Access/cross access to folios# 61063.1000, to the north, and #61126.0000, to the west.

Per FDOT’s request, a shared access facility is to be established between the project access on US Hwy 301 and the access/cross accesses to the adjacent properties. A prior to certification condition of approval is proposed to clarify the intent and clearly show the area that the shared access facility would apply to on the site development plan as shown in the graphic below for illustrative purposes.



The applicant’s site access analysis concluded that no site access improvements, i.e. turn lanes, are warranted at the project driveways consistent with Hillsborough County LDC, Sec. 6.04.04.D. However, FDOT may require site access improvements to the proposed US Hwy 301 access consistent with FDOT requirements at the time of site.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US HWY 301	Fowler Ave.	Harney Rd.	D	F
Williams Rd.	470' S OF GOVERNERS RUN	Fowler Ave.	D	C

Source: Hillsborough County 2024 Level of Service Report.

PRE APPLICATION PROJECT INFORMATION



Meeting Date	7/1/2025		
Project Title	US 301 & Williams Rd. Warehouse Pre App		
FDOT Coordinator	Mecale' Roth 813-612-3237 or mecale.roth@dot.state.fl.us		
Location/Address	SWC US 301 & Williams Rd.		
State Road	41	Section ID	10 260000
Road Class	3	MP	4.26
Folio #(s)	61122-0000	L/R Roadway	Rt
		Speed Limit	50 MPH
		Connection Spacing	660'
		County Case #	
Attendees	Charles Martin, Clint Cuffle, Mike Yates, and Rick Perez		
FDOT Staff	Todd Croft, Mecale' Roth, Allison Carroll, Selena Gonzalez, Nick Leipsky, Lindsey Mineer, Justin An Kathy Matos, Efrain Torres, and David Ayala		

- ★ All checked boxes apply to the project and the information provided and reviewed in the meeting
- ★ All comments are non-binding and subject to change at any time
- ★ All comments related to FDOT specs and standards automatically update to the current version when the standards are revised. Plans should reflect the current standards at time of submittal

FDOT CONSTRUCTION PROJECTS IN THE AREA

Project #	Start	Project Manager/Contact	Work Type
445778-1	2026	COLIN GARDNER	Lighting

PERMIT APPLICATION CHECKLIST

<input checked="" type="checkbox"/>	Property owner's information	<input checked="" type="checkbox"/>	Notarized LOA - letter(s) of authorization from owner for anyone representing on their behalf (EOR, PM, Construction Coordinator, etc.), Including 3rd-party
<input checked="" type="checkbox"/>	Deed or other proof of ownership	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	EOR's contact information	<input type="checkbox"/>	
<input checked="" type="checkbox"/>	EOR certification	<input checked="" type="checkbox"/>	Local approval(s) - Approvals by all other local agencies (county, city, SWFWMD, EPA, etc.)
<input checked="" type="checkbox"/>	MOT tech (use EOR's info in application; update when the MOT Tech is chosen)	<input type="checkbox"/>	Plans - signed and sealed

ACCESS PERMIT REQUIRED INFORMATION

Please see attached Access Management notes/checklist

<input checked="" type="checkbox"/>	Access permit required	<input type="checkbox"/>	Safety Upgrade
<input type="checkbox"/>	<input type="checkbox"/> Category A or B (single family residential)	<input type="checkbox"/>	Governmental Agency
<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Category C, D, E, F, or G	<input type="checkbox"/>	
<input type="checkbox"/>	Existing land use		
<input type="checkbox"/>	Existing ADT's		
<input checked="" type="checkbox"/>	Proposed land use		
<input checked="" type="checkbox"/>	Proposed ADT's		
<input checked="" type="checkbox"/>	Access to State Road proposed		
<input type="checkbox"/>	<input type="checkbox"/> Conforming access	<input checked="" type="checkbox"/>	Non conforming access - subject to removal in the future when alternative access is available
<input type="checkbox"/>	Remove existing curb cut(s) and restore to original condition		

<input checked="" type="checkbox"/>	Court recorded cross access easement	
<input type="checkbox"/>	Land donation & easement	If needed to meet drainage capacity if a turn lane is built
<input checked="" type="checkbox"/>	COI - liability insurance	
<input checked="" type="checkbox"/>	Auto turn template	
<input checked="" type="checkbox"/>	Traffic study	
<input type="checkbox"/>	Design variation	
<input checked="" type="checkbox"/>	MOT indices in permit and/or plan set	
<input type="checkbox"/>	TTCP plan	

CONSTRUCTION AGREEMENT REQUIRED INFORMATION

<input type="checkbox"/>	Construction agreement needed	TBD
<input type="checkbox"/>	<input type="checkbox"/> Turn lane	<input type="checkbox"/> Dedication or easement
	<input type="checkbox"/> Median Modification	<input type="checkbox"/> Notification letters
	<input type="checkbox"/> Sidewalk	<input type="checkbox"/> Dedication or easement
	<input type="checkbox"/> Other	<input type="checkbox"/> MOA
<input type="checkbox"/>	Cost estimate - signed & sealed	
<input type="checkbox"/>	Security Instrument	
<input type="checkbox"/>	LOA - construction coordinator, EOR, developer, etc.	

DRAINAGE PERMIT REQUIRED INFORMATION

****See the attached DCP checklist and drainage notes below for additional requirements****

<input checked="" type="checkbox"/>	Drainage permit required	
<input type="checkbox"/>	<input type="checkbox"/> DCP	<input checked="" type="checkbox"/> Exception questionnaire
	<input type="checkbox"/> Exception	
	<input type="checkbox"/> Unsure, TBD	
<input checked="" type="checkbox"/>	Survey	
<input checked="" type="checkbox"/>	SWFWMD, ERP, Local approval(s)	
<input checked="" type="checkbox"/>	Site Photos (no Google Earth images allowed)	
<input checked="" type="checkbox"/>	Pre and post drainage maps	
<input type="checkbox"/>	<input type="checkbox"/> Open basin	<input type="checkbox"/> Closed basin

UTILITY PERMIT REQUIRED INFORMATION

<input type="checkbox"/>	Utility permit required	<input checked="" type="checkbox"/> TBD
<input type="checkbox"/>	<input type="checkbox"/> Water	
	<input type="checkbox"/> Sanitary sewer	
	<input type="checkbox"/> Other	
<input type="checkbox"/>	HDD or Jack & Bore	
<input type="checkbox"/>	Positive response and 10 day notification letter to all known utilities at location required with submittal	

ADDITIONAL NOTES

1. Proposed driveway does not meet spacing and would be nonconforming, therefore not approvable at staff level
2. The meeting today is to discuss the proposed industrial/warehouse use and not the banquet hall /hotel use
3. Staff will provide additional comments after speaking with upper management about the access to 301
(**See updated comments below**)
4. In order to schedule a meeting to go before the AMRC, you must first obtain a letter of denial from the permits

ADDITIONAL NOTES CONTINUED

office. Contact David Ayala @ 813-975-6000 or david.ayala@dot.state.fl.us to schedule the meeting
5. Utility permit may be required. See UAM for stipulations concerning utility permit requirements

Drainage Notes:

1. Fill out and submit Drainage Exception Questionnaire
2. Submit a DCP application
3. Include full set of plans, drainage report, and pre/post drainage maps with elevations and flow arrows to verify the drainage patterns
4. District 7 requires 1' of freeboard from 100 year critical duration storm elevation to top of system. Need District Drainage Engineer approval for anything less than required
5. If maintaining the existing connection to the FDOT storm system or indirectly impacting the FDOT system, 14-86 storm events and a storm for storm analysis is required
6. For a new connection to FDOTs ditch system, 14-86 storm events and a storm for storm analysis is required
7. If the 100-year runoff is retained or the site is within a closed basin, all critical storm durations, including the 7-day and 10-day events, must be analyzed. Additionally, the pond must recover half its volume within 7 days and the full volume within 30 days
8. For drainage systems that do not impact the FDOT storm system directly or indirectly, model the 100 year critical duration storms or the 100 year 24 hour SWFWMD storm event to establish the 100 year DHW
9. No part of the treatment volume can be used for attenuation purposes in an open basin design. The initial stage = the weir elevation
10. Any loss to historical storage and/or encroachments into a FEMA floodplain will require cup for cup compensation. In lieu of cup for cup compensation a Regional stormwater model will be accepted if first approved by the District Drainage Engineer
11. District 7 requires that the storm events are simulated in saturated conditions. The pond's layer thickness (in ICPR) should be set to zero
12. If the model is truncated, model enough nodes to provide reasonable assurance to the Department that there will be no adverse impacts to FDOT stormwater system, and the high and low tailwater conditions will need to be accounted for
13. If a turn lane is proposed within the FDOT right of way, obtain a SWFWMD minor modification for any SWFWMD environmental resource permits that FDOT has for the portion of the State Road that will be impacted by the proposed turn lane. Note that FDOT will sign off on the modification application after all DCP comments resolved
14. If impact an FDOT ditch, must provide ditch calculations, and adhere to the Drainage Design Manuals ditch specifications
15. Provide photos of the site
16. Provide approved onsite SWFWMD permit/exception
17. See the DCP checklist for additional requirements

