

Rezoning Application: 26-0558
Zoning Hearing Master Date: July 20, 2026
BOCC Land Use Meeting Date: September 22, 2026

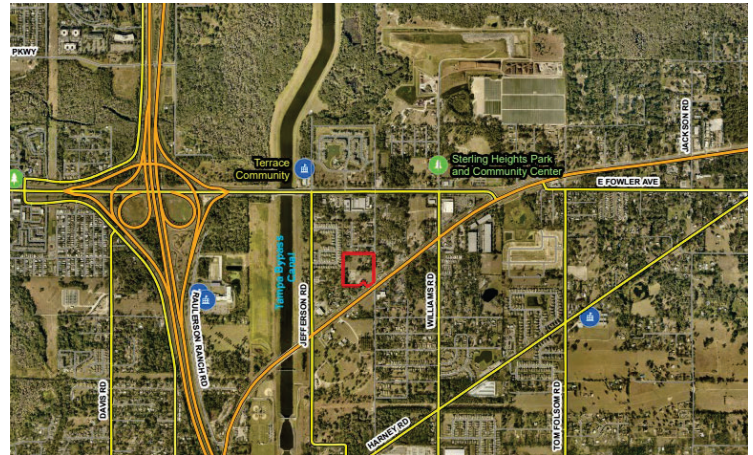


**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: TC Florida Development, Inc.
FLU Category: SMU-6
Service Area: Urban
Site Acreage: 9.7 +/-
Community Plan Area: Thonotosassa
Overlay: None



Introduction Summary:

The applicant requests to rezone properties from Planned Development (PD) 12-0032 and AR (Agricultural Rural) to PD to allow Manufacturing (M) zoning district uses.

Zoning:	Existing		Proposed
District(s)	PD 12-0032	AR	PD 26-0558
Typical General Use(s)	Mini-Warehouse and limited CG uses	Agricultural/Single-Family Residential	Manufacturing
Acreage	4.7	5.0	9.7
Density/Intensity	0.10 FAR	1 unit per 5 acres	0.27 FAR (Options 1 and 2)
Mathematical Maximum*	21,500 sf	1 unit	115,000 sf (Options 1 and 2)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	PD 12-0032	AR	PD 26-0558
Lot Size / Lot Width	n/a	5 acres / 150'	n/a
Setbacks/Buffering and Screening	30' Front 30' Rear 30' Sides	50' Front 50' Rear 25' Sides	64' - 42.4' North 218' - 208' West 124' - 99' Southwest 30'/C North and West (PD Variation, enhancement) 15/B Southwest (PD Variation)
Height	35'	50'	45' (Options 1 and 2)

Additional Information:

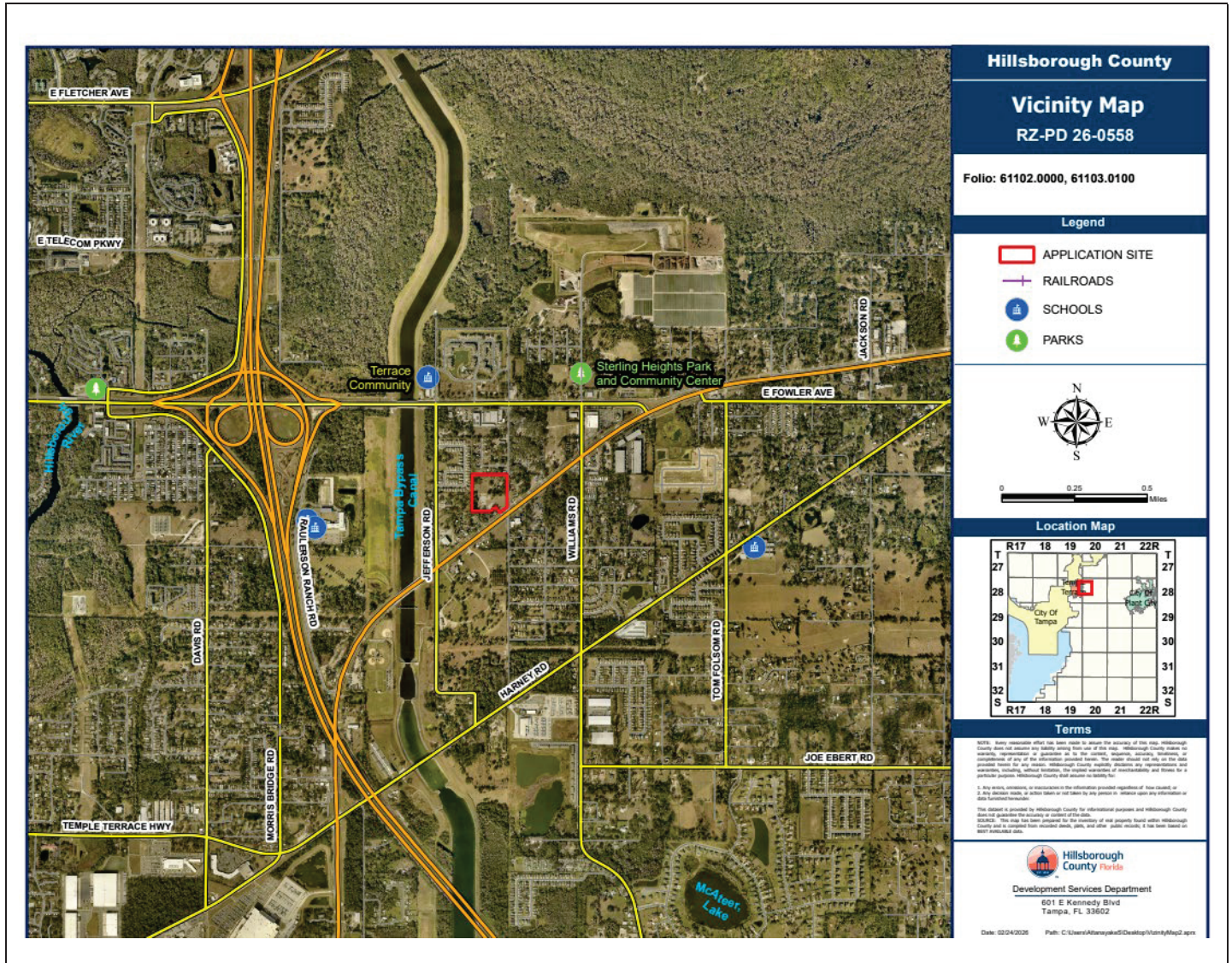
PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:
Inconsistent

