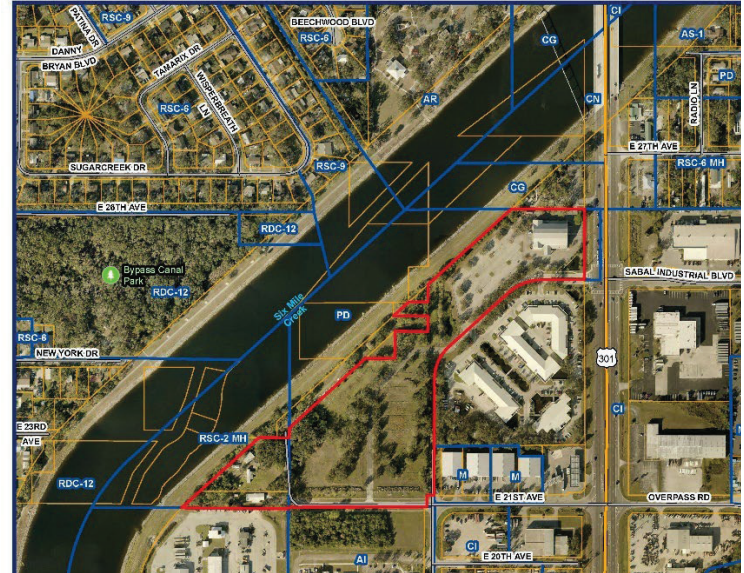




APPLICATION NUMBER: PD 26-0214

ZHM HEARING DATE: March 23, 2026

BOCC LUM MEETING DATE: May 12, 2026

Case Reviewer: Tania C. Chapela

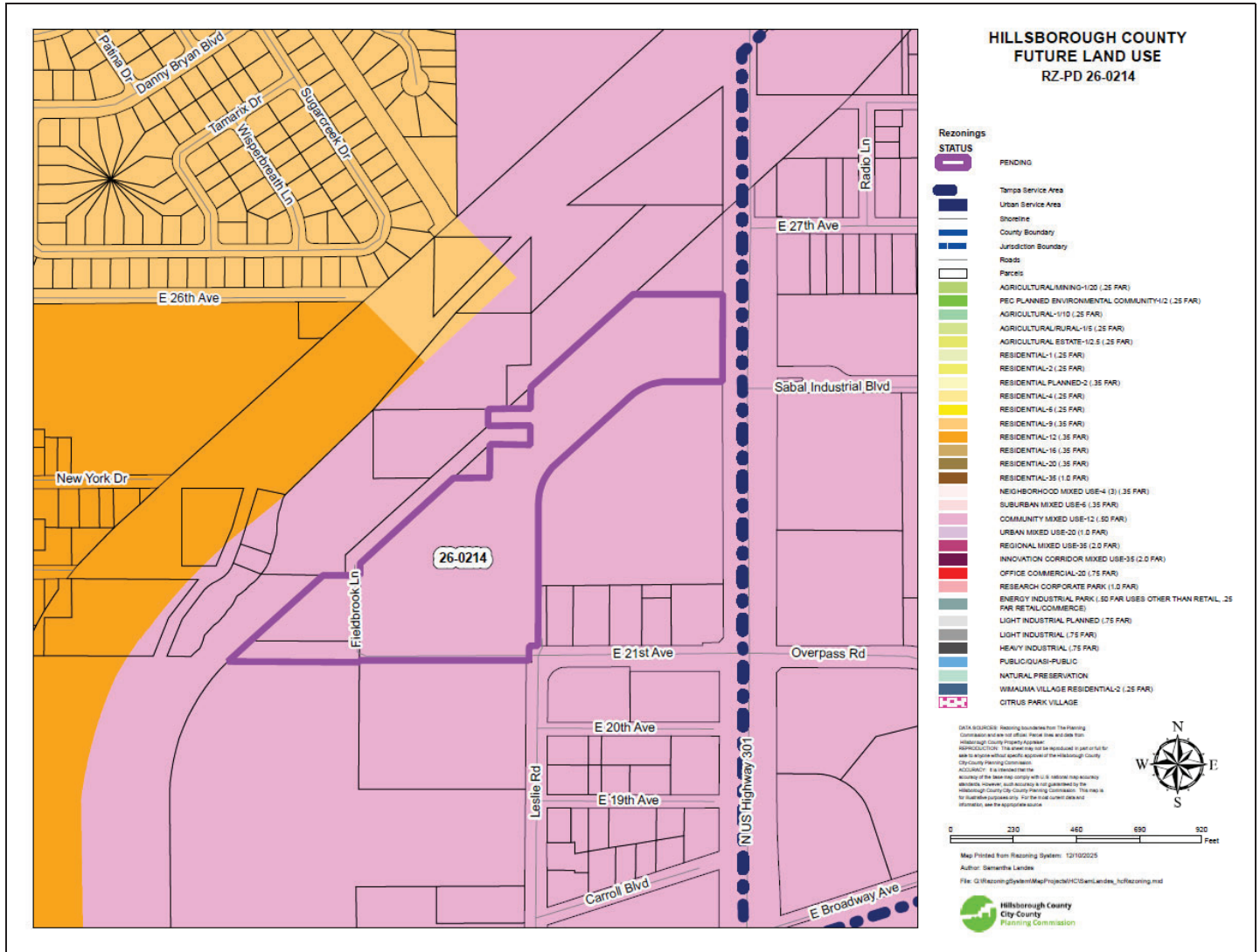
Development Standards:		Existing	Proposed
District(s)	RSC-2 (MH)	MM 25-0933 (PD 01-1180)	PD 26-0214
Lot Size / Lot Width	0.5 AC / 100'	10 AC/ 150'	Per site plan
Setbacks/Buffering and Screening	25' Front 25' Rear 10' Sides	Parcel 2A: FRONT (E): 80 FT SIDE (N): 56 FT SIDE (S): 138 FT REAR (W): 0/30 FT Parcel 2B: FRONT (S): 30 FT SIDE (E): 0 FT SIDE (W): 20 FT REAR (N): 0/20 FT	Parcel 2A: FRONT (E): 80 FT SIDE (N): 56 FT SIDE (S): 138 FT REAR (W): 0/30 FT Parcel 2B: FRONT (S): 30 FT SIDE (E): 0 FT SIDE (W): 20 FT REAR (N): 0/20 FT
Height	35'	50'	50'

Additional Information:

PD Variations	LDC Section 6.06.06
Waiver(s) to the Land Development Code	None requested with this application
Planning Commission Recommendation	Consistent
Development Services Department Recommendation	Approvable, subject to conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	Community Mixed-Use – 12 CMU-12
Maximum Density/F.A.R.:	Up to 0.50 FAR shall be allowed for any single or mixed-use. The commercial component of a project cannot exceed 650,000 square feet --- 12 du/ga
Typical Uses:	Agricultural, residential, commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects.

2.4 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
US Highway 301	FDOT Principal Arterial - Rural	4 Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☒ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other
E 21 st Ave	County Local - Rural	2 Lanes ☐ Substandard Road ☒ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	2,060*	206*	257
Proposed	1,159	51	257
Difference (+/-)	No Change	No Change	No Change

Staff estimated weekday and AM peak hour trip generation as ITE does not provide this data for this land use*Connectivity and Cross Access** ☐ Not applicable for this request