****Updated Comments From Staff/Upper Management Post Pre App Meeting (7/7/25):****

1. Mike Yates is to provide the additional information listed for review by upper management to determine if a RI/RO driveway will be allowed on US 301 and if it is, a turn lane will likely be required on US 301
 - a. Provide detailed plans for the project and proposed driveway

ADDITIONAL NOTES CONTINUED

- b. Show all driveway geometry on plans including throat depth and width, lane width, radii, sight triangles, striping and signage, wrap around shoulders, measurements to adjacent connections, etc.
 - c. Provide Auto turn for largest anticipated vehicle entering the driveway from US 301, traversing the site, and exiting back out onto US 301
 - d. Show cross access stubs and dimensions
 - e. show and label all set backs, boundaries, easements, parking spaces, loading and unloading zones, landscaping, and all existing features in the ROW
2. Will need to update the traffic study to show turn lane warrants, crash history, and intersection distribution with having both driveways, one on US 301 and one on Williams Rd.
 3. Continue to coordinate design with FDOT staff as needed. Will need county approval as well.
 4. If you have any questions contact David Ayala at 813-975-6717 or david.ayala@dot.state.fl.us

Archived: Monday, September 8, 2025 5:21:57 PM
From: [Ayala, David](#)
Sent: Mon, 7 Jul 2025 19:41:45
To: myates@palmtraffic.com
Cc: [King, Tanya Torres](#), [Efrain Roth](#), [Mecale Marco](#), [Donald](#)
Subject: Follow-Up to Pre-app on SR 43 (US 301) and Williams Rd
Importance: Normal
Sensitivity: None

Good afternoon Mike,

Last week (Tuesday July 1st) we had a pre-application meeting regarding a proposed development at the SE corner of SR 41 (US 301) and Williams Rd. During the meeting Access determined that due to current spacing standards, and the site having access to Williams Rd, a right in right out (RIRO) driveway was not supported by staff. You asked if we could talk to management, to see if they would re-evaluate the determination of no RIRO. After coordinating with management, it was advised that the Department would need further information, in order to consider allowing the driveway on US 301.

Management has concerns over throat depth, throat width, internal vehicular circulation, and the ability of the largest expected vehicle to safely enter, traverse, and exit the site. Management has asked me to coordinate with you to see if there are any plans that depict the site as what it will look like, i.e., setbacks, parking spaces, loading/unloading zones, etc. to accurately gauge whether the RIRO should be allowed. Plans should also include AutoTurn(s) as necessary. If these plans are available, and if you would like to share them with the Department, please email them to me, and I will coordinate further.

If you have any questions or concerns, please email me.

David Ayala

Florida Department of Transportation
District 7 Traffic Operations M.S. 7-1300
Phone: 813-975-6717
Email: David.Ayala@dot.state.fl.us
Monday 8:30 AM - 5:00 PM
Tu - F 8:00 AM - 4:30 PM





ACCESS MANAGEMENT PERMIT CHECKLIST

PERMIT APPLICATION		
<ul style="list-style-type: none"> All permits Category C and above must have a Pre-Application Meeting with FDOT Staff and provide the permit application and conceptual site plan for the meeting. This is to be coordinated with the local operations center. The pre-application meeting is a courtesy and intended to be advisory only; the results of this meeting are not binding on the Department or the Applicant. The Department shall not be obligated to permit or approve any connection, traffic control feature or device, or any other site related improvement that has been specified in a development approval process separate from the official connection approval process described in this rule chapter. Staff recommendations and determination of traffic impact areas will be provided at the Pre-Application meeting to expedite the review of the permit submittal in One Stop Permitting. <p>FDOT - One Stop Permitting</p> <p>The permit submittal in OSP must include a complete set of signed and sealed plans, a signed and sealed Traffic Study, and the required project-related information in accordance with Florida Administrative Code 14-96.</p>	<p>PROJECT INFORMATION:</p> <p>SR 41 (US 301) & Williams RD WAREHOUSE</p> <p>10 260 000 MP 4.26 Class 3 @ 50 MPH Connection Spacing 660' Folio # 61122-0000</p> <p>7/1/25</p>	
GENERAL INFORMATION		
<input checked="" type="checkbox"/>	The Department does not permit development in phases.	All property under ownership is to be included in the complete submittal. Entire property to be included in both plans and traffic study. New phases of an existing development requiring a new permit will have their fee based on the development in the individual phase.
<input checked="" type="checkbox"/>	Access and Drainage permits are reviewed and approved simultaneously.	<ul style="list-style-type: none"> Ensure all permit submittals are made simultaneously via the OSP website. Plans for drainage, access permits, and construction agreements are required to match.
<input checked="" type="checkbox"/>	Off-system Improvements	<ul style="list-style-type: none"> Any proposed changes to city or county access will require the provision of a signed Letter of Authorization from the appropriate agency.
<input checked="" type="checkbox"/>	Drainage permits	<ul style="list-style-type: none"> Any proposed development adjacent to the State Road, irrespective of access connection, is required to submit a drainage application per F.A.C. 14-86.
PLANS		

☒	Cover Sheet	<ul style="list-style-type: none"> • Include Location • Include vicinity map. • Include permit application numbers.
☒	Existing Conditions	<ul style="list-style-type: none"> • Include entire property under ownership. • Include all existing buildings. • Include all existing driveways. • Include all parking and internal site circulation plan.
☒	Proposed Site plan	<ul style="list-style-type: none"> • Include entire property under ownership. • Include all proposed buildings. • Include all proposed driveways. • Include all parcels to be served with requested access. • Include all parking and internal site circulation plan.
☒	Roadway Improvements	<ul style="list-style-type: none"> • Roadway Improvement Plans • All proposed improvements, left turn lane(s), right turn lane(s), signal plans, intersection improvements, etc. • Cross sections every 50-feet (FDM 905.2) • All existing and proposed connections are to be called out. • Must be designed in accordance with Florida Design Manual (FDM).
☒	Truck turning/AutoTurn Exhibit	<ul style="list-style-type: none"> • The AutoTurn Exhibit is required to be included in the Signed and Sealed onsite plans. • If provided as a separate/standalone exhibit the AutoTurn is required to be signed and sealed by the EOR. • Utilize FDOT-approved software. • Utilize the largest anticipated vehicle. • Provide ingress and egress to all connection locations. • Provide internal site circulation. • The truck turning wheel path shall not illustrate movements in the adjacent through and/or opposing lanes.
☐	Driveway Detail Sheet	<ul style="list-style-type: none"> • Driveway geometrics (lane widths, radii, etc. (standards 16'inbound, 12'outbound, and 35' radii) • Centerline profile(s) with elevation and slope percentage from the centerline of State Road to 50' beyond the property line.
☒	Signing and Pavement Marking Sheet	<ul style="list-style-type: none"> • Include the signing and pavement marking plan sheet. • Ensure all signing and pavement markings comply with FDM Chapter 230. • Call outs are to reference FDOT Standard Plans Index.