Development Services Recommendation:
Not supported

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

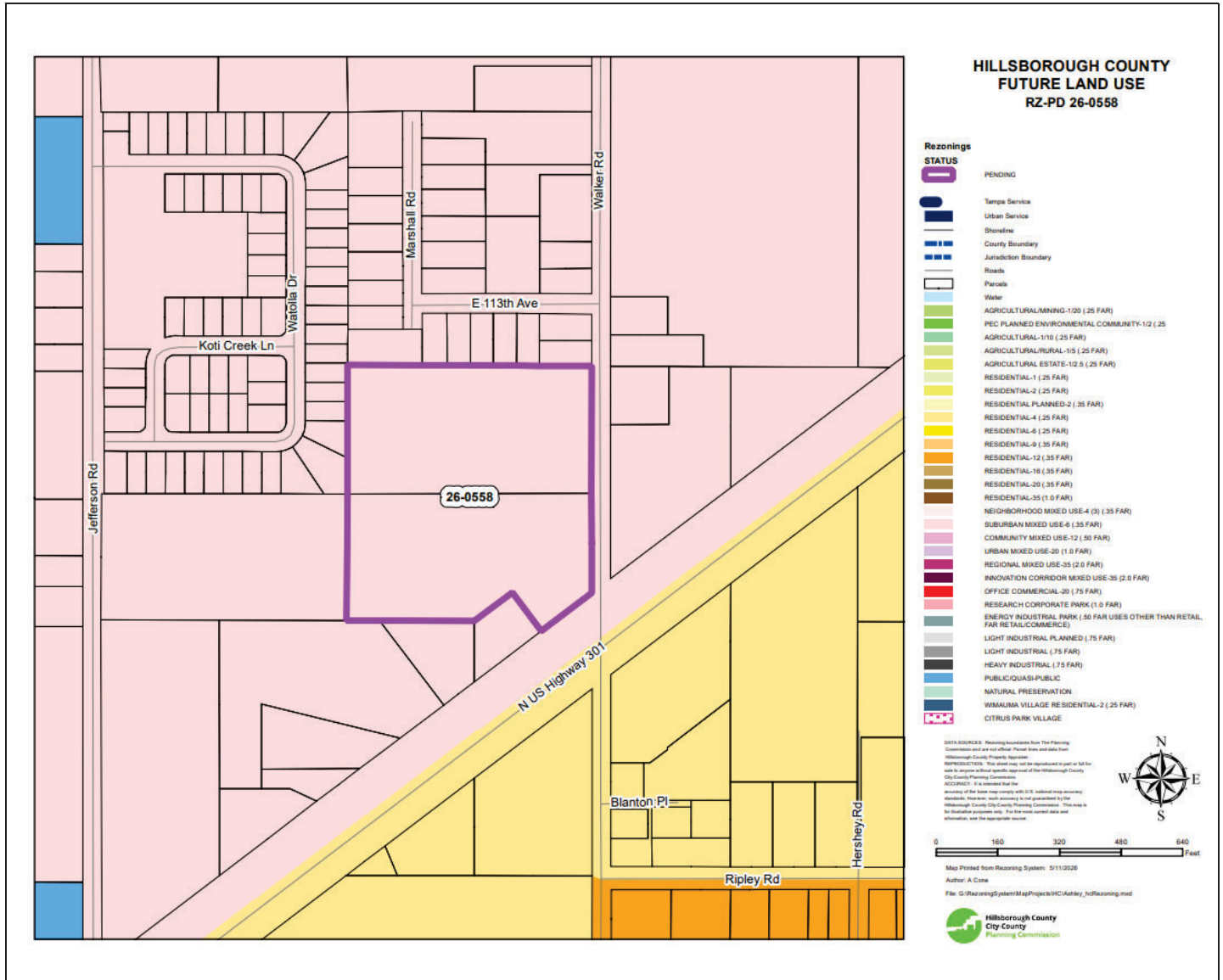


Context of Surrounding Area:

The site is located at the northwest corner of the US Hwy 301 and Walker Road intersection. The general area contains a variety of uses, including residential, commercial, and industrial. Interstate 75 is located approximately 0.6 miles to the west of the site. The site is located between Fowler Avenue and US Hwy 301 in the Thonotosassa community.

2.0 LAND USE MAP SET AND SUMMARY DATA

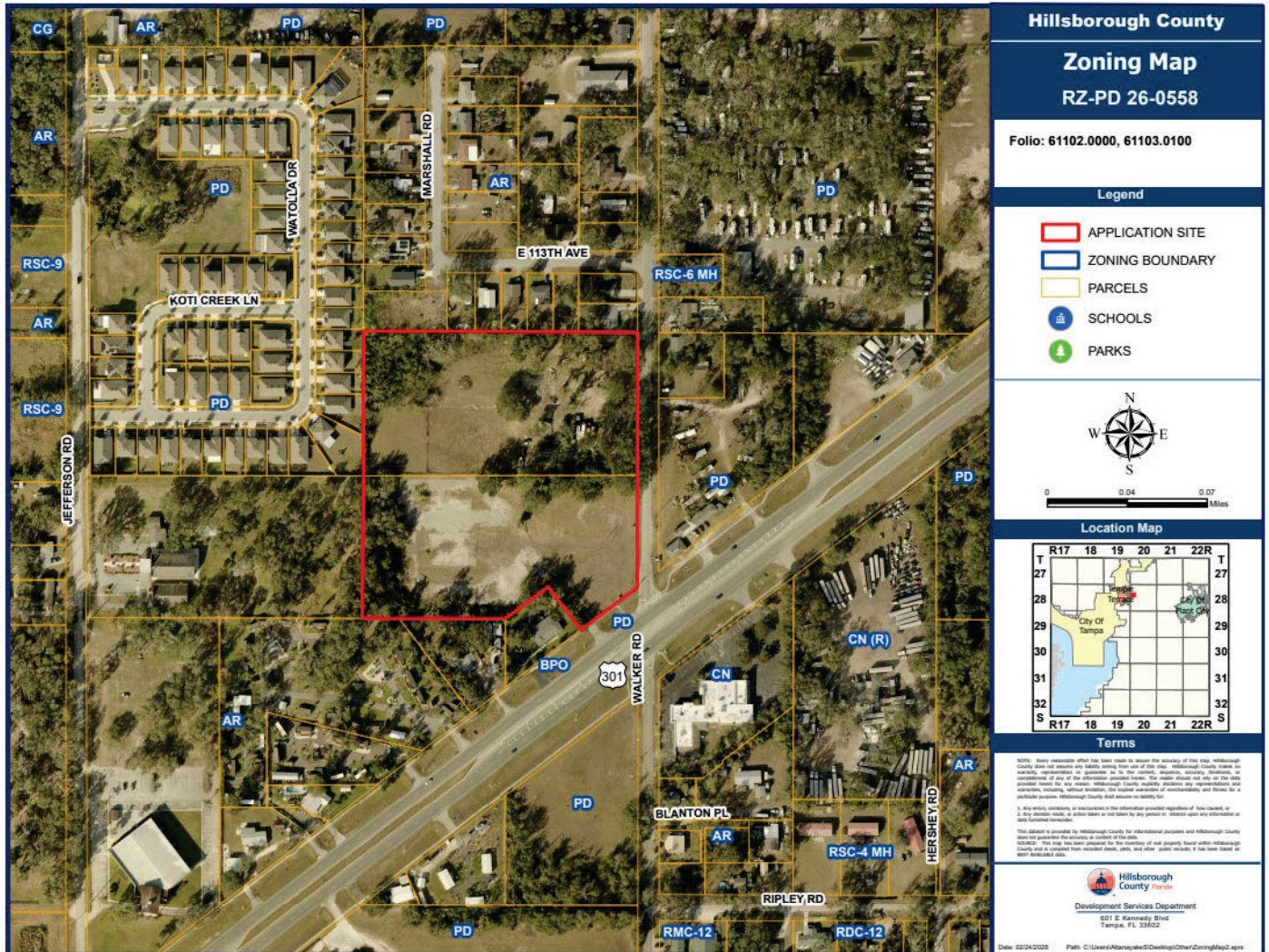
2.2 Future Land Use Map



Subject Site Future Land Use Category:	SMU-6
Maximum Density/F.A.R.:	6 units per acre / 0.25, 0.35, 0.50 FAR
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



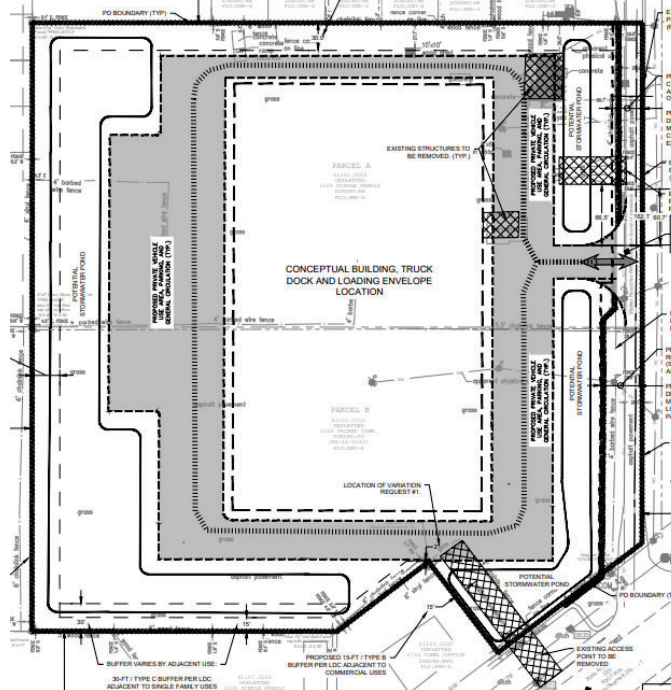
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	1 unit per 5 acres	Agriculture/Single-Family Residential	Single-Family Residential and Vacant
South	BPO AR	BPO: 0.20 FAR AR: 1 unit per 5 acres	BPO: Office AR: Agriculture/Single-Family Residential	BPO: Office AR: Single-Family Residential and Mobile Hom/RV Park
East	PD 92-0195 ZC (NCU 91-065) RSC-6 MH	PD: 20 u/a (UL-2) RSC-6 MH: 6 units per acre	PD: Mobile Home Park, Motel RSC-6 MH: Residential (conventional, manufactured, mobile)	PD: Mobile Home Park, Motel RSC-6 MH: Residential
West	RSC-6 MH	6 units per acre	Single-Family Residential Detached Conventional or Mobile Home	Single-Family Residential