Project Boundary	Primary Access	Access/Additional Connectivity	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East	X	Pedestrian & Vehicular	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	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	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No										
Natural Resources	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No										
Conservation & Environ. Lands Mgmt.	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No										
Check if Applicable: ☐ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☒ Surface Water Resource Protection Area ☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☒ Other _ 130', 150' AMSL Airport Height Restriction													
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments									
Transportation ☐ Design Exc./Adm. Variance Requested ☐ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No										
Service Area/ Water & Wastewater ☐ Urban ☒ City of Tampa ☐ Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No										
Hillsborough County School Board Adequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☒ N/A Inadequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☒ N/A	☐ Yes ☒ No	☐ Yes ☒ No	☐ Yes ☒ No										
Impact/Mobility Fees <table border="0"> <tr> <td>Warehouse/Open Storage (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34</td> <td>Manufacturing (Per 1,000 s.f.) Mobility: \$3,315 Fire: \$34</td> <td>Light Industrial (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$57</td> </tr> <tr> <td>Medical Office (10,000 s.f. or less) (Per 1,000 s.f.) Mobility: \$21,860 Fire: \$158</td> <td>Medical Office (greater than 10,000 s.f.) (Per 1,000 s.f.) Mobility: \$31,459 Fire: \$158</td> <td></td> </tr> <tr> <td>Single Tenant Office (Per 1,000 s.f.) Mobility: \$10,005 Fire: \$158</td> <td>General Office (Per 1,000 s.f.) Mobility: \$8,336 Fire: \$158</td> <td></td> </tr> </table>					Warehouse/Open Storage (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	Medical Office (10,000 s.f. or less) (Per 1,000 s.f.) Mobility: \$21,860 Fire: \$158	Medical Office (greater than 10,000 s.f.) (Per 1,000 s.f.) Mobility: \$31,459 Fire: \$158		Single Tenant Office (Per 1,000 s.f.) Mobility: \$10,005 Fire: \$158	General Office (Per 1,000 s.f.) Mobility: \$8,336 Fire: \$158	
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Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☐ Meets Locational Criteria ☒ N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A ☐ Density Bonus Requested	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent ☐ N/A	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed development remains consistent with the uses previously approved under PD 01-1180. The request does not introduce new uses or expand the range of uses currently permitted within the Planned Development. The modification primarily involves incorporating additional land area for the construction of a stormwater detention pond. This area will function exclusively for stormwater management and will not contain any active uses or structures associated with the development.

Because the additional land area is being dedicated to stormwater infrastructure rather than development, the modification results in a reduction in the overall development intensity of the project. The resulting FAR remains well below the maximum FAR of 0.5 permitted under the CMU-12 Future Land Use category. As such, the proposed modification does not increase the intensity of development, does not introduce new uses, and does not alter the overall character of the approved Planned Development.

Buffering and screening conditions vary along the site boundaries, with several segments along the Tampa Bypass Canal exceeding the minimum buffer requirements. Although a reduced buffer is proposed in limited portions of the canal frontage, the presence of the canal corridor, associated drainage areas, and additional buffer widths in other locations provide substantial physical separation between the proposed development and surrounding properties. Additionally, adjacent properties to the east and south are developed with similar light industrial uses, and Sabal Industrial Boulevard functions as a separation feature along the southern boundary. Based on these factors, the proposed development pattern is not anticipated to create significant compatibility impacts to surrounding properties.

Therefore, the proposed modification remains compatible with the surrounding development pattern and consistent with the intent of the previously approved PD.

5.2 Recommendation

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 17, 2026.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 23, 2025.