		<ul style="list-style-type: none"> All required signing and pavement markings for all work in FDOT R/W including turn lanes, median/intersection modifications are to be shown on the plans.
<input checked="" type="checkbox"/>	Aerial Exhibit	<ul style="list-style-type: none"> Show all connection and median features along property frontage(s) and within 660' of the property lines for a roadway with a speed of 45 mph or less. Show all connection and median features along property frontage(s) and within 1320' of the property lines for a roadway with a speed greater than 45 mph.
<input checked="" type="checkbox"/>	Boundary Survey	<ul style="list-style-type: none"> Show adjacent parcels, label ownership, and all known easements. Show location of all property boundaries. Provide a copy of the Warranty Deed.
NON-CONFORMING ACCESS		
<input checked="" type="checkbox"/>	Draft cross-access agreement	<ul style="list-style-type: none"> Submitted via OSP in conjunction with the permit application. Subject to review and approval by FDOT Legal and Surveying and Mapping.
<input type="checkbox"/>	Existing cross access connections	<ul style="list-style-type: none"> Existing cross access connections proposed to remain in the proposed condition are to be recorded with the permit. Please provide a copy of the existing agreement documentation.
<input checked="" type="checkbox"/>	Court recorded cross access agreement required by Access Management Staff prior to permit approval.	<ul style="list-style-type: none"> <u>Permit will not be approved prior to the provision of the Court Recorded cross access agreement.</u> The complete and final copy of the Agreement will be included in the permit record set in OSP.
EXISTING MEDIAN OPENINGS		
<input type="checkbox"/>	Existing median openings	<ul style="list-style-type: none"> Existing median openings which are non-conforming impacted by the proposed development are required to be brought into current standards per F.A.C. 14-97.
<input type="checkbox"/>	Proposed median modifications	<ul style="list-style-type: none"> Impacts to adjacent median openings are to be evaluated for turn lane and queue storage requirements. Any additional impacts are to be mitigated by the applicant.
TRAFFIC STUDY		
<input checked="" type="checkbox"/>	Background and project description	<ul style="list-style-type: none"> Project location map and site plan Type of proposed uses Size - building square footages, units, etc. Construction schedule – opening and build-out years.

		<ul style="list-style-type: none"> • The study needs to include posted and planned speed limits, design speeds for major roadways, context classification, and access classification. Include spacing requirements for Access Class. • The cover page includes FDOT Section and MP numbers from FDOT Straight Line Diagram: https://fdotewp1.dot.state.fl.us/slogis/Reviewed and approved by FDOT Legal and Surveying and Mapping.
☒	Existing Conditions	<ul style="list-style-type: none"> • Document field review of existing conditions, including turn lane lengths and queueing conditions during peak hours. • Include Aerial of intersections. • Signal timings - for the study area • Multimodal accommodations including transit, pedestrians, and bicyclists. • AM/PM turning movement counts (TMCs) - include truck, pedestrian, and bicycles. Show graphically. • Include any discussions/agreements with the local entity. • Account for other planned developments in the area • Document programmed improvements on state and local roads in the study area
☒	Traffic Forecasts: <i>Utilize the most recent version of the ITE Trip Generation (currently 11th Edition).</i>	<ul style="list-style-type: none"> • Daily/AM/PM Peak hours. Provide source, trip rates, and table of calculations by land-use. • Trip Distribution - Include model data and historical data. Show Graphically. • FDOT Planning assists in the approval of trip distributions and growth rates. Show graphic of percent distribution and trips. • Use ITE-approved internal capture rates, where applicable. • Passer-by trips are not to exceed 10% • Background traffic - adjust appropriately. Show graphically. • Background plus project trips. Show graphically.
☒	Traffic Analysis	<ul style="list-style-type: none"> • Capacity analysis- project driveways and impacted intersections • AM and PM peak hours analyses - unless special circumstances require mid-day/weekends. • Analysis volumes match graphics, and truck percentages match TMC. • Multimodal evaluation • Reasonable signal timings • Existing analysis results match field conditions • Intersection impact evaluation for intersections for both adjacent median openings. • Include input and output data sheets. • Summarize LOS/Delay - with and without project results.

		<ul style="list-style-type: none"> Signal warrant analysis - provide signed and sealed based on FDOT D7 procedures. If warrants met – separate ICE required. Access spacing - meet agency access spacing guidelines. Turn lane analysis. Mitigation measures result in acceptable operations
SIGNAL WARRANT ANALYSIS Manual on Uniform Traffic Control Devices (MUTCD) - FHWA (dot.gov)		
<input type="checkbox"/>	To be provided if signal warrants are met in accordance with MUTCD.	<ul style="list-style-type: none"> Submitted upon approval of Traffic Study Only Complete document in PDF format Document to be signed and sealed. Future signal installation will be required to meet criteria contained in the attached document. See Access Connection Permit Future Traffic Signal Installation process.
INTERSECTION CONTROL 'ICE' ANALYSIS Intersection Operations and Safety (fdot.gov)		
<input type="checkbox"/>	ICE Analysis required	<ul style="list-style-type: none"> Proposed signal locations Reconstruction of existing intersections Driveway Access Category E and above Complete document in PDF format Provide the Excel Spreadsheets with all data for review. Document to be signed and sealed

Access Control Classification

	Class	Medians	Median Openings		Signal	Connection	
			Full	Directional		More than 45MPH Posted Speed	45 MPH and less Posted Speed
<input type="checkbox"/>	2	Restrictive w/Service Roads	2,640	1,320	2,640	1,320	660
<input checked="" type="checkbox"/>	3	Restrictive	2,640	1,320	2,640	660	440
<input type="checkbox"/>	4	Non-Restrictive			2,640	660	440
<input type="checkbox"/>	5	Restrictive	2,640 at greater than 45 MPH Posted Speed	660	2,640 at greater than 45 MPH Posted Speed	440	245
			1,320 At 45 MPH or less Posted Speed		1,320 At 45 MPH or less Posted Speed		
<input type="checkbox"/>	6	Non-Restrictive			1,320	440	245
<input type="checkbox"/>	7	Both Median Types	660	330	1,320	125	125

Project specific requirements:

The department will coordinate further with the EOR, to ascertain whether the proposed RIRO will be allowed. If the RIRO is allowed, a new checklist will be provided, to go over all the requirements needed.

These comments are not intended to be all-inclusive of errors and omissions. It should not be assumed that any issues that are not addressed are acceptable to the Department. The consultant is solely responsible for technical accuracy, engineering judgment, and the quality of their work.

12-06-2023

FDOT District & - Traffic Operations:

Access Connection Permit Future Traffic Signal Installation Process.

For those applicants seeking an Access Connection Permit or Construction Agreement from FDOT whose impacts have been determined to meet signal warrants, the following will be required:

1. A complete permit application package in accordance with F.A.C. 14-96 is required to be submitted and reviewed by Traffic Operations.
2. The Access Connection Permit submittal is to include 60% (minimum) signalization plans. Final (100%) signal design plans will be provided for review and approval in conjunction with the Construction Agreement to install the traffic signal when required.
3. The Access Connection Permit submittal is to include the approved Traffic Impact Analysis, Signal Warrant Analysis, and Intersection Control Evaluation (ICE) Analysis. The included information will clearly define the signal warrant thresholds at which the applicant is required to install the traffic signal.
4. The Access Connection Permit package is required to include a letter from Permittee/Applicant acknowledging 100% responsibility for acquisition and installation of the required traffic signal when the warrant threshold has been met or a safety and operational concern has been identified by FDOT which requires the installation of the signal.
5. The approved Access Connection Permit Form 850-040-18 will include special provisions outlined on Page 3 defining the signal warrant threshold, minimum requirements for the signal installation, and all other project specific requirements.
6. The Notice of Intent to Issue Permit (NOI) is required to be court recorded with complete permit package by the applicant. A copy of the recorded document provided to FDOT via the One Stop Permitting website, prior to permit issuance.

Please reach out to District 7 Traffic Operations with any questions or for any additional information.

COMMISSION

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 Harry Cohen VICE-CHAIR
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 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: 08/18/2025</p> <p>PETITION NO.: 25-0811</p> <p>EPC REVIEWER: Melissa Yanez</p> <p>CONTACT INFORMATION: (813) 627-2600 x 1360</p> <p>EMAIL: yanezm@epchc.org</p>	<p>COMMENT DATE: 6/3/2025</p> <p>PROPERTY ADDRESS: N 301 Hwy, Thonotosassa, FL 33592</p> <p>FOLIO #: 061122-0000</p> <p>STR: 28-20S-18E</p>
<p>REQUESTED ZONING: Major modification to PD</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Desktop Review – Aerial review, soil survey and EPC file search
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>INFORMATIONAL COMMENTS: The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years.</p> <p>My/cb</p>	

ec: kami.corbett@hwlaw.com

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

PETITION NO.: MM 25-0811 **REVIEWED BY:** Clay Walker, E.I. **DATE:** 10/20/2025

FOLIO NO.: 61122.0000

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 12 inch potable water main exists (approximately 2,600 feet from the site), (adjacent to the site), and is located south of the subject property within the east Right-of-Way of Williams Road. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the ___ prior to issuance of any building permits prior to June 1, 2022, that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 8 inch wastewater forcemain exists (approximately ___ feet from the project site), (adjacent to the site) and is located east of the subject property within the east Right-of-Way of Williams Road. While this site would be a Hillsborough County customer, the wastewater in this area is pumped through the City of Temple Terrace and there are currently hydraulic limitations between the two systems. In order to resolve those limitations, additional offsite improvements will be required. Those offsite improvements require extending the Williams Rd force main several miles to the south, or replacing pipe within the Temple Terrace collection system. The exact improvements within the Temple Terrace system are as of yet undefined. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connections to the County's potable water and wastewater Systems.