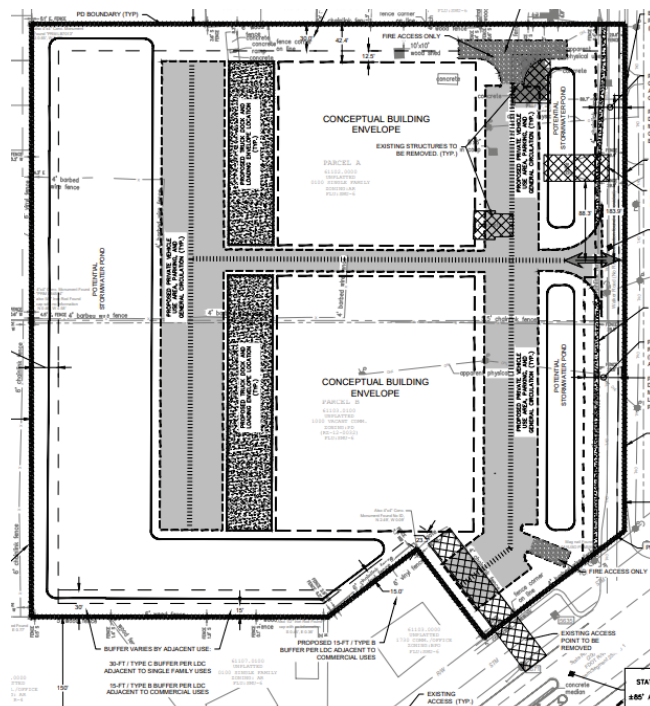
2.0 LAND USE MAP SET AND SUMMARY DATA

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

Option 1



Option 2



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 Hwy 301	FDOT Arterial - Rural	4 Lanes ☐ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☐ Site Access Improvements ☐ Substandard Road Improvements ☒ Other (TBD by FDOT)
Walker Rd.	County Collector - 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	1,208	101	109
Proposed	1,043	142	133
Difference (+/-)	-165	+41	+24

*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East	X	None	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
Walker Rd./Substandard Roadway	Design Exception Requested	Approvable
Walker Rd./Minimum Access Spacing	Administrative Variance Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	☒ 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 _____				
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 Warehouse (Per 1,000 s.f.) Manufacturing (Per 1,000 s.f.) Mobility: \$1,337 Mobility: \$3,315 Fire: \$34 Fire: \$34				
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	☒ Yes ☐ No	☒ Inconsistent ☐ Consistent	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located at the northwest corner of the Walker Road and US Hwy 301 intersection within the Thonotosassa community. Surrounding uses include residential (single-family, mobile home/RV parks) and office. The SMU-6 Future Land Use category permits for the consideration of the proposed use.

The application proposes M (Manufacturing) uses, excluding Heavy Industrial. Manufacturing zoning district uses which would be classified as Heavy Industrial require a Future Land Use category of HI (Heavy Industrial). The M zoning district is one of the most intensive standard zoning districts allowing for manufacturing, processing, warehousing, and intensive commercial uses – such as truck stops, concrete batch plants, auto paint and body shops, and open storage. The use depicted for this application is a warehouse with distribution; however, the full range of M zoning district uses are proposed.

Due to the potential impacts of intensive use, performance standards are used to ensure compatibility with neighboring uses – such as setbacks, building height, and buffering/screening. The proposed building height is 45 feet, requiring a setback of 80 feet where adjacent to residential. Under Option 1, the building will have a setback of 64 +/- feet from the north, 208 +/- feet from the west, and 124 +/- feet from the southwest. Under Option 2, the building will have a setback of 42.4 feet from the north, 218 +/- feet from the west, and 99 +/- feet from the south.

Under both options, the northern setback is not compliant with the 2:1 setback for the building height. However, the required 30-foot wide buffer with Type C screening is proposed, with enhanced tree plantings along the north (14-foot high live oak trees at 4-inches in caliper in lieu of 10-foot high evergreen shade trees at 2-inches in caliper). The applicant has offered conditions to mitigate for the non-compliant setback, including enhanced building design, loading and unloading hours, noise limits and exterior lighting restrictions.

- All facades are proposed to have architectural treatments, such as windows, decorative canopies and compatible colors. The northern façade would specifically have the same façade treatment as the front façade.
- No loading to be conducted along the northern drive aisle (Option 1).
- Operational noise shall not exceed 55 decibels at the residential property line between the hours of 11:00pm – 5:00 am. The level is below the maximum nighttime residential limits (55 dB) and less than the limits for an industrial district (70 dB).
- Exterior building lighting will be full-cutoff luminaires, and the maximum pole height will be limited to 25 feet in height. Light levels will not exceed 0.1 foot-candles at the northern and western property lines.

The applicant has made proposals to address compatibility; however, staff is unable to find the request compatible due to the following:

- Northern building setbacks which do not meet the 2:1 setback for a building height of 45 feet. Option 1 reduces the setback by approximately 16 feet, while Option 2 reduces the setback by approximately 38 feet. Properties to the north are developed with 1-story single-family homes, oriented northwards placing rear yards adjacent to the warehouse facility. The building width may be as wide as 225 - 290 feet. Non-residential buildings abutting residential districts have the additional requirement of an increased setback (for every 100 feet) or an enhanced buffer option of an 8-foot high masonry wall with shade tree plantings, or a 6-foot high masonry wall with ornamental and shade tree plantings. This compatibility measure is not provided.
- The loading/unloading hours are limited and facility hours will allow 24-hour operations.
- Option 1 restricts load/unloading from the northern drive. However, this will still allow for truck circulation approximately 30 feet from the property line at all times. The loading/unloading area would be permissible from any façade. Option 2 removes the northern drive aisle, but places a fire-truck turn around within the buffer and locates the truck dock for loading/unloading 42.4 feet from the property line.

- PD Variations for buffer encroachments are not supported by staff– see Section 7.

5.2 Recommendation

Not supported.

6.0 PROPOSED CONDITIONS

N/A

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

Property Violation History

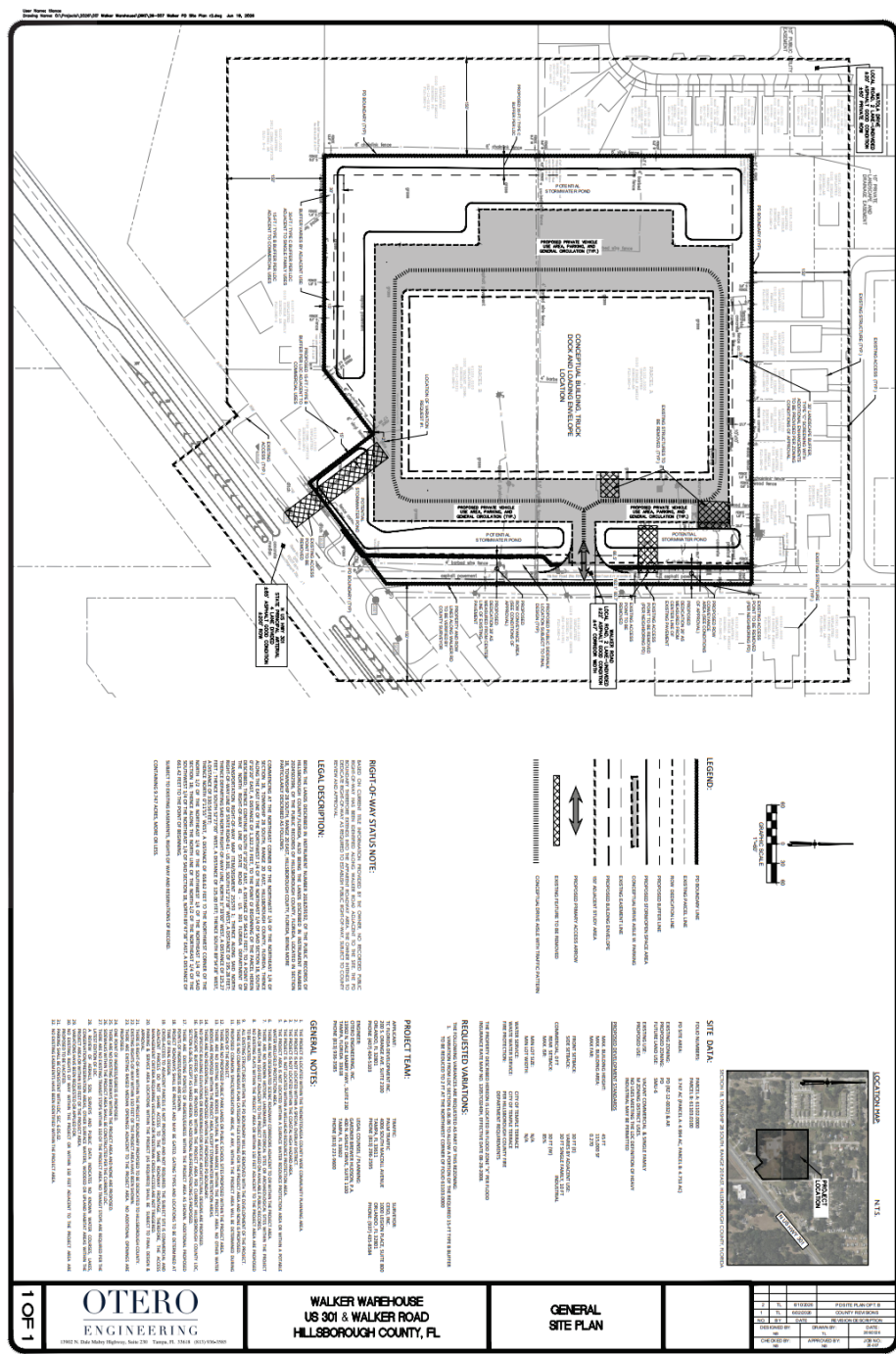
Agency	Number	Violation	Status
Code Enforcement*			
☒ None current or pending			
☐ Violation(s)			
Building Code Compliance*			
☒ None current or pending			
☐ Violation(s)			
Natural Resources*			
☒ None current or pending			
☐ Violation(s)			
EPC*			
☒ None current or pending			
☐ Violation(s)			