1. The shall be permitted 134,000 square feet of the following uses, as generally depicted on the general site plan:
 - 1.1 A 69,000 square-foot “Flex Space” area consisting of office, warehousing and/or light industrial uses.
 - 1.2 A 64,400 square-foot area consisting of Business, Professional Office
2. As an alternative development option the project shall be permitted the following development entitlements in accordance with the site plan:
 - 2.1 A maximum 150,000 square foot feet of light industrial uses, including warehousing, distribution, manufacturing and outdoor storage which is accessory and limited to 20% of the enclosed portions of the principal use shall be permitted within Parcel 2b.
 - 2.2 A nightclub containing a maximum of 32,000 square feet shall be permitted within Parcel 2a as shown on the site plan.
3. Regardless of development options, the project shall be developed in accordance with the M zoning district standards, unless otherwise specified herein.
 - 3.1 The storage of hazardous materials shall be prohibited.
 - 3.2 Buildings shall be located where depicted on the site plan. Maximum building height within Parcel 2B shall be 50 feet.
4. Buffering and screening shall be provided where depicted on the site plan.
 - 4.1 A 10-foot wide buffer with enhanced Type B screening shall be provided where noted on the site plan. Screening shall consist of trees 14 feet in height and 4” caliper at time of planting on 20-foot centers and a 6-foot high solid PVC or wooden fence.
5. No wetland impacts shall be permitted without approval of the Environmental Protection Commission. Approval of the petition does not constitute a guarantee that the Environmental Protection Commission approvals 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 rights to environmental impact approval.
6. All outdoor lighting associated with the development shall be fully shielded and oriented internally to the project.
7. The general location and number of the access points shall be as shown on the General Site Plan, but shall be regulated by the Hillsborough County Access Management Manual as to final location and design. The design and construction of curb cuts are subject to approval by the Hillsborough County Development Services Department and/or Florida Department of Transportation. Final design may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s). Access points may be restricted in movements.

8. If required by FDOT, and if warranted, the developer shall provide, at his expense, additional left turn storage of sufficient length to accommodate anticipated left turning traffic, for vehicles making turn on US 301 for north to westbound traffic. Prior to detailed site plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic. The design and construction of these left turn lanes shall be subject to FDOT approval.
9. The project shall be served by one (1) full access connection to US Highway 301 and one (1) full access connection to E 21st Avenue. Any modifications to the existing access to US Highway 301 shall be subject to review and approval by FDOT.
10. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
11. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicating the same on each site/construction plan submittal.
12. The following shall apply to Parcel 2b as shown on the PD site plan:

Parcel 2b, as shown on the PD site plan, shall be permitted 150,000 s.f. of light industrial uses, including warehousing, distribution, light manufacturing, and outdoor storage on Parcel 2b of the PD site plan. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 1,159 gross average daily trips, 51 gross a.m. peak hour trips, or 51 gross p.m. peak hour trips. Additionally:

Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on Parcel 2b of the PD site plan. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak, and p.m. peak) shall also be provided.

At the time of site/construction plan review, the developer shall study the intersection of E 21st Avenue and Leslie Road and, if warranted, provide appropriate traffic control devices as approved by Hillsborough County.
13. The project shall comply with the requirements of the Wellhead and Surface Water Resource Protect Ordinance.
14. A groundwater monitoring program shall be created by the developer and shall be reviewed and approved by Tampa Bay Water. Said program shall be approved by Tampa Bay Water prior to Construction Plan approval.
15. The type, location, size and number of signs permitted shall be set forth in Part 7.03.00 of the Land Development Code with the following exceptions(s):
 - 15.1 Ground Signs shall be limited to Monument Signs.
 - 15.2 Billboards, pennants and banners shall be prohibited.

16. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
17. The development of the project shall proceed in accordance with the terms and conditions contained in the Development Order, the General Site Plan, and the use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
18. 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.
19. 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.

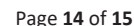
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Buffering and screening modifications are requested along limited portions of the PD boundary adjacent to the Tampa Bypass Canal, where a 20-foot Type B buffer is required. Instead, a 10-foot-wide buffer with enhanced Type B screening is proposed. Screening will be enhanced with taller trees (14 feet versus 10 feet) and a 6-foot high solid fence.

Property Violation History

Agency	Number	Violation	Status
Code Enforcement*			
☒ None current or pending			
☐ Violation(s)			
Building Code Compliance*			
☒ None current or pending			
☐ Violation(s)			
Natural Resources*			
☒ None current or pending			
☐ Violation(s)			
EPC*			
☒ None current or pending			
☐ Violation(s)			