AGENCY REVIEW COMMENT SHEET

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

TO: Zoning Review, Development Services

DATE: 07/21/2025

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Taurus Development Group, LLC

PETITION NO: 25-0811

LOCATION: N 301 Hwy

FOLIO NO: 6122.0000

Estimated 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

Project Summary/Description:

Urban Mobility, Northeast Fire - Amend PD to allow for up to 98,600 industrial, within a shell structure. Note impact fees are assessed on the interior buildout permit at the time of construction permit application for the specific interior permit in question, and not based on the shell permit.



Agency Review Comment Sheet

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

TO: Zoning Review, Development Services **REQUEST DATE:** 5/14/2025
REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 5/29/2025
PROPERTY OWNER: Sanskruti Management LLC **PID:** 25-0811
APPLICANT: Taurus Development Group, LLC
LOCATION: N 301 Hwy. Thonotosassa, FL 33592
FOLIO NO.: 61122.0000

AGENCY REVIEW COMMENTS:

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

At this time, according to the Florida Department of Environmental Protection well location information, the site is not located within 500-feet of non-transient non-community and/or community water system wells; therefore, the site is not located within a Potable Water Wellfield Protection Area (PWWPA).

At this time, Hillsborough County Environmental Services Division has no objection to the applicant's request.

AGENCY COMMENT SHEET

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

FROM: **Reviewer: Andria McMaugh** **Date: 06/04/2025**

Agency: Natural Resources **Petition #: 25-0810**

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

1. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
2. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
3. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
4. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 19 May 2025

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: Kami Corbet

PETITION NO: MM 25-0811

LOCATION: N. U.S. HWY 301, Thonotosassa, FL 33592

FOLIO NO: 61122.0000

SEC: 18 TWN: 28 RNG: 20

- This agency has no comments.

- This agency has no objection.

- This agency has no objection, subject to listed or attached conditions.

- This agency objects, based on the listed or attached conditions.

COMMENTS: _____.

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

PETITION NO.: MM 25-0811 **REVIEWED BY:** Clay Walker, E.I. **DATE:** 10/20/2025

FOLIO NO.: 61122.0000

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 12 inch potable water main exists (approximately 2,600 feet from the site), (adjacent to the site), and is located south of the subject property within the east Right-of-Way of Williams Road. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the ___ prior to issuance of any building permits prior to June 1, 2022, that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 8 inch wastewater forcemain exists (approximately ___ feet from the project site), (adjacent to the site) and is located east of the subject property within the east Right-of-Way of Williams Road. While this site would be a Hillsborough County customer, the wastewater in this area is pumped through the City of Temple Terrace and there are currently hydraulic limitations between the two systems. In order to resolve those limitations, additional offsite improvements will be required. Those offsite improvements require extending the Williams Rd force main several miles to the south, or replacing pipe within the Temple Terrace collection system. The exact improvements within the Temple Terrace system are as of yet undefined. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connections to the County's potable water and wastewater Systems.



VERBATIM TRANSCRIPT

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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

IN RE:
ZONING HEARING MASTER MEETING

ZONING HEARING MASTER MEETING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
 Zoning Hearing Master

DATE: Monday, October 20, 2025

TIME: Commencing at 6:00 p.m.
 Concluding at 7:02 p.m.

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

Reported by:
Diane DeMarsh, AAERT No. 1654
Notary Public for the State of Florida

1 MS. HEINRICH: Our next application is Item D.2, Major
2 Mod 25-0811. The applicant is requesting a Major Modification
3 to PD 02-0215. Carolanne Peddle with Development Services will
4 provide staff findings after the applicant's presentation.

5 HEARING MASTER: Good evening.

6 MS. CORBETT: Good evening. Kami Corbett with the law
7 firm Hill Ward and Henderson representing the applicant.

8 The subject property is located east of the Bypass
9 Canal and west of Tom Folsom Road and Williams Road, and then
10 it's US-301 that you see there.

11 And Future Land Use, we are flexing some of the SMU-6
12 to this site to achieve the maximum density. Where's -- okay.
13 Here's a close up of the site. This is approved as an existing
14 PD and has been for quite some time. More recent modification
15 in 2019 added this banquet hall and hotel. It's 114 -- it's
16 about 115,000 square feet of that use. The hotel can be up to
17 five stories, and the banquet hall is located in the location
18 you can see on the site plan.

19 The other option is for 80,000 square feet of BPO
20 uses, industrial, and warehouse uses. And what we are proposing
21 is to modify Option 2 to go to 98,440 square feet of industrial
22 and warehouse. So we're eliminating the BPO warehouse uses.
23 Planning Commission has found it consistent. And Development
24 Services has found it supportable subject to conditions.

25 We did agree to those conditions and we're willing to

1 accept those conditions, but just wanted to add a little
2 commentary onto the record with respect to those conditions. As
3 noted, we are just slightly modifying and increasing the amount
4 of industrial, but we are eliminating the BPO use. But we're
5 much less intense than any of the other uses. Conditions 2,
6 specifically, refers to restrictions on and hours of operation,
7 access -- truck access to Williams Road, and limitations on the
8 ability to trucks -- to unload and load trucks. Those
9 conditions, those limitations, do not exist in the current
10 zoning for the 80,000 square feet of distribution uses.

11 So we did have a little bit of heartburn agreeing to
12 those uses because we're not -- we are decreasing -- we're
13 eliminating the BPO uses. We allowed an option to eliminate
14 that very intense hotel and banquet hall. We're maintaining or
15 improving the development standards. We are establishing much
16 greater setbacks -- building setbacks. And we are decreasing
17 the total number of trips from the project site. And this is
18 just the trip generation comparison.

19 But again, we did agree with staff, to get their
20 support, that we would agree to those conditions should the
21 Board deem it necessary to restrict it in this way.

22 And we would respectfully request your approval of
23 same.

24 HEARING MASTER: Just one quick question. The PD
25 variation to reduce the buffer on the west side.

1 MS. CORBETT: I don't think that's there anymore.

2 HEARING MASTER: Well, I saw you had a letter in the
3 file dated September 30th, and that was to remove the PD
4 variation to the east. But it looked like there was still a
5 request to the west to go from 20 feet to 15 feet. And I just
6 wanted to make sure that was still a request. And if it's not,
7 that's fine. I just wanted to verify for the record.

8 MS. CORBETT: I don't note any PD variations. If you
9 can give me a moment while they --

10 HEARING MASTER: Yeah, we could go to staff and --

11 MS. CORBETT: And then I'll come back and check.

12 HEARING MASTER: -- come back and circle back.

13 Absolutely.

14 MS. CORBETT: Thank you.

15 HEARING MASTER: Development Services. Good evening.

16 MS. PEDDLE: Good evening. Carolanne Peddle with
17 Development Services.

18 Again, this is Major Modification 25-0811. Again, the
19 applicant is requesting to modify Option 2 by restricting the
20 uses and consolidating the allowable use to 80 -- or excuse me,
21 98,440 square feet of warehouse with showrooms. Both the
22 approval -- both the approved development and proposed
23 modifications will include a Flex required -- requested for the
24 SMU-6 Land Use Category.

25 The Planned Development is located on the western side

1 of Williams Road, and the southern side of North US Highway-301,
2 east of Interstate-75 -- or 75 South. The surrounding area is
3 comprised of residential uses at various lot sizes, with
4 existing single-family and mobile home dwelling units.
5 Additionally, there are a very -- a variety of uses to the east
6 and west of the site along US Highway-301, including vehicle
7 storage and salvage, convenience stores, warehouses, offices,
8 mixed-use mobile home parks, and shopping centers.

9 The proposed -- the proposal for Option 2 of a
10 warehouse with showrooms and consolidating building area to the
11 center of the parcel will maintain or exceed the commercial
12 intensive development standards for height, building coverage,
13 impervious surface and floor area ratio. Through the
14 consolidation of a single building area, the setbacks have been
15 increased to all property boundaries.