*past 12 months from intake date

The applicant has requested two PD Variations:

- Option 1: Buffer reduction from 15 feet to 0 feet at the southeastern portion of the site adjacent to commercial property. Per the applicant's responses, the reduction is necessary for the site layout. The area of reduction is limited in area and necessary to provide the 30 foot wide buffer along the northern PD boundary.
- Option 2: Buffer reduction from 30 feet to 18 +/- feet at the northeastern portion of the site adjacent to residential property. Per the applicant's responses, the reduction is not within the full buffer and will be limited to fire truck use. This encroachment is a result of the Option 2 design with two free-standing buildings.

Staff is not supportive of the PD Variation requests, which could be resolved with a smaller development. Deviation from these regulations is not necessary to provide a more creative or innovative design, would not continue to meet the intent of the Land Development Code and would intensify the project's incompatibility with the adjacent residential.



APPLICATION NUMBER: PD 26-0558

ZHM HEARING DATE: July 20, 2026

BOCC LUM MEETING DATE: September 22, 2026

Case Reviewer: James Baker, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 7/10/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: THONOTOSSASA

PETITION NO: PD 26-0558

- ☐ 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 limited to a maximum of 115,000 square feet for Manufacturing uses with loading docks.
 - a. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 1,043 daily trips, 143 AM or 133 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.
- The project access shall be served by one full access connection to Walker Rd. The developer shall construct a northbound left turn lane at the project access with the initial increment of development.
 - a. Any site access improvements at the intersection of US Hwy 301 and Walker Rd. required by FDOT shall be implemented at the time of the initial increment of site development.
- If PD 26-0558 is approved, the County Engineer will approve a Design Exception (dated July 9, 2026) which was found approvable by the County Engineer (on July 10, 2026) for improvements to Walker Road. As Walker Road is a substandard collector roadway, the developer shall make certain improvements consistent with the Design Exception, including widen the travel lanes to 12-feet and right of way dedication of approximately 38 feet from the existing centerline along the project frontage from US 301 to the project driveway and taper to approximately 26 feet of right of way at the northern property line.
- If PD 26-0558 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated July 9, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.07 – access spacing - which was found approvable on July 10, 2026. Approval of this Administrative Variance will allow the proposed Walker Rd. access connection to be located within +/-60 feet and +/-241 feet of the next closest access connections to the north.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Planned Development, (PD) zoning of two parcels totaling +/-9.78-acres located at the northwest corner of US Hwy 301 and Walker Rd. The subject parcels are currently zoned PD #12-0032 for Warehouse Distribution and Retail uses, and Agricultural Residential (AR) zoning. The proposed PD will allow for up to 115,000 sf of manufacturing uses with loading docks.

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. 115,000 s.f. of certain types of applicable uses such as contractor's yard, office uses, and retail uses such as restaurants permitted under the Manufacturing (M) zoning district), 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 zoning, utilizing a generalized worst-case scenario, and trip generation studied in the applicant's submitted site access analysis for the proposed Planned Development zoning. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 12,000sf – Warehouse (ITE 150)	210*	15	21
PD: 9,500sf Sit-down Restaurant (ITE 932)	989	85	87
AR: 1 Single Family Detached Unit (ITE 210)	9	1	1
TOTAL	1,208	101	109

*Estimated by staff

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 115,000 sf Manufacturing Uses - Per Applicant's Traffic Study**	1,043	142	133

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-165	+41	+24

** 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.

Walker Rd. is a 2-lane, undivided, substandard, collector roadway in good condition. The roadway is characterized by travel lanes varying between +/- 9 and 11-feet, lying within +/- 47-foot wide right-of-way along the project's frontage). There are no sidewalks or bicycle facilities on Walker Rd. Staff notes that Walker Rd. is shown as a local roadway on the County Functional Class Map, however, it is reclassified to a collector roadway due to the number of daily trips exceeding 5,000 per day pursuant to the applicant's traffic analysis.

The applicant will be required to improve the Walker Rd. consistent with the proposed Design Exception found approvable by the County Engineer discussed in greater detail under the section titled Design Exception found herein.

SITE ACCESS AND CONNECTIVITY

The proposed PD site plan shows one (1) full access connection to Walker Rd., aligning with the proposed access connection on the east side of Walker Rd. under proposed PD#26-0670. All existing access shall be removed and stored to the existing roadway section with sod and any applicable edge of pavement treatments.

The applicant's submitted site access analysis finds that a northbound left turn at the project access is warranted and will be required to be constructed with the initial increment of development.

As US Hwy 301 is a FDOT facility immediately abutting the site, the developer will be required to coordinate with FDOT at the time of site development to determine if any site access related improvements (i.e. turn lane improvements) at the intersection of US Hwy 301 and Walker Rd. will be required.

REQUEST DESIGN EXCEPTION: SUBSTANDARD ROADWAY

As Walker Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for the roadway (dated July 9, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on July 10, 2026). The developer will be required to widen the travel lanes and warranted turn lane to 12 feet along the project frontage. The right of way dedication to be provided shall be measured approximately 38 feet from the existing centerline along the project frontage from US 301 to the project driveway and taper to approximately 26 feet of right of way at the northern property line. The developer will not be required to construct required bike lanes or curb and gutter. All improvements shall be consistent with the Design Exception.

If this zoning is approved, the County Engineer will approve the Design Exception request.

REQUESTED ADMINISTRATIVE VARIANCE: WALKER RD ACCESS SPACING

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated July 9, 2026) to allow the Walker Rd. project driveway connection within less than the required minimum 245 foot spacing, pursuant to Section 6.04.07, from existing driveway connections, approximately 60 feet and 241 feet to the north. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on July 10, 2026.

If this rezoning is approved, the County Engineer will approve the above referenced Administrative Variance Request.

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. (S)	D	C

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Vicki Castro](#); [Michael Yates](#)
Cc: [Alex Schaler](#); landuse@gardnerbrewer.com; [Heinrich, Michelle](#); [Perez, Richard](#); [Phillips, Charles](#); [Tirado, Sheida](#); [PW-CEIntake](#); [De Leon, Eleonor](#)
Subject: FW: RZ-PD 26-0558 - Administrative Variance & Design Exception Review
Date: Friday, July 10, 2026 11:20:41 AM
Attachments: [26-0558 AVAdd 07-09-26.pdf](#)
[26-0558 DEAdd 07-09-26.pdf](#)
[image001.png](#)

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 26-0558 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

-

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

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

Sent: Thursday, July 9, 2026 4:12 PM

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

Cc: Perez, Richard <PerezRL@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>

Subject: RZ-PD 26-0558 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AV and DE are **Approvable** to me; please include the following people in your response email.

vcastro@palmtraffic.com

myates@palmtraffic.com

aschaler@gardnerbrewer.com

landuse@gardnerbrewer.com

HeinrichM@hcfl.gov

PerezRL@hcfl.gov

PhillipsCh@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services

E: TiradoS@HCFL.gov

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

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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

Hillsborough County Florida

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	☒ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	☐ New Request	☒ Revised Request	☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☐ 1. AV-Access Spacing - WalkerRd ☐ 4. ☒ 2. Updated to address staff comments ☐ 5. ☐ 3. ☐ 6.		
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase Walker Warehouse Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s) 61102.0000, 61103.0100 ☐ Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request Vicki Castro, P.E. Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation PD (RZ-12-0032) & AR Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number MM 26-0558 Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number) Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



Revised July 9, 2026
May 01, 2026

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

RE: Walker Warehouse – MM 26-0558
Folio: 61102.0000, 61103.0100
Administrative Variance Request – Minimum Spacing – Walker Road
Palm Traffic Project No. T26015

Dear Mr. Williams:

This letter documents our request for an administrative variance to Hillsborough County Land Development Code (LDC) Section 6.04.07 (minimum spacing) for access to Walker Road for the project. The project is located west of Walker Road and north of US 301, as shown in Figure 1. This request is made based on our virtual meeting on October 03, 2025, with Hillsborough County staff.