*past 12 months from intake date



APPLICATION NUMBER: PD 26-0214

ZHM HEARING DATE: March 23, 2026

BOCC LUM MEETING DATE: May 12, 2026

Case Reviewer: Tania C. Chapela

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 03/16/2026

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: East Lake Orient Park

PETITION NO: PD 26-0214

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

CONDITIONS OF APPROVAL

- The project shall be served by one (1) full access connection to US Highway 301 and one (1) full access connection to E 21st Avenue. Any modifications to the existing access to US Highway 301 shall be subject to review and approval by FDOT.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
- Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicating the same on each site/construction plan submittal.
- The following shall apply to Parcel 2b as shown on the PD site plan:
 - Parcel 2b, as shown on the PD site plan, shall be permitted 150,000 s.f. of light industrial uses, including warehousing, distribution, light manufacturing, and outdoor storage on Parcel 2b of the PD site plan. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 1,159 gross average daily trips, 51 gross a.m. peak hour trips, or 51 gross p.m. peak hour trips. Additionally:
 - Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses on Parcel 2b of the PD site plan. The list shall contain data including gross floor area, type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak, and p.m. peak) shall also be provided.
 - At the time of site/construction plan review, the developer shall study the intersection of E 21st Avenue and Leslie Road and, if warranted, provide appropriate traffic control devices as approved by Hillsborough County.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 16.62-acre site from Agricultural, Residential, Single-Family Conventional with a Mobile Home Overlay (RSC-2 MH) and Planned Development (PD) to Planned Development (PD). The approved PD (01-1180) permitted two development options with the 'alternative

development option' permitting a 32,000 square foot night club. The night club has been constructed on Parcel 2a, indicating the 'alternative development option' of the PD was selected. The approved PD was most recently modified by MM 25-0933 which entitled Parcel 2b for 150,000 square feet of light industrial uses, including warehousing, distribution, light manufacturing, and outdoor storage. The 2.23 acres of land proposed to be included in the PD is anticipated to accommodate the site's stormwater needs. No additional entitlements are being requested with this petition.

It should be noted that the approved entitlements for the permitted nightclub have been developed on Parcel 2a of the PD. As such, any additional development on Parcel 2a will require a PD modification to increase the existing entitlements for Parcel 2a. At the time which this is proposed, the applicant will be required to submit a transportation analysis in accordance with the Development Review Procedures Manual (DRPM) to assess the transportation impacts generated by the development.

Trip Generation Analysis

For the previous PD modification request (25-0933), the applicant submitted a transportation analysis to establish a trip cap for Parcel 2b. As the applicant is not proposing any changes to the approved entitlements, a transportation analysis was not required. The table below presents the trips potentially generated by the property's zoning. The data presented below is based on the Institute of Transportation Engineer's *Trip Generation Manual, 12th Edition*.

Approved & Proposed Zoning:

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD-Parcel 2a, 32,000 SF Drinking Place (nightclub) (ITE LUC 975)	2,060*	206*	206
PD-Parcel 2b, 150,000 SF Light Industrial (warehousing, distribution, light manufacturing, and outdoor storage) (Pursuant to Trip Cap for MM 25-0933)	1,159	51	51
Total	1,159	51	257

**Staff estimated weekday and AM peak hour trip generation as ITE does not provide this data for this land use*

There are no changes in the project's trip generation with the subject PD request.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on E 21st Avenue and US Hwy 301.

E 21st Avenue is a 2-lane, undivided, local urban road. The roadway is characterized by +/- 12-foot-wide lanes in average condition, no bike lanes, +/- 5-foot-wide sidewalks on both sides of the roadway within the vicinity of the project site and lies within a +/- 60-foot-wide right of way.

US Highway 301 is a 4-lane, divided, FDOT maintained principal arterial rural road. The roadway is characterized by +/- 12-foot-wide lanes in average condition, no bike lanes, +/- 5-foot-wide sidewalks on the west side of the roadway north of Sabal Industrial Blvd and lies within a +/- 200-foot-wide right of way.

Along the project's frontage, US Highway 301 is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. Although there is no typical section for 6-lane roadway, the minimum right of way necessary is calculated by taking the typical section for a 4-lane divided, urban collector roadway (TS-6 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 110 feet of right of way, and adding an additional 22 feet of right of way for the additional two travel lanes for a total of 132 feet of required right of way. As the existing right of way for US Highway 301 exceeds the required 132 feet, corridor preservation is not required on the subject site.

SITE ACCESS AND CONNECTIVITY

The PD is approved for one (1) full access connection to US Highway 301 and one (1) full access connection to E 21st Avenue. Parcels 2a and 2b of the PD site plan are connected via Sabal Industrial Boulevard, a private driveway. No changes to the project's access are being proposed with this request.

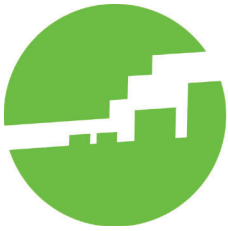
During the review of the zoning request (MM 25-0933) for 150,000 square feet of industrial uses on Parcel 2b, Transportation Section Review Staff identified that the intersection of Leslie Road and E 21st Avenue may warrant additional traffic control devices based on the project's traffic volumes. The westbound and northbound movements at this intersection do not currently have stop controls. At time of site/construction plan review, the developer will be required to analyze this intersection to identify if any such improvements are needed. The developer will be required to install any warranted improvements prior to or concurrent with the initial increment of (re)development.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

The roadway level of service provided below for US Highway 301 is for information purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
US Highway 301	Adamo Drive	State Road 574/Dr Martin Luther King Jr Boulevard	D	F

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



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: March 23, 2026 Report Prepared: March 12, 2026	Case Number: PD 26-0214 Folio(s): 42926.0100, 43009.0000 & 43010.0000 General Location: North of 21 st Avenue East and west of North US Highway 301
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Community Mixed-Use-12 (12 du/ga; 0.5 FAR)
Service Area	Urban
Community Plan(s)	East Lake-Orient Park
Rezoning Request	Planned Development (PD) to add 2.23 acres to the original Planned Development (PD 01-1180, Major Modification (MM) 25-0933)) for a stormwater pond.
Parcel Size	+/- 16.62 acres
Street Functional Classification	North US Highway 301 – State Principal Arterial 21 st Avenue East – Local Road
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Community Mixed-Use-12	PD	Light Commercial
North	Community Mixed-Use-12 + Residential-9	CN + CG + CI + AR + AS-1 + PD + RSC-6 + RSC-9 + RDC-12	Light Commercial + Public/Quasi-Public/Institutional + Single Family
South	Community Mixed-Use-12 + Light Industrial Planned + Office Commercial-20	CI + M + RSC-6 + BPO + AI	Public/Quasi-Public/Institutional + Light Commercial + Light Industrial + Heavy Industrial
East	Community Mixed-Use-12	CI + M	Light Commercial + Light Industrial + Public Communications/Utilities
West	Community Mixed-Use-12 + Residential-12 + Office Commercial-20	RSC-2 + RSC-6 + RDC-12	Public/Quasi-Public/Institutional + Single Family

Staff Analysis of Goals, Objectives, and Policies:

The 16.62 ± acre subject site is located north of 21st Avenue East and west of North US Highway 301. The site is in the Urban Service Area (USA) and is located within the limits of the East Lake-Orient Park Community Plan. The applicant is requesting a new Planned Development (PD) to add 2.23 acres to the original Planned Development (PD 01-1180, Major Modification (MM) 25-0933)) for a stormwater pond.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The proposed light industrial use is compatible with the existing character and density of the surrounding area, which includes multiple light and heavy commercial uses and light industrial uses. The residential developments within the area are located across the Tampa Bypass Canal and are adequately buffered from the site. The site is compatible with the existing community character and FLUS Objective and Policies regarding compatibility.

Additionally, the proposal meets the intent of the Neighborhood Protection policies in the Future Land Use Section under FLUS Objective 4.4 and Policy 4.4.1 that requires new development to be compatible with the surrounding neighborhood. The proposed rezoning is compatible with the surrounding area and

the existing industrial character of the area. The addition of acreage for a stormwater pond will not negatively impact the existing neighborhood and, therefore, the proposal is consistent with FLUS Objective 4.4 and Policy 4.4.1.