16 Additionally, the applicant has provided the buffering
17 and screening required for the east property boundary, adjacent
18 to the required 15-foot Scenic Corridor requirement, resulting
19 in an 80-foot setback from the residential properties to the
20 east. The Scenic Buffer and Type C screening would require
21 additional landscaping, which would help to reduce the view from
22 the masonry wall on that roadway. Previously required building
23 enhancements will remain.

24 Furthermore, the applicant has agreed to provide a
25 gate and restrict the hours truck traffic can access the site to

1 and from the site from Williams Road to help reduce the impact
2 of that use's activities to the residential properties along the
3 eastern property boundary. Moreover, the applicant has agreed
4 to restrict the hours trucks can be loaded and unloaded to
5 reduce the noise impact to surrounding residential properties.

6 Now, to go ahead and discuss the backed PD Variation
7 list. So that was to LDC Section 606 for landscape and
8 buffering. So the property to the west of the site is zoned CN,
9 which would not require buffering and screening. However,
10 despite the zoning, it is developed with a residential use. Per
11 the Land Development Code, a 20-foot-wide buffer with Type B
12 screening would be required. The applicant proposed a
13 15-foot-wide buffer with Type B screening. No buffering and
14 screening would be provided where the shared access will occur.

15 HEARING MASTER: So it's a PD Variation just to the
16 width, not to the screening requirements?

17 MS. PEDDLE: Correct.

18 HEARING MASTER: Okay.

19 MS. PEDDLE: So it'd go from the required 20 to the
20 15.

21 HEARING MASTER: All right.

22 MS. PEDDLE: And then, the building would then have a
23 60-foot setback from the common boundary on the west.

24 And the staff finds the request approvable, subject to
25 conditions.

1 HEARING MASTER: All right. Thank you so much. That
2 was my only question.

3 MS. PEDDLE: Yep.

4 HEARING MASTER: I appreciate it.
5 Planning Commission.

6 MS. MICHIE: Willow Michie, Planning Commission staff.

7 The subject site is located in the Residential-4
8 Future Land Use Category, is in the Urban Service Area, and is
9 within the Thonotosassa Community Plan.

10 The Residential-4 Future Land Use Category is intended
11 for low density residential development. Per Policy 2.2.3, the
12 applicant is requesting to utilize the Flex provision to extend
13 the Suburban Mixed-Use-6 Future Land Use Category located to the
14 north of the subject property and measured at 500 feet onto the
15 subject site. The SMU-6 Future Land Use Category is intended
16 for urban/suburban in intensity and density of uses.

17 The proposed uses requested under the Flex Provision
18 aligns with the allowable uses under the SMU-6 Future Land Use
19 Category. The proposal meets the intent of Future Planning
20 Section Objective 4.4 and Policy 4.4.1 that require new
21 development to be compatible to the surrounding neighborhood.
22 In this case, the surrounding Land Use pattern is comprised
23 primarily of light, commercial, single-family residential,
24 mobile home parks, and multi-family residential uses with
25 minimal light industrial uses. While the area is mainly

1 comprised of residential uses, the proposed light industrial use
2 is oriented towards US Highway-301, which is where the
3 commercial and light industrial uses in the area are located.

4 FLUS Policy 2.2.3 outlines that the Board of County
5 Commissioners may flex the boundaries of future land use plan
6 categories to recognize or grant a zoning district, which is not
7 permitted in the Land Use Category. This policy also states
8 that Major Modifications to approved zonings that changes the
9 intensity, density, or the range of uses will require that the
10 previous Flex request be reevaluated for consistency and a new
11 Flex request may be required. Since this request increased
12 intensity and changes the range of uses, the previous Flex must
13 be reevaluated for consistency with the Comprehensive Plan.

14 Planning Commission staff shall make a recommendation
15 of consistency based on the criteria outlined in Policy 2.2.4.
16 This policy requires the applicant to provide data and analysis
17 to address the availability and adequacy of public facilities to
18 serve the proposed development and accommodated by the Flex, the
19 compatibility with surrounding land uses and their density
20 intensity, and that the utilization of the Flex furthers other
21 goals, objectives, and policies of the Comprehensive Plan. The
22 applicant submitted a written request for the Flex and addressed
23 the three criteria outlined in Policy 2.2.4. The proposal meets
24 the intent of compatibility and density and intensity, and
25 furthers the goals, objectives, and policies of the

1 Comprehensive Plan.

2 The applicant has agreed to two conditions of approval
3 to restrict the truck traffic to and from the site via Williams
4 Road access, and shall be limited to 7 a.m. to 7 p.m. daily. A
5 gate will be provided at the Williams Road site access to
6 prohibit truck traffic outside of these hours. Additionally,
7 loading and unloading of trucks on the site shall be restricted
8 to 7 a.m. to 7 p.m. to reduce truck traffic and noise impacts to
9 the adjacent residential uses. These conditions of approval are
10 essential to the Planning Commission staff's finding of
11 consistent.

12 Based upon these considerations, Planning Commission
13 staff finds the proposed Planned Development consistent with the
14 Unincorporated Hillsborough County Comprehensive Plan, subject
15 to the conditions proposed by Development Services Department.

16 HEARING MASTER: Thank you so much.

17 Is there anyone in the audience or online that would
18 like to speak in support? Anyone in favor? Seeing no one.

19 Anyone in opposition?

20 All right. Ms. Heinrich, anything else?

21 MS. HEINRICH: No, ma'am.

22 HEARING MASTER: All right. Ms. Corbett.

23 MS. CORBETT: Kami Corbett again. Yes. Mr. Gates
24 refreshed my recollection, as did staff, that we are requesting
25 a PD Variation for that width. Again, it is in use for,

1 basically, a life use. So that was part of what we used for our
2 justification. But recognizing that the Code does see it as
3 residential, we are asking for the PD variation.

4 HEARING MASTER: All right.

5 MS. CORBETT: I'm here to answer any questions.

6 HEARING MASTER: That was it. Thank you so much. I
7 appreciate it.

8 Then with that, we'll close Major Modification
9 25-0811, and go to the next case.

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**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

DATE/TIME: October 20, 2025
6:00 pmHEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ 25-0922</u>	PLEASE PRINT NAME <u>Isabelle Albert</u> MAILING ADDRESS <u>1000 W Ashley Dr #900</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-331-0976</u>
APPLICATION # <u>RZ 25-1220</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>401 E Kennedy Blvd Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-827-8421</u>
APPLICATION # <u>RZ 25-0349</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33704</u> PHONE <u>727-804-1700</u>
APPLICATION # <u>MM 25-0811</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-227-8421</u>
APPLICATION # <u>RZ 25-0929</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-227-8421</u>
APPLICATION # <u>RZ 25-0929</u>	PLEASE PRINT NAME <u>STEVE Henry</u> MAILING ADDRESS <u>5023 W. LAMAR ST</u> CITY <u>TPA</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>815-289-0039</u>

DATE/TIME: October 20, 2025
6:00p.m.HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ 25-0929</u>	PLEASE PRINT NAME <u>Jack Berlin</u> MAILING ADDRESS <u>4207 saltwater Blvd.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>813885-6718</u>
APPLICATION # <u>RZ 25-0929</u>	PLEASE PRINT NAME <u>Richard Norland</u> MAILING ADDRESS <u>4213 SALTWATER BLVD</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>813-230-5524</u>
APPLICATION # <u>RZ 25-0929</u>	PLEASE PRINT NAME <u>Mark C Stuebe</u> MAILING ADDRESS <u>4209 Saltwater Blvd</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>727-208-3167</u>
APPLICATION # <u>RZ 25-0929</u>	PLEASE PRINT NAME <u>STEVE TOWER</u> MAILING ADDRESS <u>4205 SALTWATER BLVD</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33615</u> PHONE <u>813 891 0302</u>
APPLICATION # <u>RZ 25-0929</u>	PLEASE PRINT NAME <u>Abbey Naylo ✓</u> MAILING ADDRESS <u>14706 Tudor Chase Dr.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33626</u> PHONE <u>727-207-5585</u>
APPLICATION # <u>RZ 25-1220</u>	PLEASE PRINT NAME <u>Stephen Spasato</u> MAILING ADDRESS <u>505 E. Jackson St. #200</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE _____

SIGN-IN SHEET: RFR, **ZHM**, PHM, LUHO

PAGE 3 OF 3

DATE/TIME: October 20, 2025
6:00 p.m.