The proposed rezoning will allow for up to 115,000 square feet of Industrial Park. The project proposes having one (1) full access to Walker Road. Walker Road is identified in the Hillsborough County Functional Classification Map as a local roadway with a posted speed limit of 35 mph, however, the AADT is anticipated to be above 5,000, so it was considered a collector roadway.

The request is for an Administrative Variance to Section 6.04.08 of the Hillsborough County LDC for the access spacing to Walker Road. Based on Section 6.04.08, the connection spacing for Walker Road is 245 feet. As shown in Figure 2, the driveway spacing provided ranges from approximately 60 feet to 241 feet, all low volume residential driveways.

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

a) There is unreasonable burden on the applicant

The request is to have one (1) full access to Walker Road to serve the proposed development. This property currently has one (1) access to US 301 and one (1) access to Walker Road that will be removed. The proposed driveway location will align with the proposed rezoning application to the east (PD 26-0670). The proposed driveway location meets the connection spacing requirement of 245 feet from US 301. Given the singular access and location of the proposed driveway connection to the west, meeting the connection spacing standard to the low volume residential driveways to the north is not possible, and therefore, not approving the variance would be an unreasonable burden on the applicant.

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

The proposed full access driveway on Walker Road is approximately 60 feet south of the proposed dirt driveway that is proposed to be removed in conjunction with the PD 26-0670 rezoning, approximately 109 feet south of the southern driveway for 11407 Walker Road and approximately 162 feet south of the northern driveway for 11407 Walker Road, approximately 241 feet south of the driveway for 11421 Walker Road, as shown in Figure 2 on the site plan. All these driveways are low volume residential driveways, and the proposed driveway location was selected to minimize the impacts to these driveways and to align with the proposed driveway to the west. In addition, the design removes potential conflicting movements at the project driveway and therefore would not be detrimental to the public health, safety and welfare of the motoring public.

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

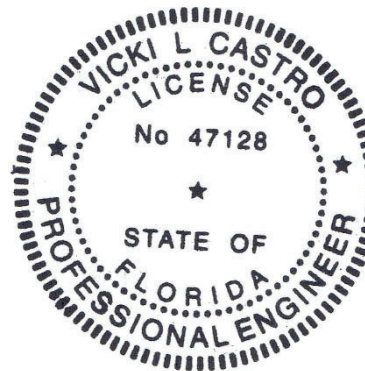
The access spacing variance is requested to provide a functional access to the site. Access to US 301 was not feasible due to connection spacing standards. Without the variance, reasonable access to the property could not be provided.

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

Sincerely,

**Vicki L
Castro** Digitally signed
by Vicki L Castro
Date: 2026.07.09
10:14:06 -04'00'

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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

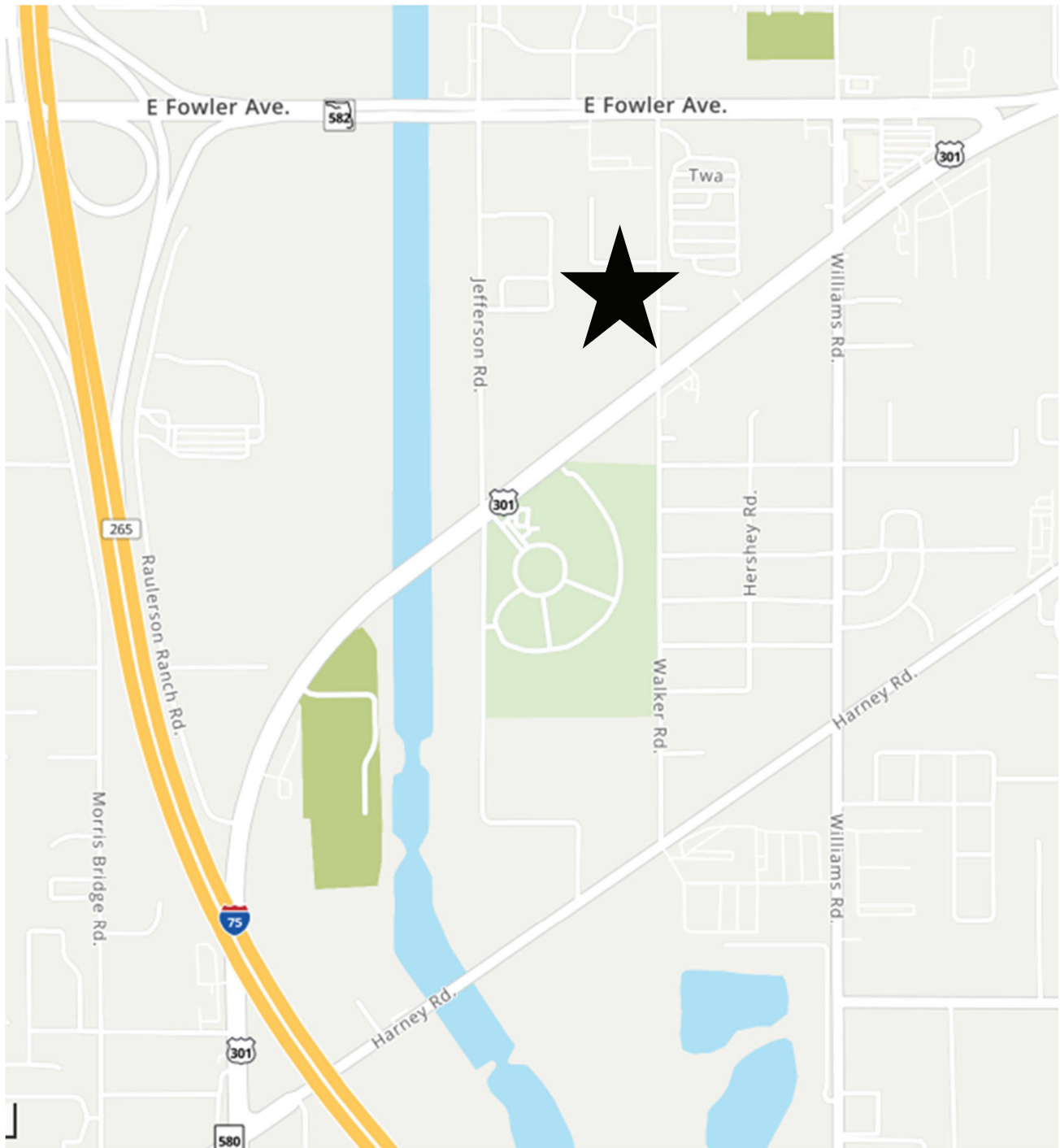
_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



LOCATION MAP:





**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☐ 1. DE-Substandard Rd - Walker Road ☐ 4. ☒ 2. Updated to address staff comments ☐ 5. ☐ 3. ☐ 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Walker Warehouse
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	61102.0000, 61103.0100
☐ Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Vicki Castro, P.E.
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	PD (RZ-12-0032) & AR
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	MM 26-0558
Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



Revised July 9, 2026
May 01, 2026

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

RE: Walker Warehouse (26-0558)
Folio: 61102.0000, 61103.0100
Design Exception Request – Walker Road
Palm Traffic Project No. T26015

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed project located west of Walker Road and north of US 301, as shown in Figure 1. This request is made based on our virtual meeting on October 03, 2025, with Hillsborough County staff.

The proposed rezoning will allow for up to 115,000 square feet of Industrial Park. The project proposes having one (1) full access to Walker Road. The access for the project will be as follows:

- One (1) full access to Walker Road.

Walker Road is identified in the Hillsborough County Functional Classification Map as a local roadway with a posted speed limit of 35 mph, however, the AADT is anticipated to be above 5,000, so it was considered a collector roadway and was identified during our meeting as a substandard road. Walker Road has a posted speed limit of 35 mph with 10-foot travel lanes in approximately 47 feet of corridor width, however, the western right of way line appears to be within the Walker Road pavement. No sidewalks or bike lanes currently exist on either side of Walker Road.