FLUS Goal 2, FLUS Objective 2.1, and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each FLU category. 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. The Community Mixed-Use-12 (CMU-12) Future Land Use (FLU) category is intended for urban intensity and density and allows for the consideration of a maximum of 0.5 FAR. The total site is 16.62 acres and is divided between two uses. With 12.06 acres in Parcel 2B, the site can be considered for up to 262,666 square feet (12.06 acres X 43,560 square feet = 525,333 square feet X 0.5 FAR = 262,666 square feet) of light industrial uses. The site is not located in a Centers or Connection, and is therefore not required to meet the 75% density requirement (Policy 2.4.4). Additionally, sites within a mixed-use Future Land Use category must meet FLUS Policy 4.2.1 and have a minimum of two land uses in separate buildings. Since the site is greater than 10 acres this policy applies. Parcel 2A currently has a free-standing taverns, bars, lounges, nightclubs, and dance halls use and Parcel 2B has light industrial uses. The proposal meets the requirements of the policies under FLUS Objective 2.1, FLUS Policy 4.2.1, and the intent of the CMU-12 FLU category.

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

Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the East Lake-Orient Park Community Plan. The Economic Goal of this plan seeks to provide opportunities for business growth and jobs in the East Lake-Orient Park community. The addition of the stormwater pond enhances the current approved 150,000 square feet of light industrial uses in a predominately commercial and industrial area, which will provide additional opportunities for business growth and provide additional jobs while preserving the existing community character. The proposed development meets the intent of the Economic Development Goal of the East Lake-Orient Park Community Plan and the Livable Communities Element.

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

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

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

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

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

Community Context and Compatibility

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

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

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

Relationship to Land Development Regulations

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

Development

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

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

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

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

Mixed-Use Land Categories

Policy 4.2.1: Projects proposed in all mixed-use plan categories shall be required to develop with a minimum of two land uses within a single building or within a single project in separate buildings in accordance with the following:

- Requirements for two (2) land uses will apply to properties 10 acres or greater in the RMU-35, UMU-20 and CMU-12 land use categories and to properties 20 acres or greater in the SMU-6 and NMU-4 land use categories.
- For primarily non-residential projects, at least 10% of the total building square footage in the project shall be used for uses other than for the primary use.
- For primarily residential projects, at least 10% of the land area (shall be used for a non-residential use or 10% of the density for a different housing type).

- *The mix of uses may be achieved by utilizing off-site uses of a different type located within ¼ mile of the project, on the same side of the street of a collector or arterial roadway connected by a continuous pedestrian sidewalk.*
- *The land uses that may be included in a mixed-use project include: retail commercial, office, light industrial, residential, residential support uses and civic uses provided that the use is permitted in the land use category. Different housing types (multi-family, attached single-family or detached single-family) may be considered as separate/different uses.*
- *These requirements do not apply within ½ mile of an identified Center or Connection (see Objective 2.4) or when the project is exclusively industrial.*

Neighborhood and Community Development

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

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

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

LIVABLE COMMUNITIES ELEMENT: EAST LAKE-ORIENT PARK COMMUNITY PLAN

Goals

Economic Development: *Provide opportunities for business growth and jobs in the East Lake-Orient Park community.*

The map displays a residential neighborhood with a proposed lot split for parcel 26-0214, highlighted by a purple outline. The parcel is situated between E 21st Ave and E 26th Ave, and between Fieldbrook Ln and Leslie Rd. The map includes various streets and landmarks, such as the Sabal Industrial Blvd, Overpass Rd, and the yellow shaded area in the lower-left corner. The parcel number 26-0214 is clearly marked within the outlined area.



Map Printed from Rezoning System: 12/10/2025
Author: Samantha Landes
File: G:\RezoningSystem\MapProjects\HC\SamLand