HEARING MASTER: Susan Finch

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

<p>APPLICATION #</p> <p><u>R2 25-0929</u></p>	<p>PLEASE PRINT NAME <u>Stephen Sposato</u></p> <p>MAILING ADDRESS <u>505 E. Jackson St. #200</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____</p> <p>MAILING ADDRESS _____</p> <p>CITY _____ STATE _____ ZIP _____ PHONE _____</p>
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<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____</p> <p>MAILING ADDRESS _____</p> <p>CITY _____ STATE _____ ZIP _____ PHONE _____</p>

OCTOBER 20, 2025 - ZONING HEARING MASTER


The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, October 20, 2025, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

 Susan Finch, ZHM, called the meeting to order at 6:00 p.m., led in the pledge of allegiance to the flag, and introduced Development Services (DS).

A. WITHDRAWALS AND CONTINUANCES

 Michelle Heinrich, DS, introduced staff, and reviewed changes/withdrawals/continuances.

 Susan Finch, ZHM, overview of ZHM process.

 Senior Assistant County Attorney Mary Dorman overview of oral argument/ZHM process.

 Susan Finch, ZHM, Oath.

B. REMANDS - **None.**

C. REZONING STANDARD (RZ-STD):

C.1. RZ 25-1220

 Michelle Heinrich, DS, called RZ 25-1220.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1220.

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM):

D.1. RZ 25-0349

 Michelle Heinrich, DS, called RZ 25-0349.

 Testimony provided.


 Susan Finch, ZHM, closed RZ 25-0349.

MONDAY, OCTOBER 20, 2025

D.2. MM 25-0811

 Michelle Heinrich, DS, called MM 25-0811.


 Testimony provided.

 Susan Finch, ZHM, closed MM 25-0811.


D.3. RZ 25-0929


 Michelle Heinrich, DS, called RZ 25-0929.

 Testimony presented.

 Susan Finch, ZHM, closed RZ 25-0929.

D.4. RZ 25-0932

 Michelle Heinrich, DS, called RZ 25-0932 and requested a staff continuance to the November 2025, ZHM.

 Applicant agreed to the staff continuance.

 Susan Finch, ZHM, continued RZ 25-0932.

E. ZHM SPECIAL USE - **None**.

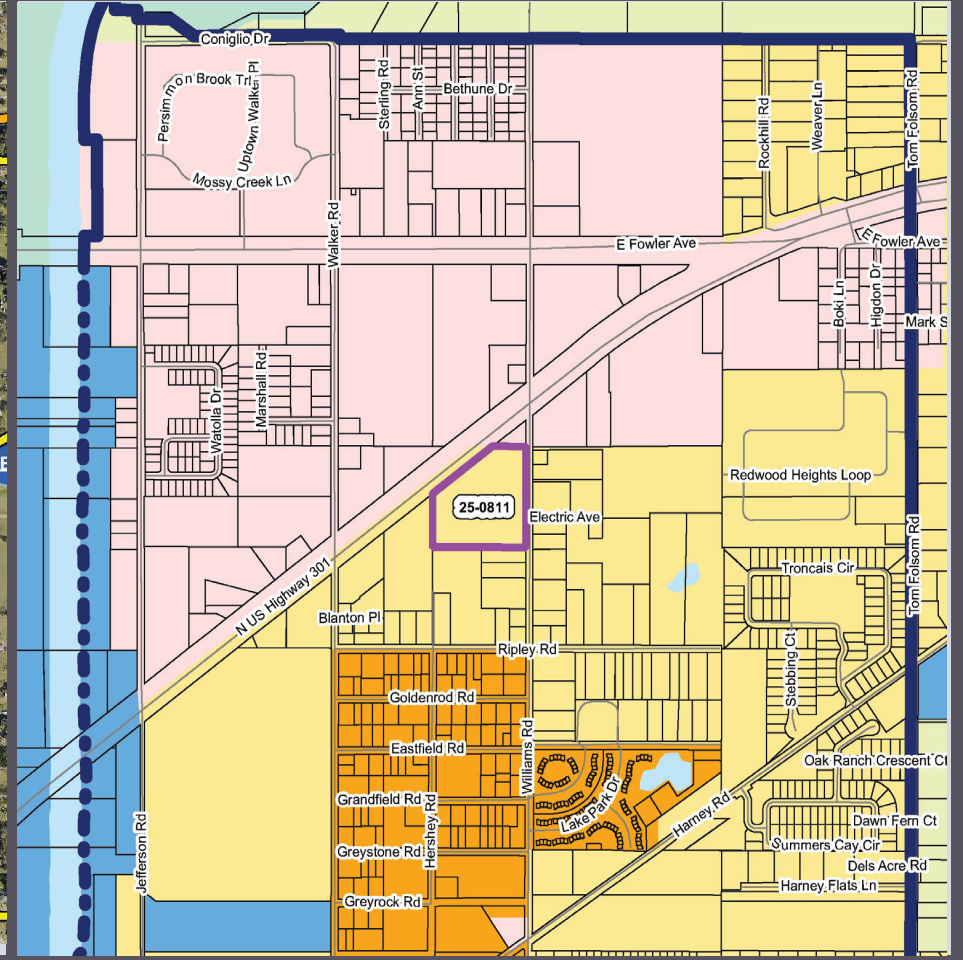
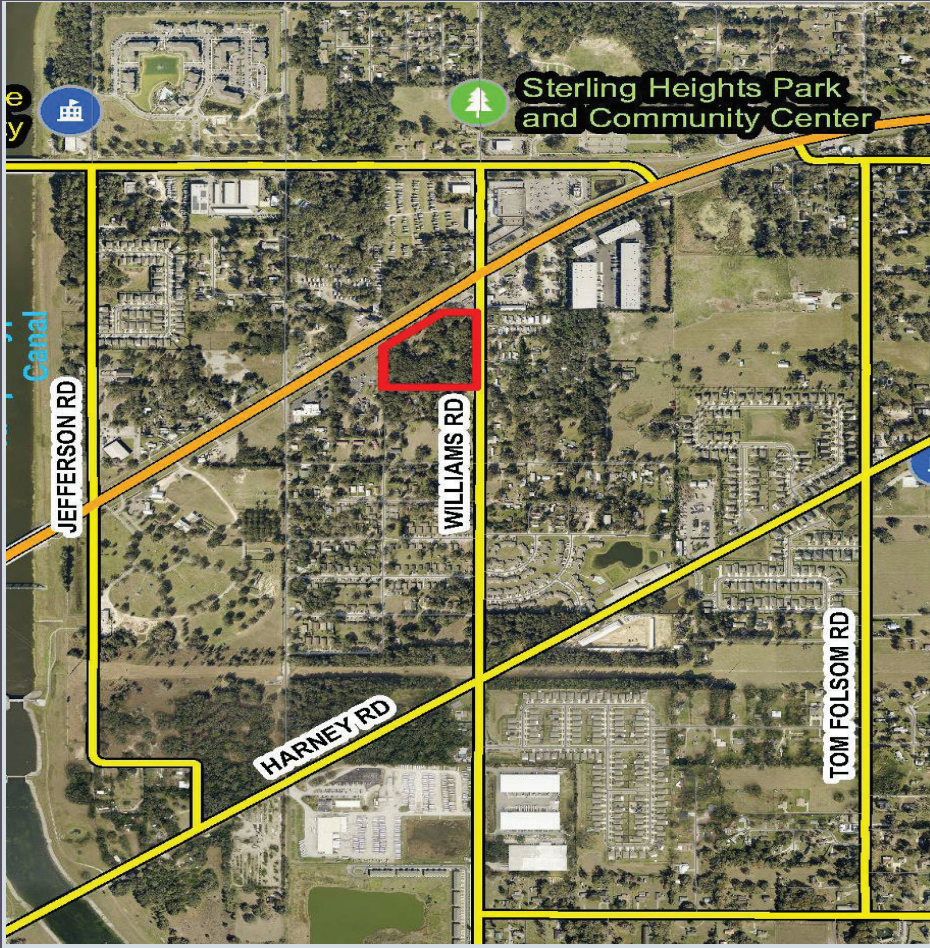
ADJOURNMENT