This request is a design exception to the Hillsborough County Transportation Technical Manual for Walker Road along the property frontage. The requested exceptions to the TS-4 typical section and the justification are as follows:

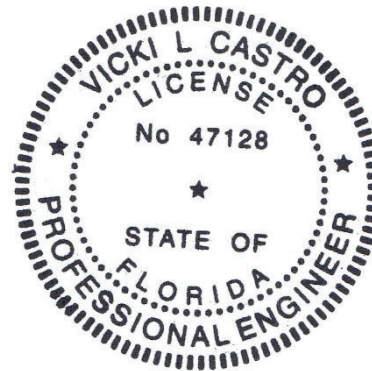
1. The TS-4 includes 11-foot travel lanes. The request is to provide 12-foot travel lanes and a 12-foot northbound left turn lane.
2. The TS-4 includes a 7-foot buffered bike lane. The request is not to provide a 7-foot buffered bike lane.
3. The TS-4 incorporates an F type curb. Given this section of Walker Road does not have an F type curb within the immediate area, it is requested to maintain the existing section without an F type curb.

4. The TS-4 section includes a 5-foot grass strip between the sidewalk and the curb. The request is to provide the 5-foot grass strip between the edge of pavement and the sidewalk.
5. The TS-4 section includes a 5-foot sidewalk on both sides of the roadway. The request is to provide a 5-foot sidewalk on the west side of the roadway along the property frontage.
6. The TS-4 includes 2 feet from back of sidewalk to the right of way line. This will be provided along the western side of the roadway.
7. A ROW dedication of approximately 38 feet from the existing centerline will be required along the project frontage from US 301 to the project driveway and will taper to approximately 26 feet of ROW dedication at the northern property line.

The proposed site plan is shown in Figure 2.

Sincerely,

**Vicki L
Castro** Digitally signed
by Vicki L Castro
Date: 2026.07.09
10:11:28 -04'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.
Principal

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

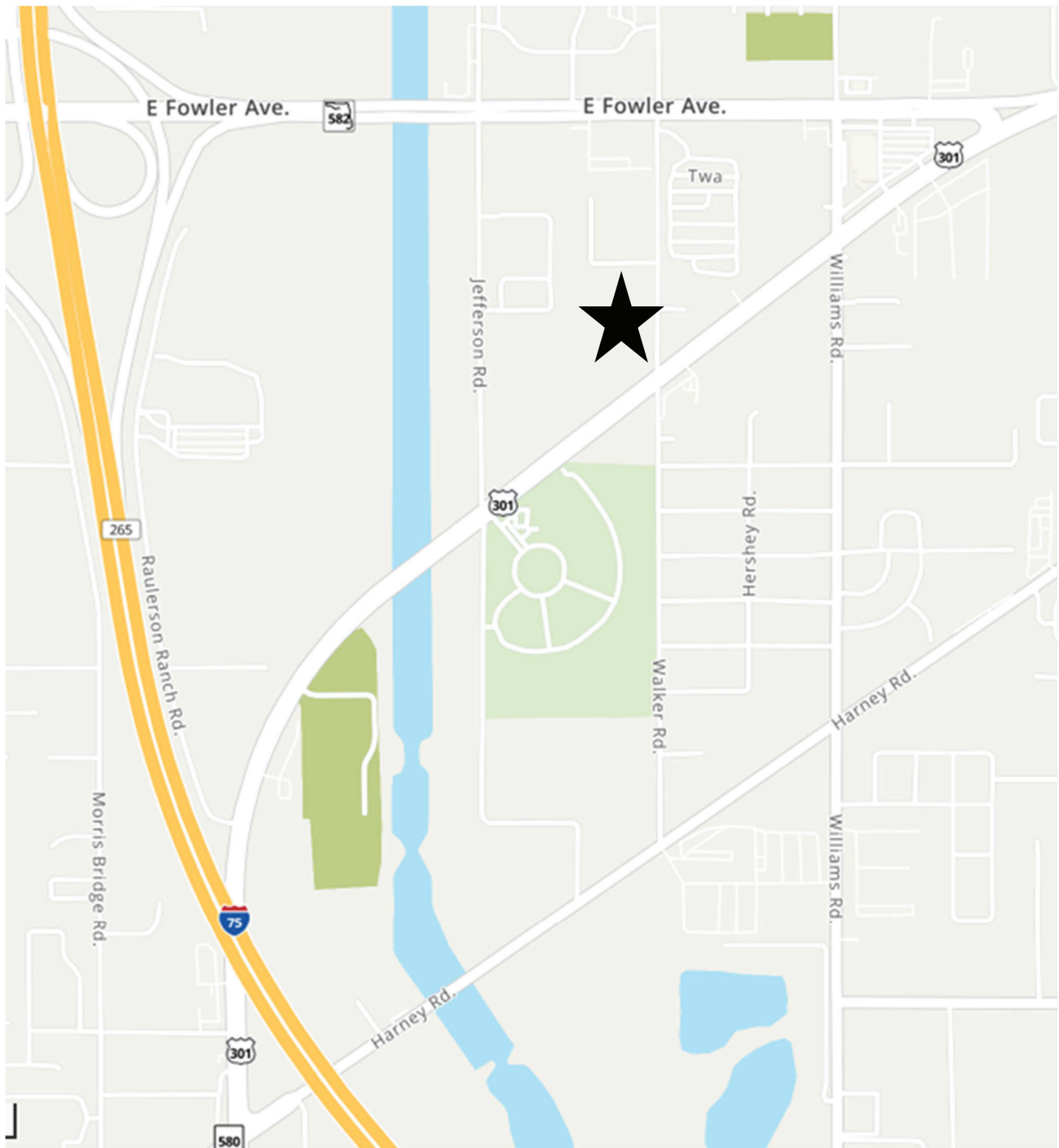
_____Disapproved_____Approved with Conditions_____Approved

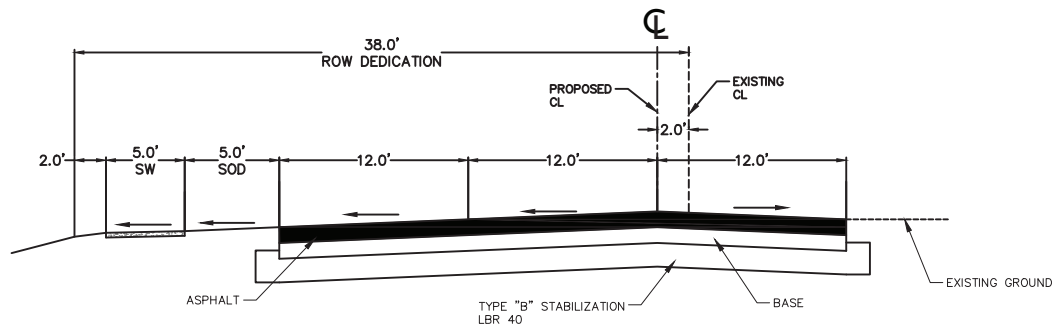
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP





CROSS-SECTION "S1"