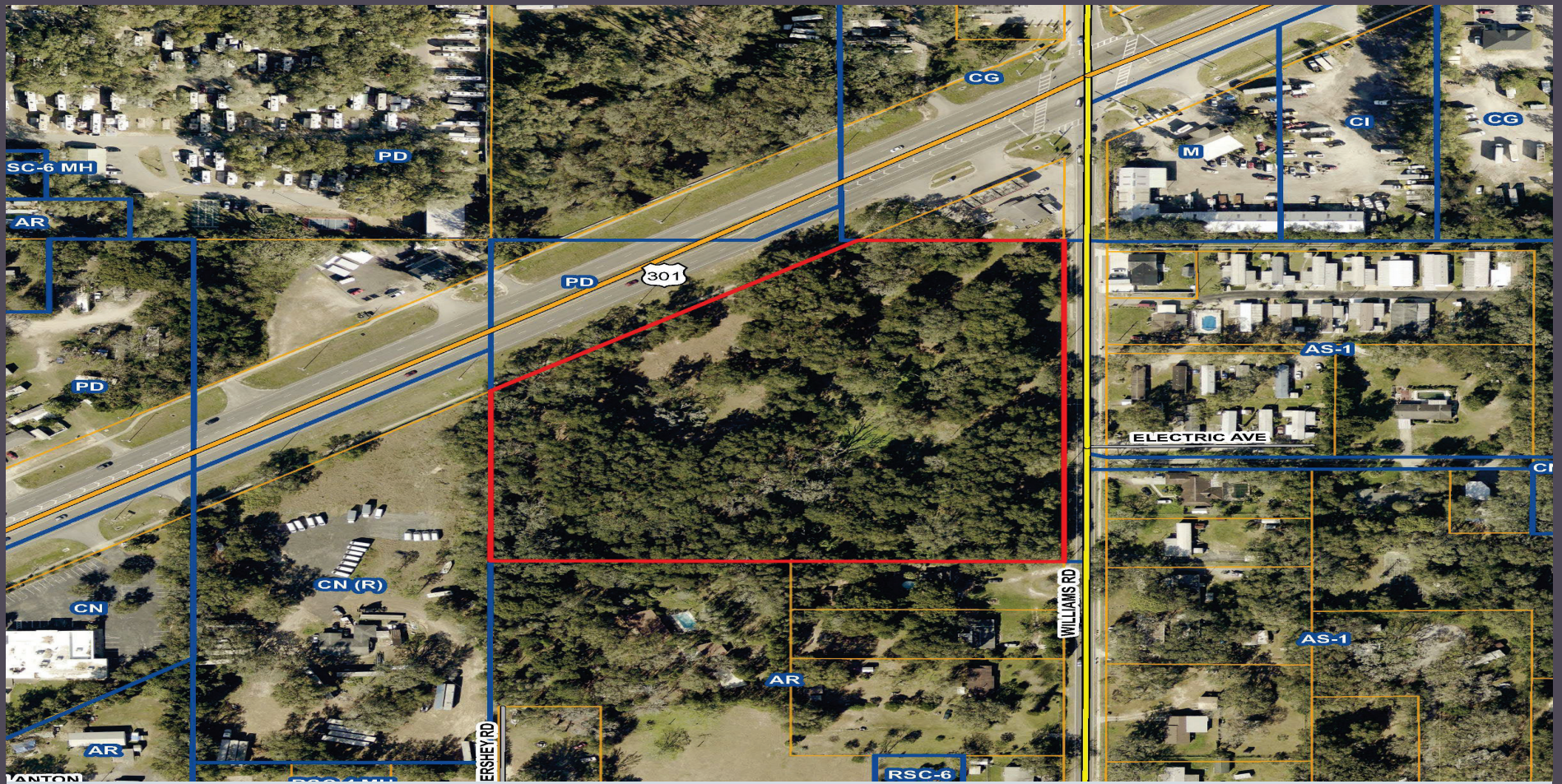
 Susan Finch, ZHM, adjourned meeting at 7:02 p.m.

MM 25-0811
Kami Corbett
ZHM
Exhibit #1 October 20, 2025

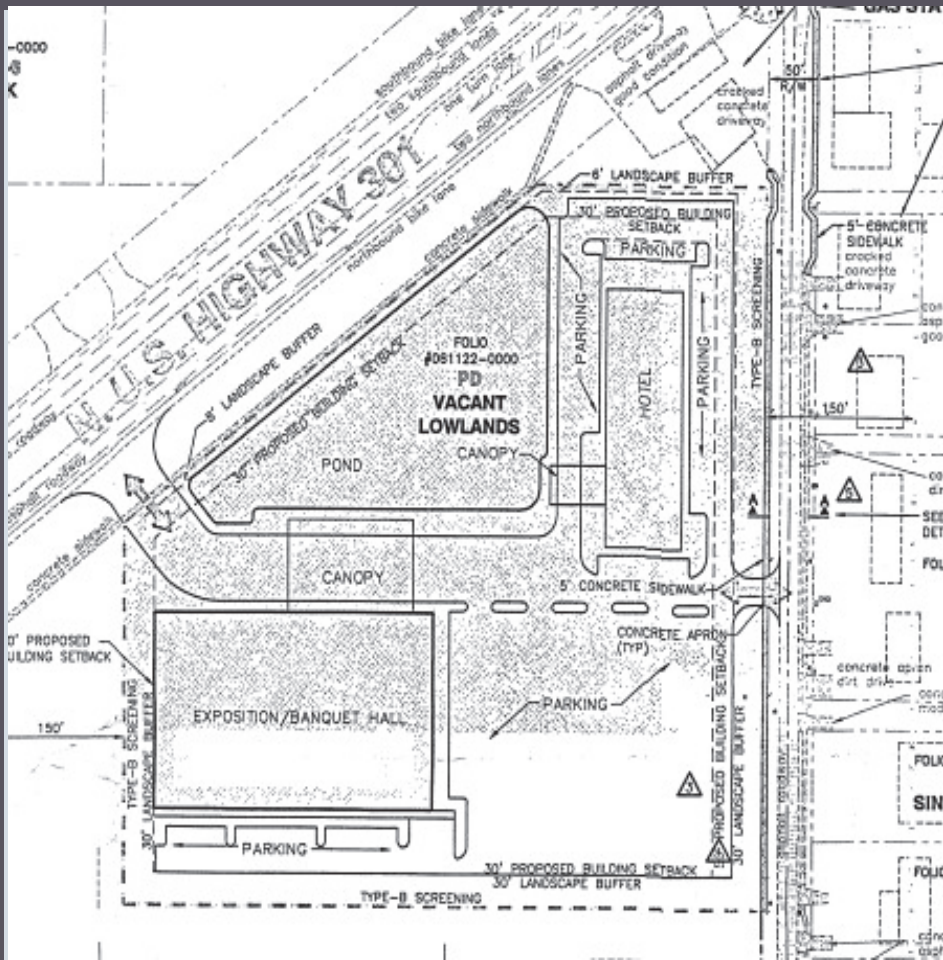
MM 25-0811

APPLICANT: TAURUS DEVELOPMENT GROUP, LLC
REPRESENTATIVE: KAMI CORBETT, HILL WARD HENDERSON



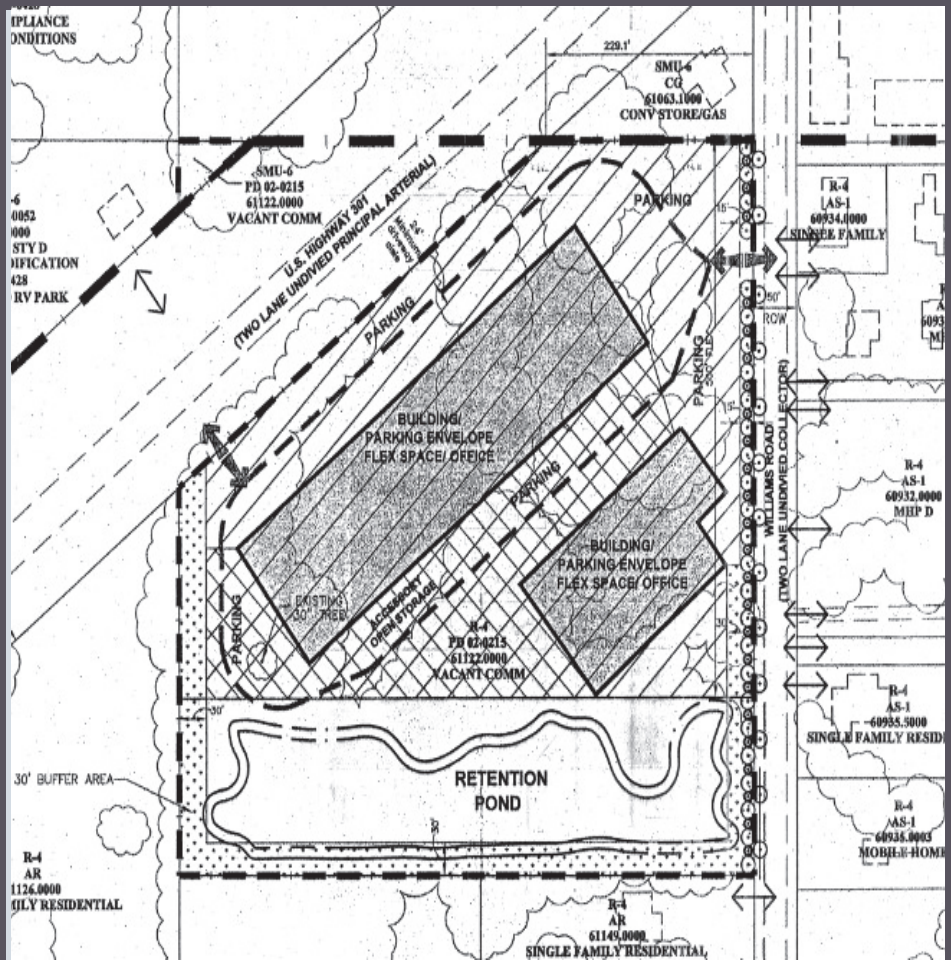


Existing Option 1



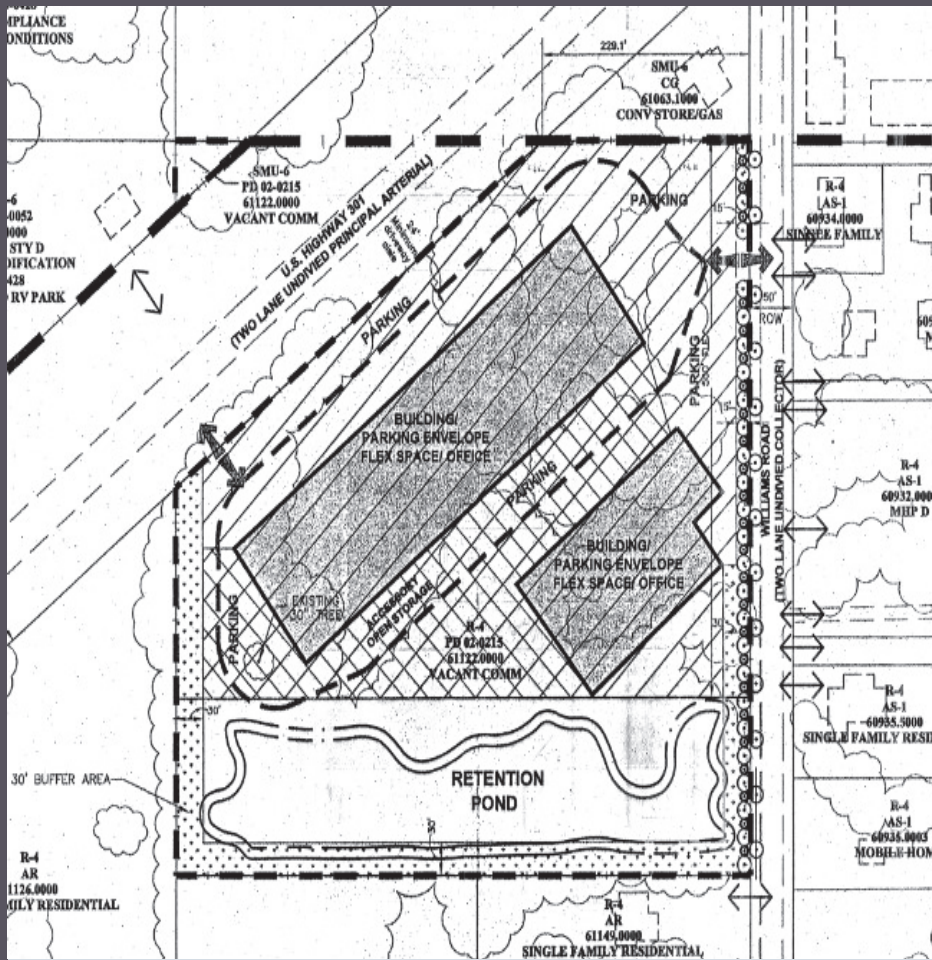
114,905 sf Banquet Hall & Hotel

Existing Option 2

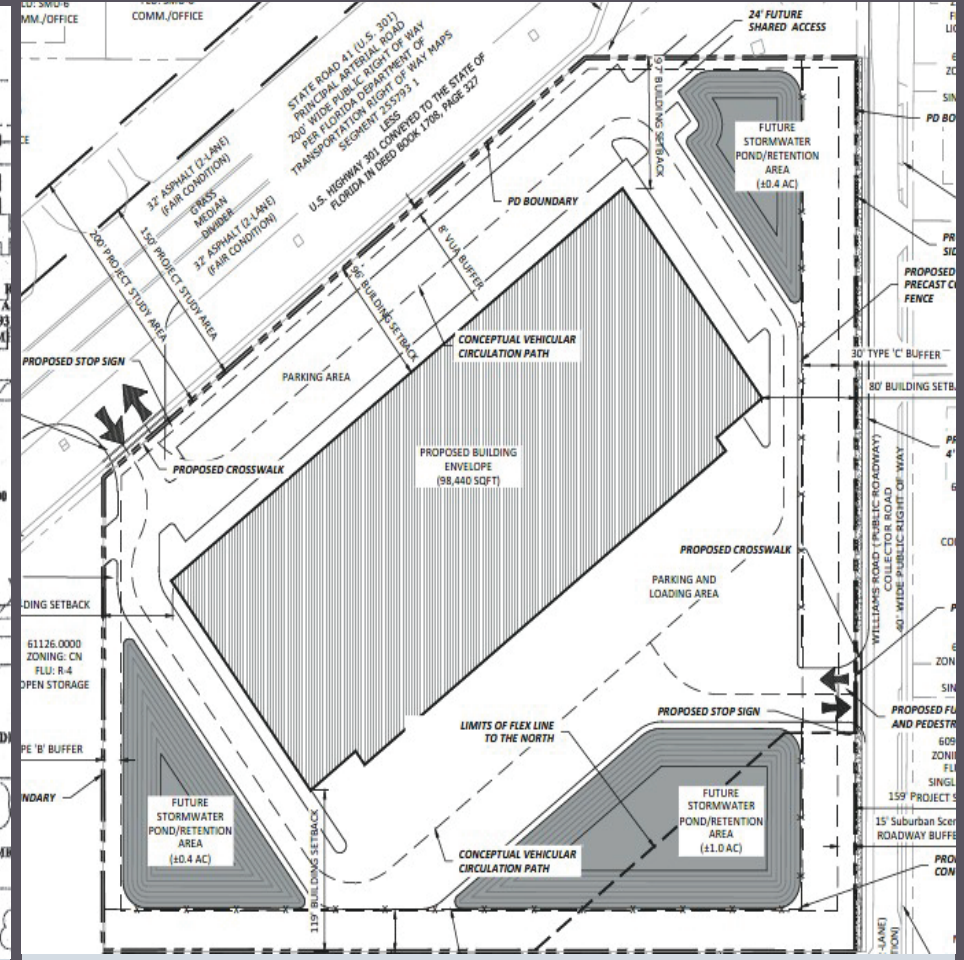


80,000 sf BPO/Industrial/Warehouse Uses

Existing Option 2



Proposed Option 2



80,000 sf BPO/Industrial/Warehouse Uses

98,440 sf Industrial/Warehouse Uses

Planning Commission

Proposal is consistent *subject to conditions*

Development Services

Proposal is supportable *subject to conditions*

Support from All Reviewing Agencies

Proposed Modification:

- Eliminates BPO Uses
- Allows an Option to Eliminate Hotel & Banquet Hall
- Maintains or improves Development Standards
- Increases required setbacks for Industrial Uses
- Decreases Total Number of Trips from Project Site

Overall Reduction in Impacts

Table 1. Estimated Project Traffic

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends (1)</u>	<u>AM Peak Hour Trip Ends (1)</u>			<u>PM Peak Hour Trip Ends (1)</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Proposed Warehouse	150	98,600 SF	194	27	8	35	11	27	38
Approved (2)			1,026	34	30	64	32	36	68
		Difference	-832			-29			-30

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

(2) Based on PD rezoning 19-0546.

Trip Generation Comparison



**PARTY OF
RECORD**

NONE