NTS

GENERAL NOTES

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



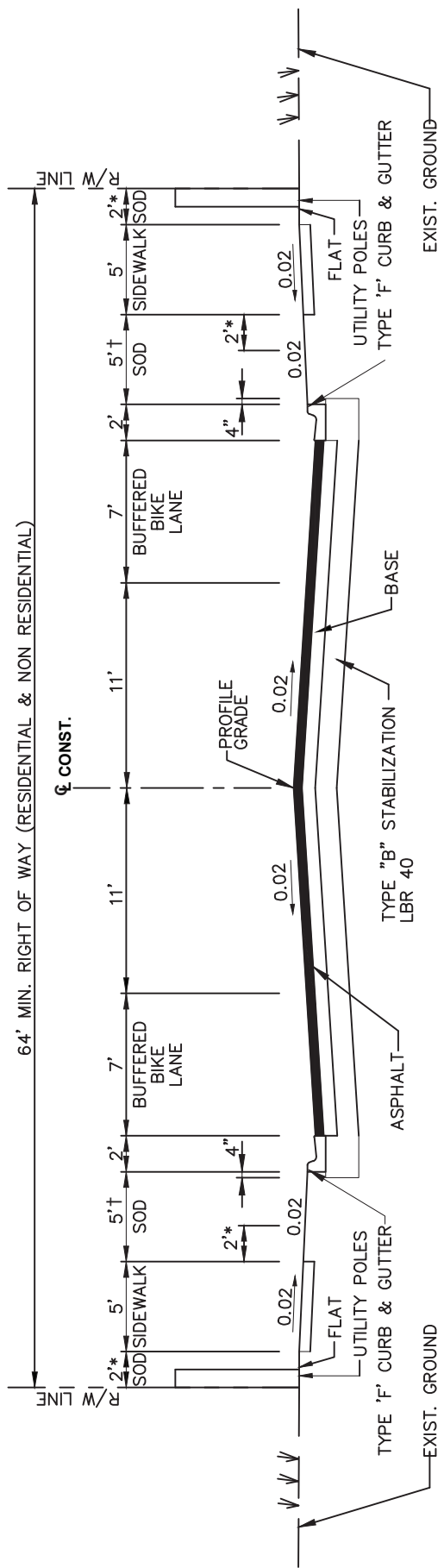
NOT TO SCALE

OTERO
ENGINEERING

13902 N. Dale Mabry Hwy., Suite 230 | Tampa, FL 33618 | (813) 936-3585

WALKER WAREHOUSE
US 301 & WALKER ROAD
HILLSBOROUGH COUNTY, FL

**RIGHT-OF-WAY
CROSS-SECTION**



TYPICAL SECTION
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

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

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

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >



**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: July 20, 2026 Report Prepared: July 9, 2026	Case Number: PD 26-0558 Folio(s): 61103.0100 & 61102.0000 General Location: North of Fort King Highway, west of Walker Road, and east of Jefferson Road
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Suburban Mixed-Use-6 (6 du/ga; 0.25/0.35/0.50 FAR)
Service Area	Urban
Community Plan(s)	Thonotosassa
Rezoning Request	Planned Development (PD) 12-0032 and Agricultural Rural (AR) to Planned Development with two options to develop warehouse building(s) permitting all Manufacturing (M) zoning district uses
Parcel Size	+/- 9.74 acres
Street Functional Classification	Walker Road – Local Fort King Highway – State Principal Arterial Jefferson Road – County Collector
Commercial Locational Criteria	Not applicable

Evacuation Area	N/A
------------------------	-----

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed-Use-6	PD 12-0032 + AR	Single-Family Residential
North	Suburban Mixed-Use-6	AR + PD	Single-Family Residential + Vacant
South	Suburban Mixed-Use-6 + Residential-4 + Residential-12	PD + BPO + AR	Vacant + Single-Family Residential + Light Commercial + Mobile Home Park
East	Suburban Mixed-Use-6 + Residential-4	AR + PD + CN + RSC-6	Single-Family Residential + Light Commercial + Mobile Home Park
West	Suburban Mixed-Use-6 + Public/Quasi-Public	PD + RSC-9 + AR	Single-Family Residential + Public/Quasi-Public + HOA/Common Property

Staff Analysis of Goals, Objectives and Policies:

The ±9.74-acre site is generally located north of Fort King Highway, west of Walker Road, and east of Jefferson Road. The site is located within the Urban Service Area (USA) and is within the limits of the Thonotosassa Community Plan. The Future Land Use category of the site is Suburban Mixed-Use-6 (SMU-6), which is intended for areas urban or suburban in intensity and density of uses. Rezoning is required to be approved through a site planned controlled zoning district. The applicant is requesting to rezone the property from the current Planned Development (PD) 12-0032 and Agricultural Rural (AR) to a unified Planned Development to facilitate the construction of a warehouse building permitting all Manufacturing uses. Two different site layout configurations are being proposed and submitted for review. Option A proposes a single building envelope up to 115,000 square feet and Option B proposes two smaller warehouse buildings totaling approximately 107,587 square feet (44,995 sq ft for the north building and 62,592 sq ft for the south building).

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), at least 80 percent of new population growth is to be directed. FLUS Objective 3.1 states that new developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood. Specifically, Policy 3.1.2 states that gradual

transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques, and control of specific land uses. Additionally, 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.” Some elements affecting compatibility include height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise odor, and architecture. According to the Hillsborough County Property Appraiser, parcel 61103.0100 is currently classified as vacant land, while parcel 61102.0000 contains single-family residential uses. The surrounding area is predominantly residential in character, with single-family homes located adjacent to the subject site on multiple sides. To the east, across Walker Road, there are light commercial uses that consist of a mixed-use mobile home park and a carpet business. A church is located to the west of the site while mobile home park uses, and a small office is located to the south. The proposed development would introduce approximately 115,00 square feet of manufacturing space for Option A and 107,587 for Option B into an area characterized primarily by residential uses. Manufacturing is generally considered a higher intensity land use and create compatibility concerns when located in close proximity to established residential neighborhoods. Given the predominance of single-family residential development surrounding the site, particularly to the north, the proposed use does not appear to provide a gradual transition of use envisioned by FLUS Policy 3.1.2. As such, the proposed development would not be anticipated to maintain the character of the surrounding area and would not be compatible with the adjacent uses. While Planning Commission staff recognize the value of the applicant’s proposed mitigation measures, such as enhanced screening, location of the drive aisle in Option B, and architectural commitments, compatibility concerns remain regarding the proposed development’s relationship to the adjacent single-family residential uses. These concerns are discussed further in this report.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. As outlined in FLUS Policy 2.2.1, Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category, allowing for the consideration of agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The applicant is committing to the exclusion of any Heavy Industrial (HI) uses on site, which are generally not permitted within the SMU-6 category regardless. The subject site contains 9.74 acres and is designated SMU-6 under the Future Land Use Map. Based on the maximum Floor Area Ratio (FAR) of 0.50, the site could accommodate up to approximately 212,137 square feet of development ($9.74 \text{ ac} \times 43,560 = 424,274 \text{ sq ft} \times 0.50 \text{ FAR} = 212,137 \text{ sq ft}$). The applicant is proposing a maximum total building area of 115,000 square feet, which is substantially below the maximum development potential permitted under the SMU-6 category. Furthermore, the proposed manufacturing use is an allowable use within the SMU-6 designation. Therefore, with respect to the permitted uses and development intensities, the request is consistent with FLUS Objective 2.2 and its associated policies on the Future Land Use categories.

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

FLUS Objective 4.4 and FLUS Policy 4.4.1 require new development to be compatible to the surrounding

neighborhood. Specifically, any density or intensity increases shall be compatible with existing, proposed, or planned surrounding development. Development and redevelopment must be integrated with the adjacent land uses through the creation of like uses, creation of complementary uses, mitigation of adverse impacts, transportation and pedestrian connections, and gradual transitions of intensity. In this case, the surrounding land use pattern consists primarily of residential uses, with some light commercial uses and a church. As previously noted, the applicant has proposed additional mitigation measures intended to address compatibility concerns associated with the site's proximity to residential uses. While these measures provide some level of mitigation, Planning Commission staff continue to identify compatibility concerns related to the adjacent single-family residential property to the north. This conclusion is based primarily on the proposed development's failure to meet the minimum setback requirements in an area where compatibility concerns are present. In such cases, staff generally expect developments to comply with applicable setback standards while also incorporating additional mitigation measures to minimize impacts in neighboring residential properties. The proposed building has a maximum total height of 45 feet. Under the applicable 2:1 setback-to-height standard, a total setback area of 80 feet is required, consisting of the 30-foot buffer plus an additional 50 feet. The applicant is proposing a 30-foot buffer with an additional drive aisle area of 30 feet, bringing the total building setback to 60 feet. While the buffer area is consistent with the buffer requirements, the total setback still remains 20 feet short of the 80-foot setback necessary to satisfy the compatibility standards for a building of this height adjacent to residential uses. Planning commission staff also recommended the inclusion of a condition limiting operating hours to help ensure protection of the single-family homes to the north of the site. While the applicant has proposed a condition for Option A prohibiting loading and unloading activities within the drive aisle along the northern side of the building, truck traffic would still be permitted to access this area. As a result, noise, vibration, and potential odors associated with truck driving and idling could adversely affect nearby residential properties. Establishing operational hours would provide greater assurance that the truck activity occurs during times that are less likely to impact adjacent residents. The applicant proposed a condition stating that operational noise shall not exceed 50 decibels at the residential property line within the hours of 11:00am and 5:00am daily. While this condition represents an effort to mitigate potential impacts, staff believe that a limitation on operating hours would provide a more effective and enforceable means of addressing compatibility concerns. Restricting truck activity during overnight and early morning hours would better protect the neighboring residential properties and reduce the likelihood of disturbances associated with truck circulation near the shared property line. The applicant has provided an Option B Site Plan that relocates the drive aisle between two proposed buildings, rather than along the northern property boundary. While this configuration places the drive aisle farther from adjacent single-family residential property and represents a more compatible design than Option A, concerns remain regarding the required setback. Under Option B, the proposed setback is reduced to 42 feet, which is a greater deviation from the 60 feet that Option A is proposing. Furthermore, because Option A remains as a part of the rezoning request, approval of the application would include both site plan options. As a result, the proposal as a whole, including option B, remains inconsistent. If the request consisted solely of Option B, there would be fewer compatibility concerns than with the proposal as currently submitted. However, concerns would remain due to the proposed setback not meeting the applicable standard.

The applicant has committed to incorporating enhanced architectural elements such as designing the entire building to a Class A light industrial/warehouse facility standard, as well as providing enhanced features on the northern façade that faces residential properties. Examples of the enhanced architectural features include a combination of store front glass, decorative canopies, actual windows, faux windows, and architecturally consistent reveals, bands, and color variations. These architectural elements are proposed to be in conjunction with the Type C buffer, exterior understory landscaping, and enhanced

screening along the northern property line, including live oak trees with a minimum 4-inch caliper and 14-foot installation height. Staff also acknowledge the applicant's commitment to extending public utility infrastructure along Walker Avenue and portions of the US 301 frontage. While this utility extension is a valuable addition due to delivering a public service to areas beyond the project boundary, the compatibility concerns with the adjacent residential to the north are still prevalent. Specifically, the proposed development does not meet the applicable setback requirements, and the applicant has not agreed to a condition limiting operational hours. Staff consider both of these elements important to minimize impacts associated with truck traffic and manufacturing operations adjacent to residential uses. Therefore, staff find this request inconsistent with FLUS Objective 4.4 and its associated policies due to the compatibility concerns with the single-family to the north not having been sufficiently addressed.

FLUS Objective 7.1 encourages the County to pursue a thriving economy through the promotion of target industries, as defined in Florida Statutes, which are focused on national and international competitiveness. Additionally, the County will promote businesses that provide diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population. FLUS Policy 7.1.3 outlines the importance of competitive sites and existing office/industrial uses to the economic future of unincorporated Hillsborough County. In addition, having targeted industry jobs located proximate to residential development for the workforce and site design flexibility shall be considered to support this effort. While the proposed manufacturing use may further the County's economic development objectives by providing employment opportunities and expanding the local industrial base, these policies must be considered in conjunction with the broader goals and policies of the Future Land Use Section. The encouragement of employment-generating uses does not negate the requirement that new development be compatible with surrounding uses and maintain the character of the established neighborhoods. In this case, the site is surrounded predominantly by existing residential development, including single-family homes immediately adjacent to the northern property line. Although the proposed use may contribute to economic development in the County, the introduction of a manufacturing facility at this particular location raises compatibility concerns related to the intensity of use and its relationship to nearby adjacent homes. As such, the economic development objectives do not sufficiently address or overcome the concerns regarding compatibility. Therefore, while the request may advance certain aspects of FLUS Objective 7.1, the compatibility concerns remain, creating a use next to residential that would not fit well with the surrounding development.

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 Thonotosassa Community Plan. Goal 4 of the Plan seeks to provide for commerce and jobs but protect the community identity and limit the location, type, and size of new businesses to fit the surrounding area. With this goal in mind, while the proposed development could contribute to economic activity, the proximity to single-family north of the site remains a concern. Given the scale and operational characteristics of the proposed development, staff find that the remaining compatibility concerns do not satisfy the intent of Goal 4 of the Thonotosassa Community Plan.

Overall, staff finds that while the proposed use is an allowable use in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category, it is not compatible with the existing development pattern found within the surrounding area and does not support the vision of the Thonotosassa Community Plan. The proposed Planned Development would not 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 **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

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

FUTURE LAND USE SECTION

Urban Service Area

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

Future Land Use Categories

Objective 2.2: The Future Land Use Map (FLUM) Shall identify Land Use Categories, summarized in table 2.2 of the Future Land Use Element, that establish permitted land uses and maximum densities and intensities.

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

Compatibility

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

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

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

mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Community Planning

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

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

Development

Objective 4.1: Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.

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

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

Neighborhood/Community Development

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

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

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

Economic Development

Objective 7.1: The County shall pursue a thriving economy through the promotion of target industries, as defined in Florida Statutes, which are focused on national and international competitiveness. Additionally,

the County will promote businesses that provide diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population.

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

LIVABLE COMMUNITIES ELEMENT: THONOTOSASSA

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

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ-PD 26-0558

Rezoning
STATUS



PENDING



Tampa Service



Urban Service



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Parcels



Water



AGRICULTURAL/MINING-1/20 (25 FAR)



PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)



AGRICULTURAL-1/10 (25 FAR)



AGRICULTURAL/RURAL-1/5 (25 FAR)



AGRICULTURAL ESTATE-1/2.5 (25 FAR)



RESIDENTIAL-1 (25 FAR)



RESIDENTIAL-2 (25 FAR)



RESIDENTIAL 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



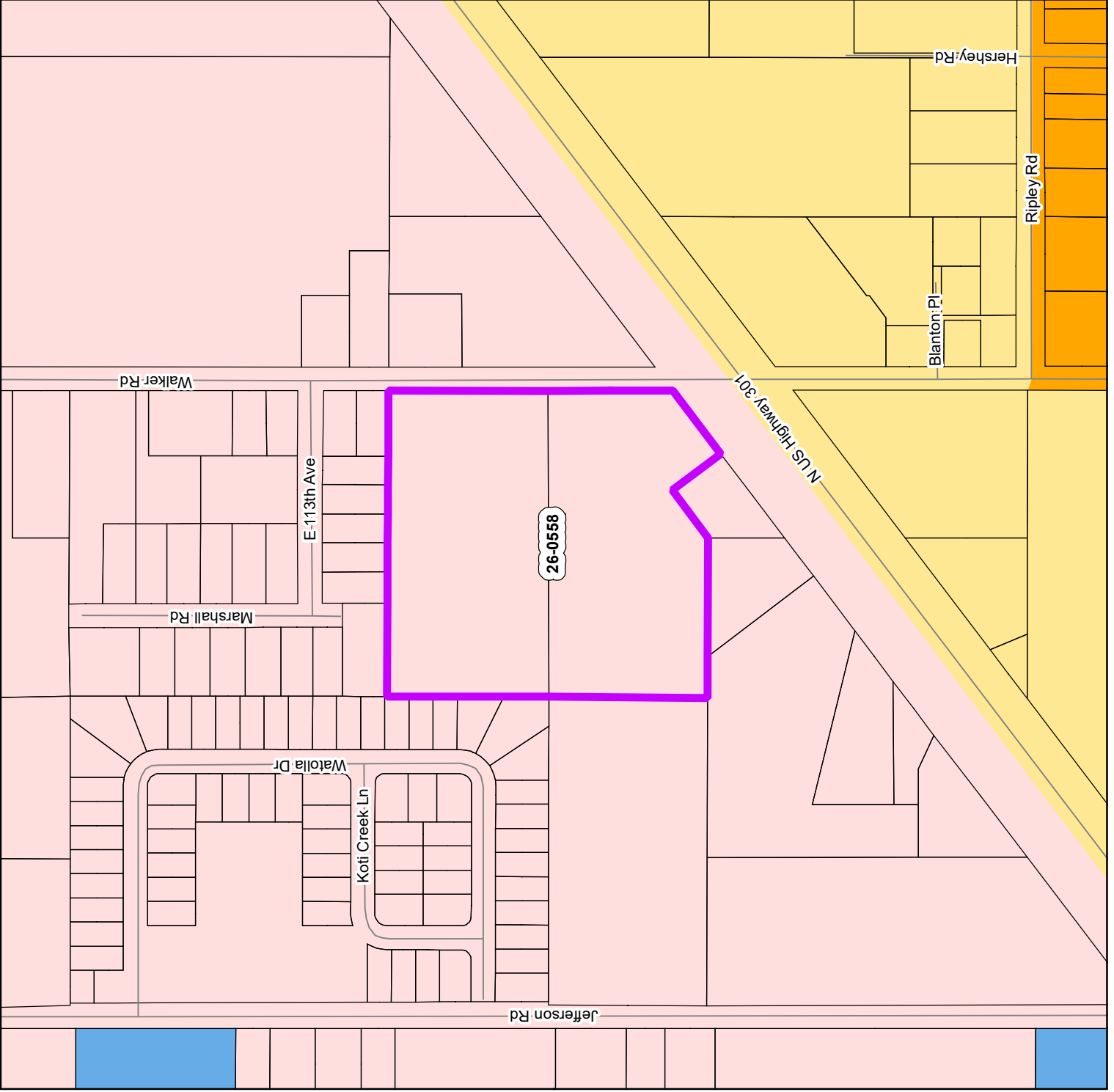
WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)



CITRUS PARK VILLAGE



Map Printed from Rezoning System: 5/11/2026
Author: A. Cone
File: G:\Rezoning\System\MapProject\Hillsborough\Hillsborough_26-0558.mxd



< THIS PAGE WAS INTENTIONALLY LEFT BLANK >

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >