



## 1.0 APPLICATION SUMMARY

Applicant: DNR Capital, LLC

FLU Category: CMU-12 (Community Mixed Use)

Service Area: Urban

Site Acreage: 2.52

Community Plan Area: East Lake/Orient Park

Overlay: None



## Introduction Summary

PD 98-1269 was approved in 1998 to allow the property located approximately 200 feet southwest of the I-75 and I-4 intersection to be developed for recreational vehicle storage and repair, and limited CI (Commercial, Intensive) uses. The applicant is requesting a modification to allow Parcel 1 of 2 to increase the allowable gross floor area (GFA) and change the allowable uses.

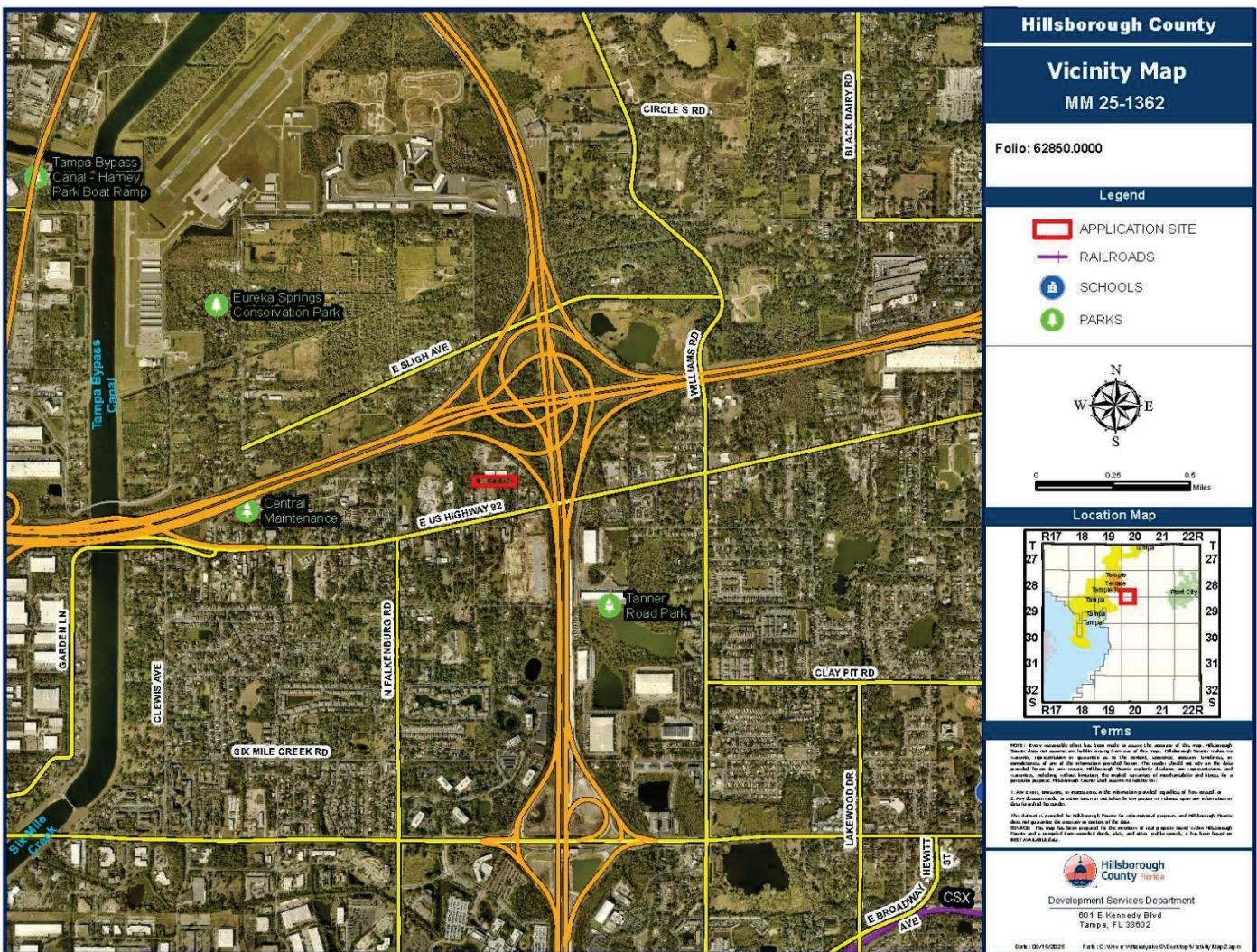
Existing Approvals	Proposed Modifications
Parcel 1	
2,300 square feet (SF) gross floor area (GFA) to be used for recreational vehicle non-engine repair, servicing and storage.	Increase the GFA to 54,886 SF and change allowable uses to warehousing, open storage as a principal or accessory use, mini-warehousing, manufacturing, or business professional office uses subject to a trip cap of maximum of 80 gross average trips per day.
Access along Carmack Road	Shift the access point along Carmack Road southward
0.02 FAR for Parcel 1 0.10 FAR maximum for PD	0.50 FAR or Parcel 1 0.44 FAR maximum for PD

Additional Information	
PD Variations	None
Waivers to the Land Development Code	None

Planning Commission Recommendation	Development Services Recommendation
Consistent	Approvable, subject to proposed conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.1 Vicinity Map

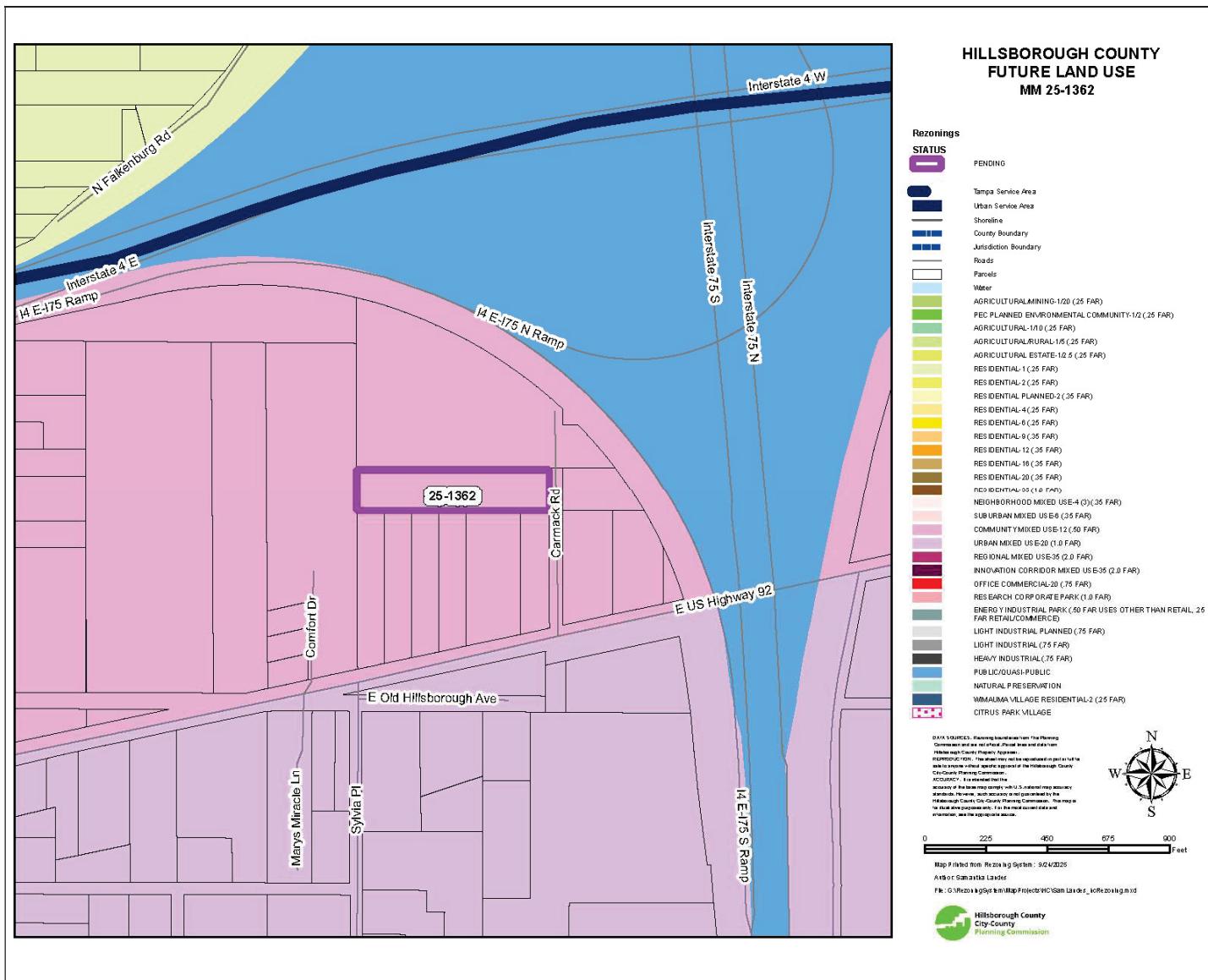


## Context of Surrounding Area:

The subject property is located approximately 400 feet north of E US Highway 92 and 200 feet southwest of the I-4 eastbound to the I-75 southbound on ramp. Development in the area includes mix of residential, industrial and commercial uses that includes properties with open storage, a towing business with impound area, auto sales, used appliance sales, and a business that specializes in roadway barriers also abuts the property.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

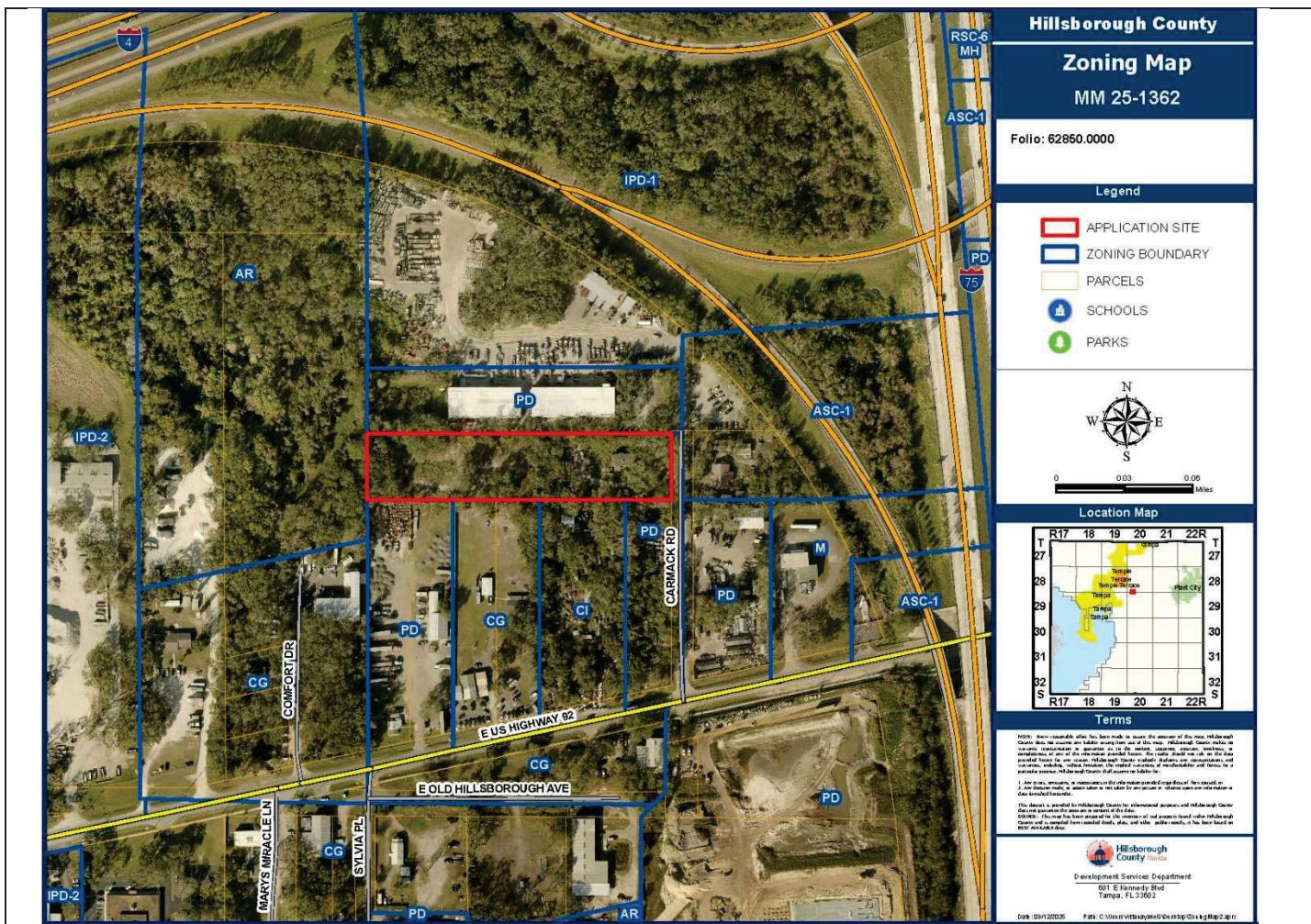
## 2.2 Future Land Use Map



Subject Site Future Land Use Category	Community Mixed Use – 12 (CMU-12)
Maximum Density/FAR	12 dwelling units per gross acre (du/ga) / 0.50 FAR
Typical Uses	Agricultural, residential, commercial, office, research corporate park, light industrial multi-purpose, and clustered residential and/or mixed-use development.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.3 Immediate Area Map

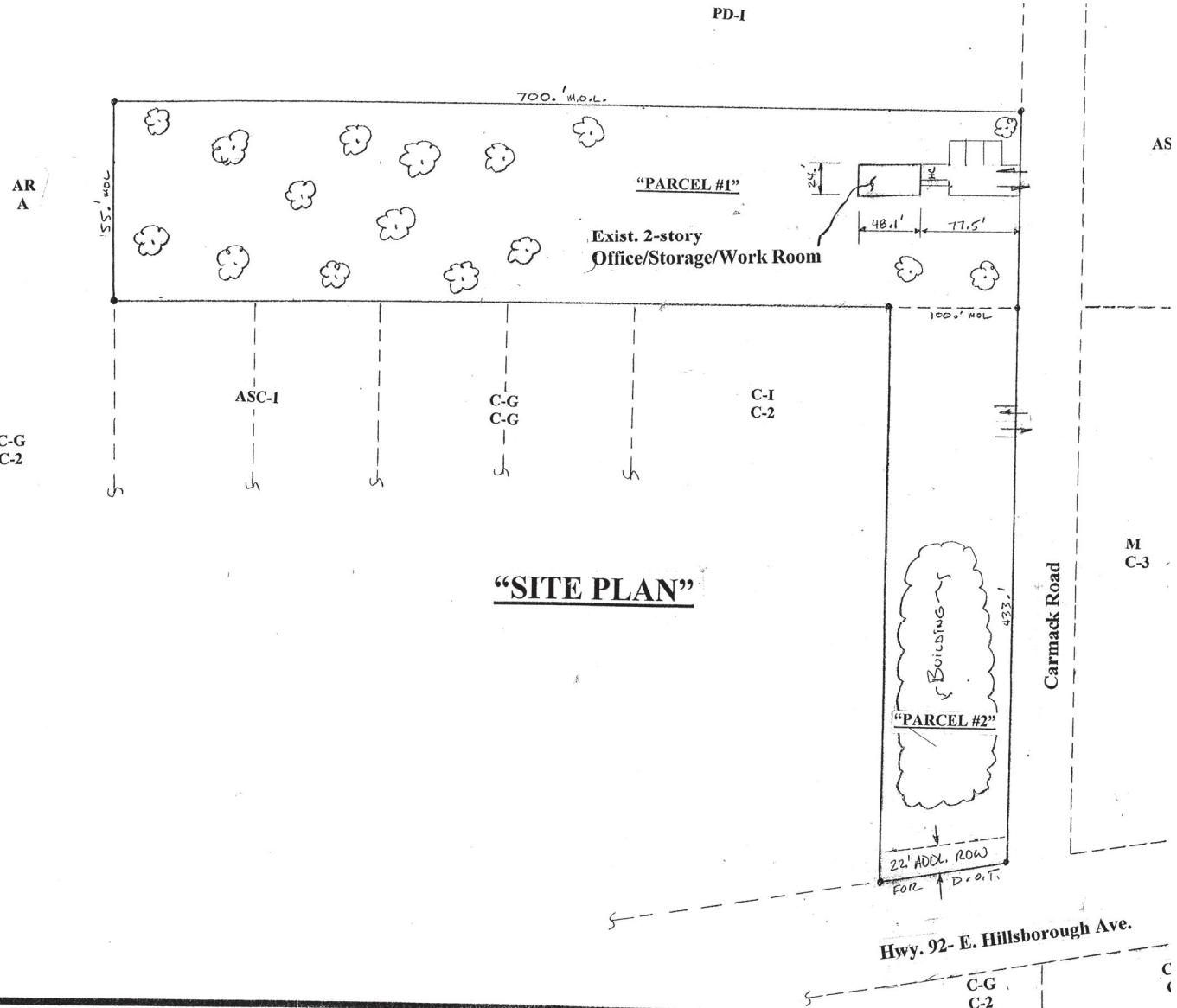


## Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	PD 88-0204	NA/FAR: 0.22	Warehouse/Office	Warehouse
South	PD 01-0393	NA/FAR: 0.27	CG, major motor vehicle repair, recreational vehicle storage	Mixed Use: Single-Family (NCU), Open Storage, & Motor Vehicle Sales
	CG	NA/FAR: 0.27	Commercial, General	Auto Sales & Residential, Duplex
	CI	NA/FAR: 0.30	Commercial, Intensive	Towing Business with Onsite Vehicle Storage
	PD 98-1269	NA/FAR: 0.30	Commercial, Intensive	Towing Business with Onsite Vehicle Storage
East	ASC-1	1 unit per acre	Agriculture/Single-Family Residential	Single-Family Residential
West	AR	1 DU/5 GA FAR:	Agriculture	Undeveloped

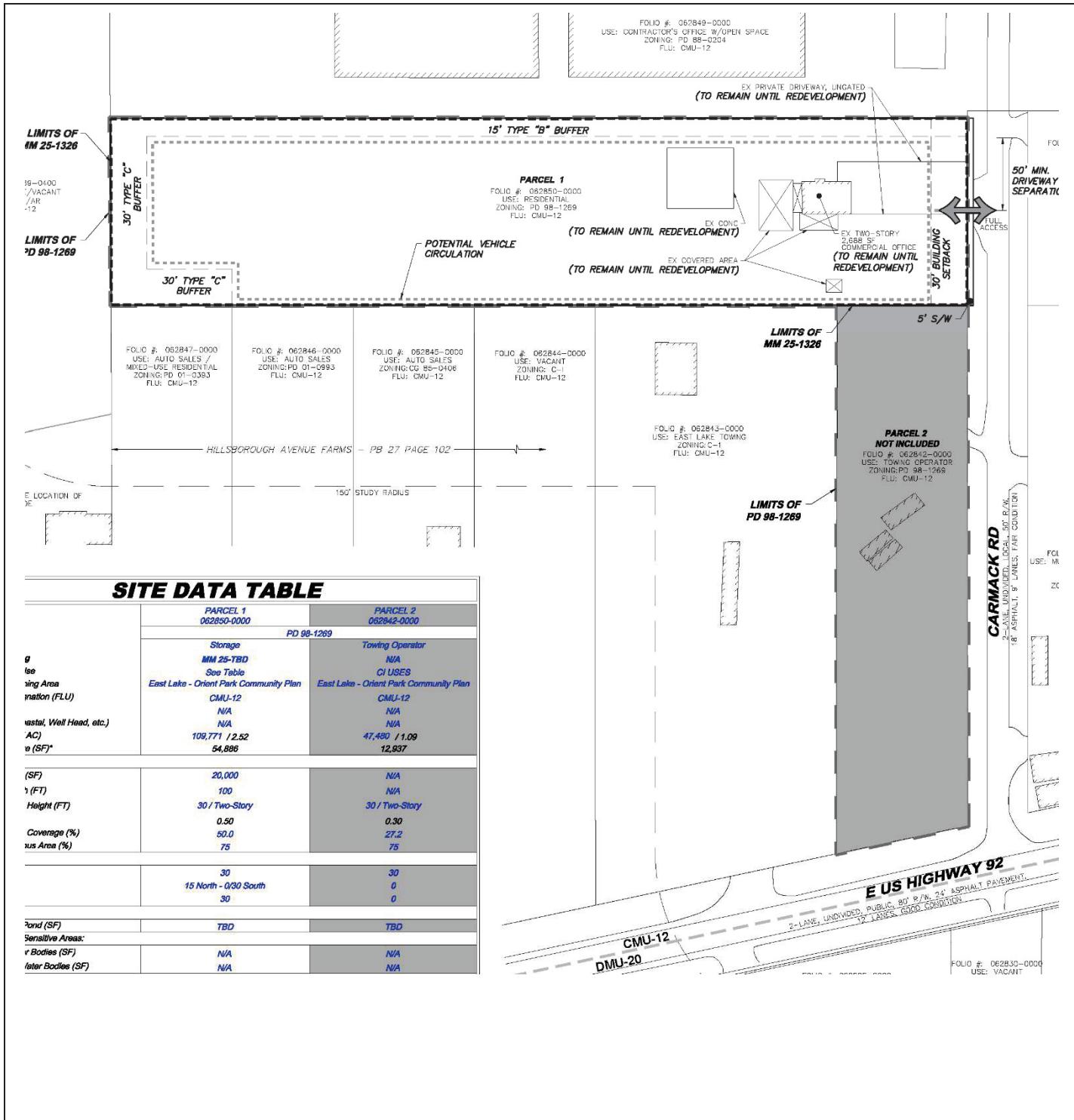
## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



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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
Carmack Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US Hwy 92	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	106	8	12
Proposed	80	5	8
Difference (+/-)	-26	-3	-4

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East	X	Choose an item.	Choose an item.	Meets LDC
West		Choose an item.	Choose an item.	Choose an item.
Notes:				

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

## 4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Management	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable:	<input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____			
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b>  <input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report
<b>Service Area/ Water &amp; Wastewater</b>  <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b>  Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Estimated Fees:</b> Urban Mobility, Northeast Fire - Modify 1 parcel to allow for manufacturing, warehouse, mini-warehouse, open storage, BPO uses. Size not specified.				
Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire:      \$    34	Manufacturing (Per 1,000 s.f.) Mobility: \$3,315 Fire:      \$    34		Light Industrial (Per 1,000 s.f.) Mobility: \$4,230 Fire:      \$    57	
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		

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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			
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The subject property is located in the immediate vicinity of the I-4 and I-75 intersection and the intersection of E US Highway 92. The uses directly north, south, east and west of the property include outdoor storage activity and are high impact in nature; the property to the west is undeveloped. The applicant is shifting the access point along Carmack Road south to lessen the impact on the residentially developed property to the east. The property is also being restricted to 80 trips per day with limits of five gross a.m. peak hour trips and eight gross p.m. peak hour trips. Based on the general nature of the uses in the area, the proposed 30-foot buffers with Type "C" screening along the west and southwest borders, the limited number of vehicular trips, and the immediate proximity to two interstates and a US Highway, that the proposed modification would be compatible with the zoning and development pattern in the area.

### 5.2 Recommendation

Based upon the above considerations, staff recommends approval, subject to conditions.

## 6.0 PROPOSED CONDITIONS

Prior to site plan certification, the applicant shall revise the general site plan to reduce the maximum building size from 54,886 to 54,885 square feet.

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 14, 2025~~July 17, 1998~~.

1. Development shall be limited to the following:

Parcel 1: A maximum of ~~2,300-54,885~~ square feet of floor space for ~~Recreational Vehicle non-engine repair, servicing and storage~~~~warehousing, open storage, mini-warehousing, manufacturing, or business services and professional service uses~~.

- a. Notwithstanding the foregoing, no proposed development shall be permitted that results in more than 80 gross average daily trips, 5 gross a.m. peak hour trips, or 8 gross p.m. peak hour trips on Parcel 1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), 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(unless otherwise waived by County staff), 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.
- b. As Carmack Road is a substandard local commercial roadway, the developer may be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards), if determined by the County Administrator that the use will generate predominantly large vehicle traffic (i.e. heavy trucks, semi-trailers, RVs, etc.) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

Parcel 2: A maximum of 12,937 square feet of floor space for CI (Commercial, Intensive) uses excluding taverns, bars, nightclubs and dance halls.

2. The project shall be developed in accordance with CI zoning district height, bulk and placement standards, unless otherwise stated.
3. Buffering and screening shall be provided in accordance with Land Development Code for Parcel 2. Buffering and screening shall be provided as delineated on the general site plan for Parcel 1.
4. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations of the Land Development Code, except where otherwise shown on the PD site plan. The design and construction of curb cuts are subject to approval by the Hillsborough County ~~Planning and Growth Management Department~~ and/or the Florida Department of Transportation (FDOT). Final design, if approved, may include left turn lanes, acceleration lane(s) and deceleration lane(s).
5. The applicant shall pave any portion of the access drive(s) which lie within the existing right-of-way.
6. The applicant shall provide internal access to any existing or future outparcels on the site, and shall show the ability

to provide cross access to adjacent parcels of like land uses. Cross access shall only be provided if mutually acceptable to affected land owners. If any of the adjacent properties are developed under the same developer/owner, cross access shall be provided.

7. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval or within 90 days from the request of the County coincident with roadway improvements, whichever comes first, up to 62 feet of right-of-way from the existing center line of U.S. Highway 92 to accommodate for the right-of-way as needed for a four lane divided arterial. This shall be up to 22 feet from the existing edge of right-of-way.
8. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left ~~turn~~turn storage needed to serve project traffic. If warranted by the results of the analysis, and as determined by ~~Hillsborough County~~FDOT, the developer at his expense shall provide left ~~turn~~turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left ~~turn~~turn is permitted. The design and construction of these left ~~turn~~turn lanes shall be approved by ~~the Hillsborough County Planning and Growth Management Department~~FDOT. All roadway construction of said left ~~turn~~turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by ~~the County Public Works Department~~ and evidence of said approval shall be submitted for review by ~~the Hillsborough County Planning and Growth Management Department~~FDOT.
9. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
10. Within 90 days of approval of RZ 98-1269 by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all conditions detailed above.
1011. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
12. 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.
13. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

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CASE REVIEWER: SAM BALL

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

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## **7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

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## **8.0 SITE PLANS (FULL)**

### **8.1 Approved Site Plan (Full)**





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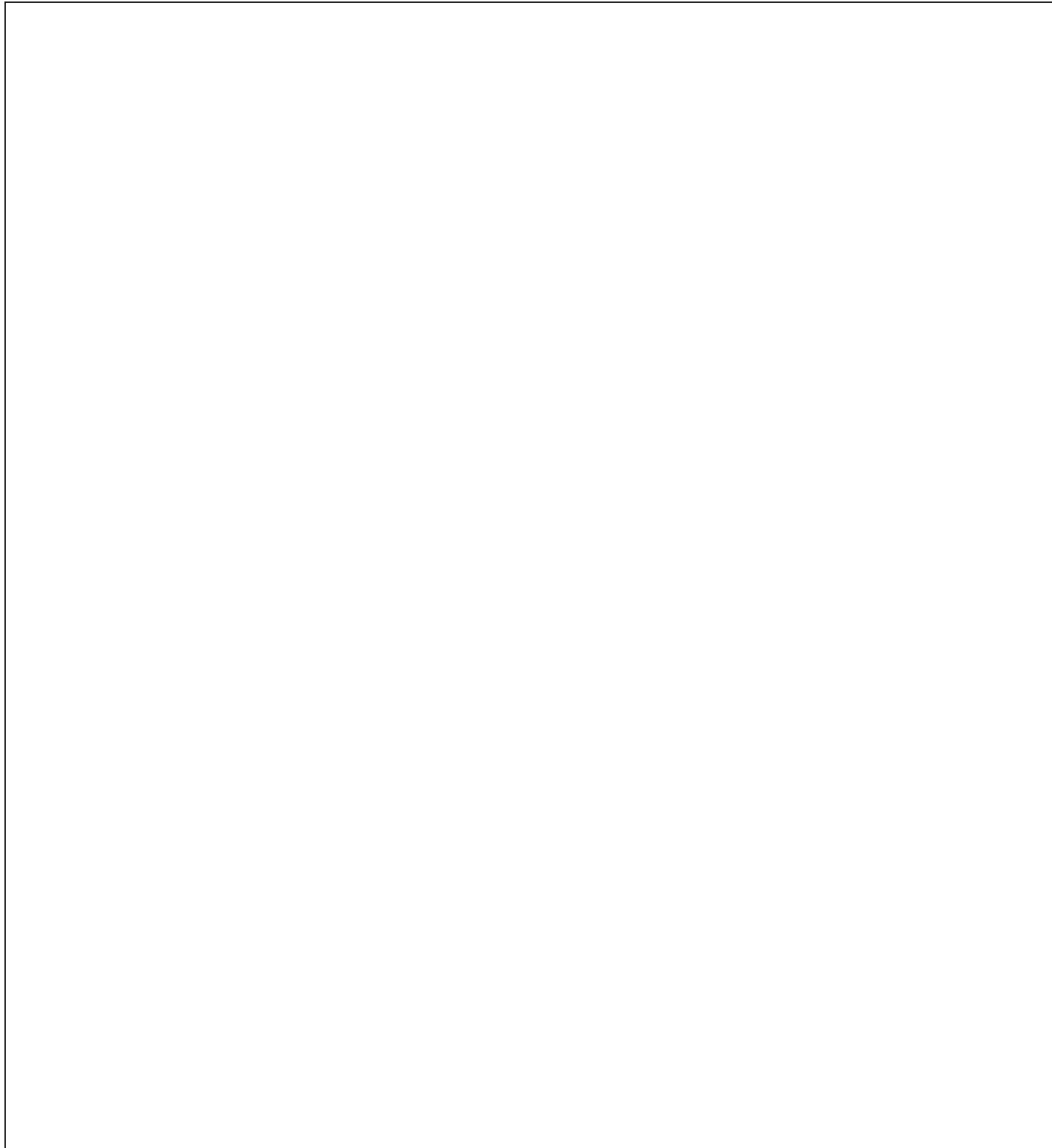
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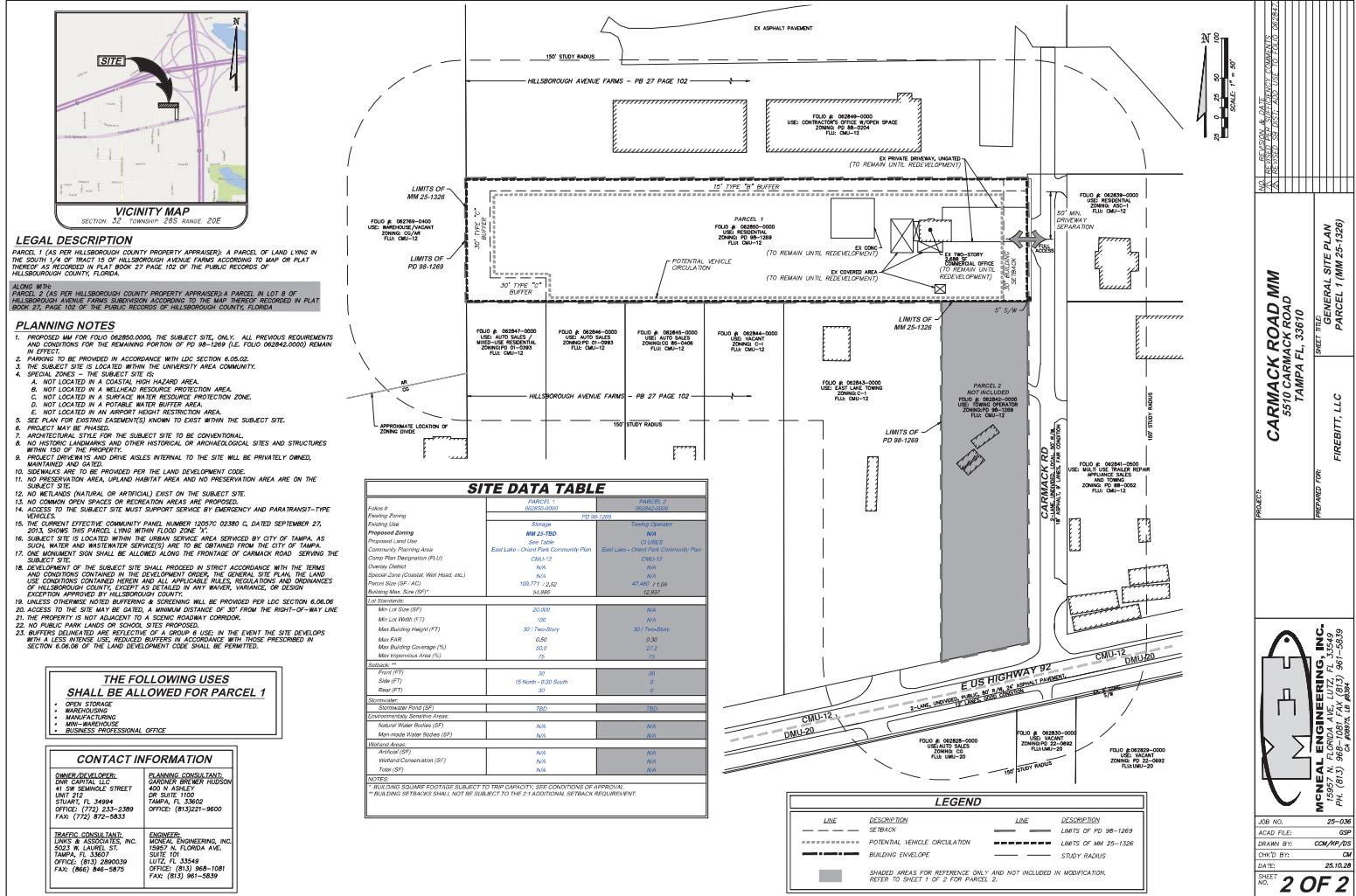
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## 8.0 SITE PLANS (FULL)

### 8.2 Proposed Site Plan (Full)





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**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/04/2025  
REVISED: 12/15/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EAST LAKE ORIENT PARK (ELOP)

PETITION NO: MM 25-1362

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.

### **NEW AND REVISED CONDITIONS**

#### *Revised Conditions*

1. Development shall be limited to the following:

a. Parcel 1: A maximum of 54,8862,300 square feet of floor space for Recreational Vehicle non-engine repair, servicing, and storage, warehousing, open storage, mini-warehousing, manufacturing, or business professional office uses.

i. Notwithstanding the foregoing, no proposed development shall be permitted that results in more than 80 gross average daily trips, 5 gross a.m. peak hour trips, or 8 gross p.m. peak hour trips on Parcel 1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), 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(unless otherwise waived by County staff), 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.

ii. As Carmack Rd. is a substandard local commercial roadway, the developer may be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards), if determined by the County Administrator that the use will generate predominantly large vehicle traffic (i.e. heavy trucks, semi-trailers, RVs, etc.) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

b. Parcel 2: A maximum of 12,937 square feet of floor space for CI (Commercial, Intensive) uses, excluding taverns, bars, nightclubs, and dance halls.

4. The general design, location, and number of access points shall be regulated by the Hillsborough County Access Management regulations of the Land Development Code, except where otherwise shown on the PD site plan. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and/or the Florida Department of Transportation

(FDOT). Final design, if approved, may include left turn lanes, acceleration lane(s), and deceleration lane(s).

~~8. Prior to Construction 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 project traffic. If warranted by the results of the analysis, and as determined by Hillsborough County FDOT, the developer at his expense shall provide left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Cannack Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the County FDOT.~~

8. Prior to Construction 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 project traffic. If warranted by the results of the analysis, and as determined by ~~Hillsborough County FDOT~~, the developer at his expense shall provide left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the ~~County FDOT~~. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by ~~FDOT, the County Public Works Department and evidence of said approval shall be submitted for review by the Hillsborough County Planning and Growth Management Department.~~

*{The proposed change is necessary to clarify the permitting authority for turn lane improvements on US Hwy 92.}*

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Major Modification (MM) to a portion of previously approved Planned Development, (PD) zoning 98-1269. The PD consists of two parcels totaling +/- 3.61 ac. The applicant is proposing to modify the approved uses within the area identified as parcel 1 (Folio# 62850.0000). This modification area is approximately +/- 2.52 ac. in size and is approved for 2,300 sf of Recreational Vehicle repair and storage. Parcel 2 is approved for Commercial Intensive (CI) uses, excluding taverns, bars, nightclubs and dance halls.

The applicant is proposing to change to the allowable uses in Parcel 1 to manufacturing, warehousing, mini-warehouse, open storage and Business Professional Office (BPO) uses with a proposed trip cap to limit the number of trips the development may generate.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project modification area and proposes a condition restricting development within the modification area to the number of trips studied in the submitted transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 54,886 s.f. of manufacturing uses (ITE LUC 140), office uses (ITE LUC 710), etc), 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 wide 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.

Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. This analysis is focused on development impacts on the parcel which is the subject of the modification request. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12<sup>th</sup> Edition and the applicant's proposed Trip Cap.

Approved Uses (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 98-1269, 2,300sf RV Repair Shop (ITE LUC 943)	38	4	5
PD 98-1269, 52,586sf RV Storage (ITE LUC 151)	68	4	7
Subtotal:	106	8	12

Proposed Uses (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
MM, "manufacturing, warehousing, mini-warehousing, open storage, and business professional office uses" Per Applicant's Traffic Study (Proposed Trip Cap)	80	5	8

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 26</b>	<b>(-)3</b>	<b>(-)4</b>

### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Carmack Rd. is a 2-lane, publicly maintained, substandard, local roadway characterized by +/- 17 to 18-foot-wide pavement. Along the project's frontage, the roadway appears to lay within a +/- 50-foot-wide right-of-way. There are no sidewalks within the vicinity of the proposed project.

While by policy of the County Engineer projects generating fewer than 10 peak hour trips in total are generally exempt from the requirement to improve the roadway to County standards, if the roadway meets minimum life-safety standards (i.e. the roadway must have 15 feet of pavement within a 20-foot-wide clear area), the proposed entitlements include a variety of uses that generate large vehicle and truck traffic trips that may require substandard roadway improvements at the time of site construction plan review.

US Hwy 92, is a State owned, 2-lane, undivided, rural principal arterial roadway characterized by +/-12-foot-wide lanes and +/-5-foot paved shoulders on both sides within +/-82 feet of right of way. There is a sidewalk on the south side of the road within the vicinity of project.

### **SITE ACCESS**

The proposed PD site plan for the modification includes a full access connection from the subject parcel to Carmack Rd. However, because Carmack Rd. is dead-end road with all project traffic travelling through

the US Hwy 92 and Carmack Rd intersection, the applicant's site access analysis was required to study turn lane warrants at the intersection. The applicant's site access analysis recommends an eastbound to northbound left turn lane at the intersection of US Hwy 92 and Carmack Rd., subject to FDOT approval.

The applicant was advised that coordination with FDOT will be required to implement any site access improvements on US Hwy 92. The applicant has not provided any documentation that such coordination has occurred.

#### **ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for adjacent roadway sections is reported below. Staff notes that Carmack Rd. is not included in the County Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US Hwy 92	US Hwy 301	Williams Rd.	D	F

Source: Hillsborough County 2024 Level of Service Report.

**HILLSBOROUGH COUNTY**

**RECOMMENDATION OF THE LAND USE HEARING OFFICER**

APPLICATION NUMBER: MM 25-1362

DATE OF HEARING: December 15, 2025

APPLICANT: DNR Capital LLC

PETITION REQUEST: Major Modification

LOCATION: 5510 Carmack Road

SIZE OF PROPERTY: 2.52 acres

EXISTING ZONING: PD (98-1269)

FUTURE LAND USE CATEGORY: CMU-12

SERVICE AREA: Urban

COMMUNITY PLANNING AREA: East Lake-Orient Park

## **SUMMARY OF APPLICATION**

The application is a request to modify an existing approved Planned Development that is currently approved for a mix of intensive commercial land uses. The current PD is comprised of 2 parcels under separate ownership. The northern portion of the site is identified as Parcel 1. Parcel 1 is approximately 2.52 acres in size and is limited to an RV repair and storage use.

The subject request to allow for a range of CI type uses. The uses proposed are: warehousing, open storage, mini-warehouse, manufacturing, business services and professional office uses. The request also is to increase the amount of square footage from 2,300 sq. ft. to 54,885 sq. ft.

Parcel 2 is not proposed to change.

Parcel 1 of the PD is located at the north end of a local dead end street; Carmack Road. This parcel is located within close proximity of the southwest quadrant of the I-4/I-75 Interchange in the East Lake/Orient Park area.

Access to Parcel 1 is via Carmack Road which connects to US 92 approximately 300 feet south of the sites Carmack Road frontage.

The uses along Carmack and along US 92 within the proximity of the subject site include open storage yards, vehicle repair uses, heavy/intensive commercial uses and industrial uses.

### **SUMMARY OF HEARING**

The applicant representative, Alex Shaler, provided testimony and a power point presentation in support of the request.

It was stated that the Major Modification is to allow for the northern portion of the existing approved PD to be modified to allow for a broader range of uses and an increase in the maximum square footage.

The changes are with respect to Parcel 1 only. Parcel 2 is not proposed to be modified.

The uses proposed are: open storage, warehousing, mini-warehousing, manufacturing and BPO uses.

The applicant proposes to increase the square footage from 2,300 sq. ft. to 54,885 sq. ft.

The applicant has a maximum transportation trip count cap on the uses and square footage that may be developed on site.

It was stated that the proposed modification will be consistent and compatible with the existing uses in the area.

Development Services finds the major modification approvable subject to conditions.

The Planning Commission staff finds the proposed major modification consistent with the Comprehensive Plan under the CMU-12 designation.

No one spoke in support or opposition at the hearing.

**EVIDENCE SUBMITTED**

The applicant representative, Alex Shaler, provided oral testimony and a power point presentation supplementing the file on record.

**FINDINGS OF FACT**

The subject Major Modification is to an existing overall 3.6 acre PD that was approved in 1998. The PD is separated into 2 parcels under separate ownership.

The northern parcel is identified as Parcel 1 and is approximately 2.5 acres in size.

The southern parcel is identified as Parcel 2 and is approximately 1.1 acres in size.

Parcel 1 is the subject of this MM.

Parcel 2 is not proposed to change.

It is found that each parcel has independent access to the adjacent street, Carmack Road and can be independently developed.

Currently there is an auto towing/storage business located on Parcel 2.

Parcel 1 has not yet been developed.

The proposed amendment is to broaden the range of uses and increase the building square footage on Parcel 1.

The subject site is located in a heavy commercial/industrial area. There are a mix of open storage land uses, auto repair/sales/storage businesses in the area.

Carmack Road is a local street and County Transportation staff have added a zoning condition that caps the amount of traffic that can be generated by the land uses on site. This cap will limit the uses on site to less intense traffic generating land uses.

It is found that the proposed MM as conditioned by Development Services to broaden the range of land uses and increase the square footage on Parcel 2 will be compatible with the zoning pattern and land uses located adjacent to the subject site and will be compatible with the existing land uses along Carmack Road and will be compatible with overall range of land uses in the area.

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

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

### **CONCLUSIONS OF LAW**

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

### **DECISION**

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

*Steven K. Luce*

1/7/2026

---

**Steven K. Luce**

**Date**

**Land Use Hearing Officer**



# Hillsborough County City-County Planning Commission

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

## Unincorporated Hillsborough County Rezoning Consistency Review

<b>Hearing Date:</b> December 15, 2025	<b>Case Number:</b> MM 25-1362
<b>Report Prepared:</b> December 4, 2025	<b>Folio(s):</b> 62850.0000
	<b>General Location:</b> North of East Hillsborough Avenue and west of Carmack Road
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Community Mixed Use-12 (12 du/ga; 0.50 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	East Lake-Orient Park
<b>Rezoning Request</b>	Major Modification (MM) to Planned Development (PD 98-1269) to modify Parcel 1 to allow manufacturing, warehousing, mini-warehousing, open storage and business professional office uses.
<b>Parcel Size</b>	2.5 ± acres
<b>Street Functional Classification</b>	East Hillsborough Avenue – <b>State Principal Arterial</b> Carmack Road – <b>Local</b>
<b>Commercial Locational Criteria</b>	N/A
<b>Evacuation Area</b>	None

**Table 1: COMPARISON OF SURROUNDING PROPERTIES**

<b>Vicinity</b>	<b>Future Land Use Designation</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Property</b>	Community Mixed Use-12	PD	Light Commercial
<b>North</b>	Community Mixed Use-12 + Public/Quasi-Public + Residential-1	PD + IPD-1 + AR	Light Industrial
<b>South</b>	Community Mixed Use-12 + Urban Mixed Use-20	CG + CI + PD	Light Commercial + Heavy Commercial + Single Family + Vacant Land
<b>East</b>	Community Mixed Use-12 + Public/Quasi-Public	ASC-1 + PD + M	Light Commercial + Heavy Commercial + Single Family
<b>West</b>	Community Mixed Use-12	AR + IPD-2 + AS-1	Light Industrial + Heavy Industrial + Single Family + Public/Quasi-Public-Institutions

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

The 2.5 ± acre subject site is located north of East Hillsborough Avenue and west of Carmack Road. The subject property is in the Urban Service Area and is within the limits of the East Lake-Orient Park Community Plan. The applicant is requesting a Major Modification (MM) to Planned Development (PD 98-1269) to modify Parcel 1 to allow manufacturing, warehousing, mini-warehousing, open storage and business professional office uses.

The subject site lies within the Urban Service Area, where Objective 1.1 of the Future Land Use Section (FLUS) directs 80 percent of the county's growth. Policy 3.1.3 further requires that all new development be compatible with its surroundings – recognizing that compatibility does not mean uniformity, but rather the thoughtful design of proposals that respect and maintain the character of existing development. The subject site currently has light commercial uses. Additional light and heavy commercial uses are located to the south along East Hillsborough Avenue and to the east along Carmack Road. Surrounding the site to the south, east, and west are single-family residential uses. Light industrial uses are situated directly to the north and west, while public, quasi-public, and institutional uses are also present to the west. Given the presence of similar light industrial uses in the surrounding area, the request aligns with the intent of FLUS Objective 1.1 and FLUS Policy 3.1.3.

According to Objective 2.2, Future Land Use categories establish the maximum allowable intensity or density and define the range of permitted uses within each category. Table 2.2 further describes the character and intent associated with each Future Land Use category. The subject site lies within the

Community Mixed Use-12 (CMU-12) Future Land Use category. The CMU-12 Future Land Use designation surrounds the site on all sides. The Urban Mixed Use-20 (UMU-20) is located south across East Hillsborough Avenue. This designation allows consideration of agricultural, residential, commercial, office, research/corporate park uses, light industrial, and multi-purpose or clustered residential and mixed-use development. Within this category, a maximum FAR of 0.50 is permitted for any single use or mixed-use project, and the commercial component may not exceed 650,000 square feet. With the  $2.5 \pm$  acre site, the maximum square feet that may be considered for this site would be 8,929 square feet ( $0.82 \text{ ac} \times 43,560 \text{ sq ft} = 108,900 \text{ sq ft} \times 0.50 \text{ FAR} = 54,450 \text{ sq ft}$ ). As noted above, the maximum allowable FAR that is considered for commercial uses in the CMU-12 Future Land Use category is 0.50 and the proposed FAR would be 0.50 ( $54,886 \text{ sq ft} / 109,771 \text{ sq ft} = 0.50 \text{ FAR}$ ).

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

The proposal satisfies the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require new development to be compatible with the surrounding neighborhood. In this case, the prevailing land use pattern consists primarily of mixed uses, including light and heavy commercial and industrial activities in the immediate area. FLUS Policy 4.4.1 further specifies that any increase in density or intensity must be compatible with existing, proposed, or planned development, and that development should be integrated with adjacent uses through the creation of like or complementary uses, mitigation of adverse impacts, enhanced transportation and pedestrian connections, and gradual transitions in intensity. As proposed, the use would complement the surrounding development pattern and is consistent with FLUS Objective 4.4 and FLUS Policy 4.4.1.

The site is located within the limits of the East Lake-Orient Park Community Plan. The Economic Development goal of the plan is to expand opportunities for business growth and job creation within the East Lake-Orient Park community. FLUS Goal 7 further supports land use and development patterns that promote employment and economic expansion. The proposed modification of Parcel 1 to allow manufacturing, warehousing, mini-warehousing, open storage, and business professional office uses is consistent with FLUS Goal 7 and with the East Lake-Orient Park Community Plan outlined in the Livable Communities Element.

Overall, staff finds that the proposed use is compatible with the existing development pattern found within the surrounding area and does support the vision of the East Lake-Orient Park Community Plan. The proposed Major Modification 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 Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

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### **FUTURE LAND USE SECTION**

## **Urban Service Area**

**Objective 1.1:** Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

## **Compatibility**

**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.

## **Land Use Categories**

**Objective 2.2:** The Future Land Use Map (FLUM) shall identify Land Use Categories summarized in the table below, 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.

## **Relationship to Land Development Regulations**

**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.

## **Neighborhood/Community Development**

**Objective 4.4:** Neighborhood Protection – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will

*emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

**Policy 4.4.1:** *Development and redevelopment shall be integrated with the adjacent land uses through:*

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

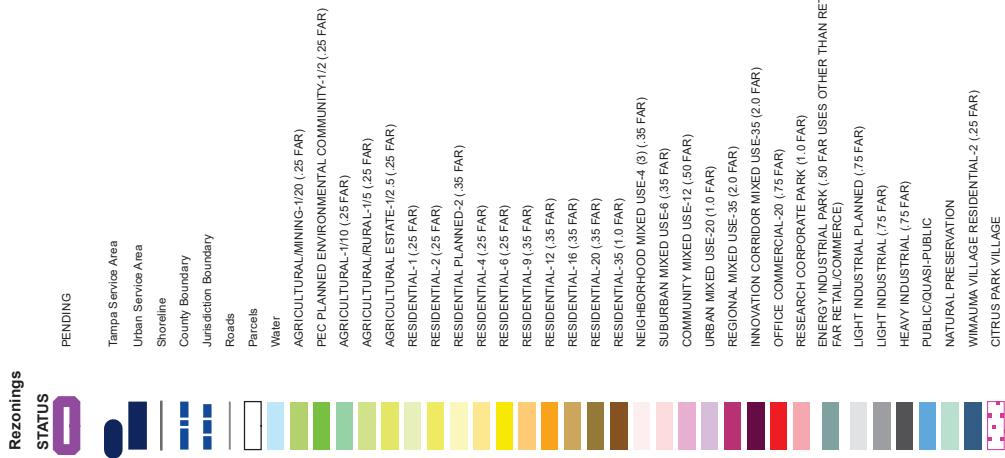
***Office, Industrial and Target Industries***

**Goal 7:** *Seek land use and development patterns which will promote employment and economic growth*

**LIVABLE COMMUNITIES ELEMENT: EAST LAKE-ORIENT PARK COMMUNITY PLAN**

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

# HILLSBOROUGH COUNTY FUTURE LAND USE MM 25-1362



DATA SOURCES: Rezonings based on The Planning Commission's and the notional Parcel line and data from the City of Tampa. This map is not intended to be or used for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.

ACCURACY: It is stressed that the accuracy of the base map comply with U.S. General map accuracy standards. The base map is not intended to be used for surveying or engineering purposes. This map is for planning purposes only. For the most current data and information, see the appropriate source as indicated on the map.

Map Printed from Rezoning System: 9/24/2025  
Author: Samantha Lanes  
File: G:\RezoningSystem\Map\Projects\HCSamLanes\_InReZoning.mxd



**GENERAL  
SITE PLAN  
FOR  
CERTIFICATION**



# Hillsborough County Florida

## DEVELOPMENT SERVICES

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

### HILLSBOROUGH COUNTY DEVELOPMENT SERVICES DEPARTMENT

#### GENERAL SITE PLAN REVIEW/CERTIFICATION

#### BOARD OF COUNTY COMMISSIONERS

Chris Boles  
Donna Cameron Cepeda

Harry Cohen

Ken Hagan

Christine Miller

Gwendolyn "Gwen" Myers

Joshua Wostal

#### COUNTY ADMINISTRATOR

Bonnie M. Wise

#### COUNTY ATTORNEY

Julia Mandell

#### COUNTY INTERNAL AUDITOR

Melinda Jenzarli

#### DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: Carmack Road MM

Zoning File: PD 98-1269 Modification: MM 25-1362

Atlas Page: None Submitted: 01/20/26

To Planner for Review: 01/20/26 Date Due: ASAP

Contact Person: \_\_\_\_\_ Phone: 813-221-9600/landuse@gardnerbrewer.com

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

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

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

Reviewed by: Sam Ball Date: 01/20/26

Date Agent/Owner notified of Disapproval: \_\_\_\_\_

REVISIONS	REV

8127 Bay Drive, Tampa FL 33635  
813-855-2173  
Land and Sand

DRAWN  
CUT+  
DATA  
7-1-2026  
1" = 50' SCALE  
DRAFT NO.  
SHEET  
1 OF 2



**“Location Map”**

**LEGEND**

Definition	Existing	Proposed
Site Area		1.09 acres
Land Use	CMU-12	
		SHADED AREAS FOR REFERENCE ONLY. REFER TO SHEET 2 OF 2 FOR PARCEL 1 MODIFICATION.
USE		Mix Design
		SIZE

2. C.I. Uses (Far = .30) 12,937 sq.ft.

IPD-1

PD-1

ASC-1

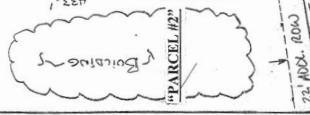
LIMITS OF  
MW 25-1362

SEE SHEET 2 OF 2  
FOR THIS AREA

C1  
C2  
C-G  
C-G  
ASC-1  
AR  
A

**“SITE PLAN”**

Carmelak Road

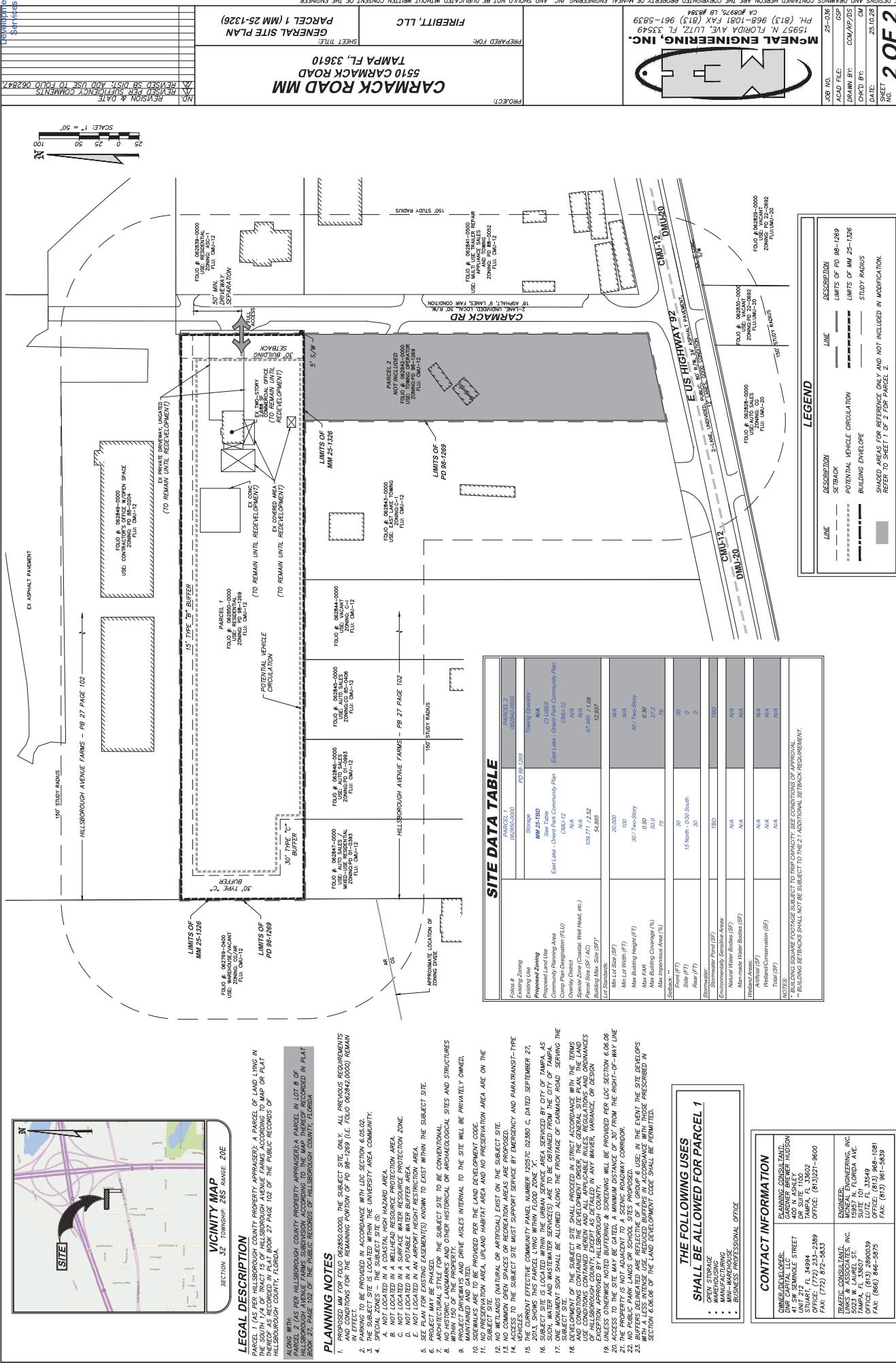


Hwy. 92- E. Hillsborough Ave.  
C-G  
C2  
C-G  
C1

EXHIBIT “AA”  
LEGAL DESCRIPTIONS:

Parcel #2, Charles H. Williams  
Lot 8 of Hillsborough Avenue Farms Subdivision,  
according to the map thereof recorded in Plat Book 27,  
Page 102 of the Public Records of Hillsborough County,  
Florida.

North



**AGENCY  
COMMENTS**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/04/2025  
REVISED: 12/15/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EAST LAKE ORIENT PARK (ELOP)

PETITION NO: MM 25-1362

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.

### **NEW AND REVISED CONDITIONS**

#### *Revised Conditions*

1. Development shall be limited to the following:

a. Parcel 1: A maximum of 54,8862,300 square feet of floor space for Recreational Vehicle non-engine repair, servicing, and storage, warehousing, open storage, mini-warehousing, manufacturing, or business professional office uses.

i. Notwithstanding the foregoing, no proposed development shall be permitted that results in more than 80 gross average daily trips, 5 gross a.m. peak hour trips, or 8 gross p.m. peak hour trips on Parcel 1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), 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(unless otherwise waived by County staff), 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.

ii. As Carmack Rd. is a substandard local commercial roadway, the developer may be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards), if determined by the County Administrator that the use will generate predominantly large vehicle traffic (i.e. heavy trucks, semi-trailers, RVs, etc.) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

b. Parcel 2: A maximum of 12,937 square feet of floor space for CI (Commercial, Intensive) uses, excluding taverns, bars, nightclubs, and dance halls.

4. The general design, location, and number of access points shall be regulated by the Hillsborough County Access Management regulations of the Land Development Code, except where otherwise shown on the PD site plan. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and/or the Florida Department of Transportation

(FDOT). Final design, if approved, may include left turn lanes, acceleration lane(s), and deceleration lane(s).

~~8. Prior to Construction 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 project traffic. If warranted by the results of the analysis, and as determined by Hillsborough County FDOT, the developer at his expense shall provide left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Cannack Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the County FDOT.~~

8. Prior to Construction 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 project traffic. If warranted by the results of the analysis, and as determined by ~~Hillsborough County FDOT~~, the developer at his expense shall provide left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the ~~County FDOT~~. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by ~~FDOT, the County Public Works Department and evidence of said approval shall be submitted for review by the Hillsborough County Planning and Growth Management Department.~~

*{The proposed change is necessary to clarify the permitting authority for turn lane improvements on US Hwy 92.}*

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Major Modification (MM) to a portion of previously approved Planned Development, (PD) zoning 98-1269. The PD consists of two parcels totaling +/- 3.61 ac. The applicant is proposing to modify the approved uses within the area identified as parcel 1 (Folio# 62850.0000). This modification area is approximately +/- 2.52 ac. in size and is approved for 2,300 sf of Recreational Vehicle repair and storage. Parcel 2 is approved for Commercial Intensive (CI) uses, excluding taverns, bars, nightclubs and dance halls.

The applicant is proposing to change to the allowable uses in Parcel 1 to manufacturing, warehousing, mini-warehouse, open storage and Business Professional Office (BPO) uses with a proposed trip cap to limit the number of trips the development may generate.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project modification area and proposes a condition restricting development within the modification area to the number of trips studied in the submitted transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 54,886 s.f. of manufacturing uses (ITE LUC 140), office uses (ITE LUC 710), etc), 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 wide 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.

Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. This analysis is focused on development impacts on the parcel which is the subject of the modification request. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12<sup>th</sup> Edition and the applicant's proposed Trip Cap.

Approved Uses (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 98-1269, 2,300sf RV Repair Shop (ITE LUC 943)	38	4	5
PD 98-1269, 52,586sf RV Storage (ITE LUC 151)	68	4	7
Subtotal:	106	8	12

Proposed Uses (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
MM, "manufacturing, warehousing, mini-warehousing, open storage, and business professional office uses" Per Applicant's Traffic Study (Proposed Trip Cap)	80	5	8

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 26</b>	<b>(-)3</b>	<b>(-)4</b>

### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Carmack Rd. is a 2-lane, publicly maintained, substandard, local roadway characterized by +/- 17 to 18-foot-wide pavement. Along the project's frontage, the roadway appears to lay within a +/- 50-foot-wide right-of-way. There are no sidewalks within the vicinity of the proposed project.

While by policy of the County Engineer projects generating fewer than 10 peak hour trips in total are generally exempt from the requirement to improve the roadway to County standards, if the roadway meets minimum life-safety standards (i.e. the roadway must have 15 feet of pavement within a 20-foot-wide clear area), the proposed entitlements include a variety of uses that generate large vehicle and truck traffic trips that may require substandard roadway improvements at the time of site construction plan review.

US Hwy 92, is a State owned, 2-lane, undivided, rural principal arterial roadway characterized by +/-12-foot-wide lanes and +/-5-foot paved shoulders on both sides within +/-82 feet of right of way. There is a sidewalk on the south side of the road within the vicinity of project.

### **SITE ACCESS**

The proposed PD site plan for the modification includes a full access connection from the subject parcel to Carmack Rd. However, because Carmack Rd. is dead-end road with all project traffic travelling through

the US Hwy 92 and Carmack Rd intersection, the applicant's site access analysis was required to study turn lane warrants at the intersection. The applicant's site access analysis recommends an eastbound to northbound left turn lane at the intersection of US Hwy 92 and Carmack Rd., subject to FDOT approval.

The applicant was advised that coordination with FDOT will be required to implement any site access improvements on US Hwy 92. The applicant has not provided any documentation that such coordination has occurred.

#### **ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for adjacent roadway sections is reported below. Staff notes that Carmack Rd. is not included in the County Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US Hwy 92	US Hwy 301	Williams Rd.	D	F

Source: Hillsborough County 2024 Level of Service Report.



## *Florida Department of Transportation*

RON DESANTIS  
GOVERNOR

11201 North McKinley Drive  
Tampa, FL 33612

JARED W. PERDUE, P.E.  
SECRETARY

### MEMORANDUM

DATE: September 30, 2025

TO: Tyler Hudson, Gardner Brewer Hudson, P.A.

FROM: Lindsey Mineer, FDOT

COPIES: Daniel Santos, FDOT  
Allison Carroll, FDOT  
David Ayala, FDOT  
Richard Perez, Hillsborough County

SUBJECT: **MM 25-1362**, 5510 Carmack Rd, Tampa  
Folio: 62850.0000

The parcel is part of a PD rezoning that is located at the northwest corner of US 92 and Carmack Road. A pre-application meeting is necessary to discuss the impacts to the intersection, the need for turn lanes, the future signalization of the intersection, ROW needed along US 92, as well as drainage issues.

A pre-application meeting can be scheduled with Ms. Allison Carroll at the District Seven Tampa Operations offices of the Florida Department of Transportation. She can be reached at 813-245-1680 or at [Allison.Carroll@dot.state.fl.us](mailto:Allison.Carroll@dot.state.fl.us).

Thank you for the opportunity to comment.

END OF MEMO

## COMMISSION

Gwendolyn "Gwen" W. Myers CHAIR  
Harry Cohen VICE-CHAIR  
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Rick Muratti, Esq. LEGAL DEPT  
Steffanie L. Wickham WASTE DIVISION

### AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 12/15/2025	COMMENT DATE: 10/1/2025
PETITION NO.: 25-1362	PROPERTY ADDRESS: 5510 Carmack Rd, Tampa, FL 33610
EPC REVIEWER: Melissa Yañez	FOLIO #: 0628500000
CONTACT INFORMATION: (813) 627-2600 x 1360	STR: 32-28S-20E
EMAIL: <a href="mailto:yanezm@epchc.org">yanezm@epchc.org</a>	
REQUESTED ZONING: Major modification to PD	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	10-01-2025
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Site Visit
The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.	
INFORMATIONAL COMMENTS:	
The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.	
EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.	
Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.	

My/cb  
ec: [landuse@gardnerbrewer.com](mailto:landuse@gardnerbrewer.com)

*Environmental Excellence in a Changing World*

Roger P. Stewart Center

3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - [www.epchc.org](http://www.epchc.org)  
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## AGENCY REVIEW COMMENT SHEET

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

**TO:** Zoning Review, Development Services **DATE:** 12/03/2025  
**REVIEWER:** Ron Barnes, Impact & Mobility Fee Coordinator  
**APPLICANT:** DNR Capital LLC **PETITION NO:** 25-1362  
**LOCATION:** 5510 Carmack Rd  
**FOLIO NO:** 62850.0000

### Estimated Fees:

Warehouse (Per 1,000 s.f.)	Manufacturing (Per 1,000 s.f.)	Light Industrial (Per 1,000 s.f.)
Mobility: \$1,337	Mobility: \$3,315	Mobility: \$4,230
Fire: \$34	Fire: \$34	Fire: \$57
Medical Office (10,000 s.f. or less) (Per 1,000 s.f.)	Medical Office (greater than 10,000 s.f.) (Per 1,000 s.f.)	
Mobility: \$21,860	Mobility: \$31,459	
Fire: \$158	Fire: \$158	
Single Tenant Office (Per 1,000 s.f.)	General Office (Per 1,000 s.f.)	
Mobility: \$10,005	Mobility: \$8,336	
Fire: \$158	Fire: \$158	

### Project Summary/Description:

Urban Mobility, Northeast Fire - Modify 1 parcel to allow for manufacturing, warehouse, mini-warehouse, open storage, BPO uses. Size not specified.



## Agency Review Comment Sheet

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

**TO:** Zoning Review, Development Services **REQUEST DATE:** 10/2/2025

**REVIEWER:** Kim Cruz, Environmental Supervisor    **REVIEW DATE:** 9/16/2025

**PROPERTY OWNER:** DNR Capital LLC                            **PID:** 25-1362

**APPLICANT:** DNR Capital LLC

**PID:** 25-1362

**LOCATION:** 5510 Carmack Rd.

**LOCATION:** 5510 Carmack Rd. Tampa, FL 33610

**FOLIO NO.:** 62850.0000

## AGENCY REVIEW COMMENTS:

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

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

At this time, Hillsborough County Environmental Services Division has no objection to the applicant's request as it relates to the County's wellhead and surface water protection regulations.

AGENCY COMMENT SHEET

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

FROM: **Reviewer: Andria McMaugh**      **Date: 10/01/2025**

**Agency: Natural Resources**      **Petition #: 25-1362**

This agency has **no comment**

This agency has **no objections**

This agency has **no objections, subject to listed or attached conditions**

This agency **objects, based on the listed or attached issues.**

1. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
2. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
3. 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.

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

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**PETITION NO.:** MM 25-1362

**REVIEWED BY:** Clay Walker, E.I. **DATE:** 9/16/2025

**FOLIO NO.:** 62850.0000

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**WATER**

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

**WASTEWATER**

- The property lies within the                    Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 6 inch wastewater forcemain exists  (approximately 1,350 feet from the project site),  (adjacent to the site) and is located southeast of the subject property within the north Right-of-Way of East Old Hillsborough Avenue. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include                    and will need to be completed by the            prior to issuance of any building permits that will create additional demand on the system.

**COMMENTS:** The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's wastewater system and the City of Tampa's water system. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Falkenburg Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.

## AGENCY REVIEW COMMENT SHEET

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**TO:** **ZONING TECHNICIAN, Planning Growth Management** **DATE:** 09/15/2025

**REVIEWER:** Jan Kirwan, Conservation and Environmental Lands Management

**APPLICANT:** Tyler Hudson

**PETITION NO:** 25-1362

**LOCATION:** 5510 Carmack Rd, Tampa,

**FOLIO NO:** 62850.0000

**SEC:** 32 **TWN:** 28 **RNG:** 20

---

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to listed or attached conditions.
- This agency objects, based on the listed or attached conditions.

**COMMENTS:** \_\_\_\_\_

**VERBATIM  
TRANSCRIPT**

HILLSBOROUGH COUNTY, FLORIDA  
BOARD OF COUNTY COMMISSIONERS

IN RE:

ZONING HEARING MASTER MEETING

ZONING HEARING MASTER MEETING  
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Steve Luce  
Zoning Hearing Master

DATE: Monday, December 15, 2025

TIME: Commencing at 6:00 p.m.  
Concluding at 8:39 p.m.

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

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

1 MS. HEINRICH: Our next application is Item D.6,  
2 Major Mod 24-1362. The applicant is requesting a Major  
3 Modification to PD 98-1269. Sam Ball with Development Services  
4 has reviewed this application and he'll provide staff findings  
5 after the applicant's presentation.

6 HEARING MASTER: Okay.

7 The applicant, please.

8 MS. SCHALER: Alex Schaler, 400 North Ashley Drive.

9 I'll make this pretty brief. This site is located  
10 just at the corner of the I-4 and I-75 interchange. Currently,  
11 there's a small commercial office there. It's about 2,000  
12 square feet. And as you can see from this aerial, it's  
13 surrounded by other outdoor storage uses, and a couple different  
14 auto sales and repair uses as well.

15 This is part of an antiquated two parcel PD. The  
16 parcel subject to this Major Modification is what is classified  
17 as Parcel 1, that is outlined in that green dashed line there.  
18 So we are not proposing any changes to Parcel 2. It's not  
19 included with this application. As far as Parcel 1 goes, this  
20 table summarizes what it's currently approved for and what we're  
21 proposing. So the approved use is very specific. It's  
22 recreational RV/vehicle storage and repair. And it's that same  
23 square footage. That's the existing office that I mentioned was  
24 on-site today for that use.

25 What we are proposing is a little bit -- we want to

1 unlock some flexibility here, with some uses that we feel are  
2 consistent with the surrounding area. Don't want to be locked  
3 into just that one specific use. So we're proposing open  
4 storage, warehousing, manufacturing, main warehousing and BPO  
5 uses. With the proposed square footage around 55,000 square  
6 feet, that's a 0.5 FAR. It is further limited by a trip cap,  
7 which I'll mention in just a second.

8 We believe that this is a compatible request, given  
9 again, what's in the proximity. Both of those two major  
10 interstates there. And we're proposing Type C 30-foot buffers  
11 where necessary and applicable. As mentioned, we are limiting  
12 this to an 80 trips per day trip cap. So though we have the  
13 ability to build 54,000, or so, square feet, that won't be with  
14 some of the higher intense traffic generating uses like BPO.  
15 That was based on mini warehousing in the traffic study. So we  
16 also believe that this is aligned, as mentioned, with some of  
17 those surrounding uses in the area there.

18 Staff found this application consistent. There were  
19 no objections from the reviewing departments. And that  
20 concludes my presentation, but I'm happy to answer any  
21 questions.

22 HEARING MASTER: I have no questions. Thank you.

23 Okay. Development Services.

24 MR. BALL: Good evening. I'm Sam Ball with  
25 Development Services.

1           I just want to make sure I did submit a revised  
2 report in Optix, and also here. The applicant is requesting a  
3 Major Modification to Parcel 1 of PD 98-1269.

4           The property is located approximately 200 feet  
5 southwest of I-75 and I-4 intersection, and the development is  
6 approved for up to 2,300 square feet of gross floor area to be  
7 used for recreational vehicle non-engine repair, servicing and  
8 storage. The applicant's request increased the gross floor area  
9 to 54,888 square feet, and changed the allowable uses to  
10 warehousing and open storage as a principal accessory use, mini  
11 warehousing, manufacturing or business professional office uses,  
12 subject to a trip cap of 80 gross trips per day. The  
13 modification would increase the FAR ratio of Parcel 1 from 0.2  
14 to 0.5, and it would increase the FAR of the overall PD from  
15 0.10 to 0.44.

16           Development in the area includes a mix of residential,  
17 industrial and commercial uses that includes properties with  
18 open storage, a towing business with an impound area, auto  
19 sales, used appliance sales, and a business that specializes in  
20 roadway barriers also abuts the property. The property to the  
21 north is zoned and developed for office and warehouse use. The  
22 properties to the south are zoned for commercial and commercial  
23 intensive uses, and existing uses to the south include that  
24 towing business, auto sales, open storage, single-family and  
25 two-family development.

1                   The abutting property to the west is an AR and is  
2 undeveloped. The ASC-1 property to the east of Carmack Road is  
3 developed for single-family use. If this Modification is  
4 approved, the access point along Carmack Drive (sic) would be  
5 shifted south. A 30-foot buffer with Type C screening would be  
6 required along the western and southwestern boundaries, and the  
7 uses would be restricted to the 80 trips per day, with limits of  
8 five gross A.M. peak hour trips and eight gross P.M. peak hour  
9 trips.

10                  Based on the general nature of the uses in the area,  
11 the buffering and screening and the number -- limited number of  
12 vehicle trips, and the proximity to interstates and US highway,  
13 staff finds that the proposed modification would be compatible  
14 with the zoning development pattern in the area, and recommends  
15 approval subject to conditions. That concludes my report if you  
16 have any questions.

17                  HEARING MASTER: No questions. Thank you.

18                  MR. BALL: Okay. Thank you.

19                  HEARING MASTER: Planning Commission staff.

20                  MS. LIENHARD: Thank you.

21                  The subject site is located within the Community Mixed  
22 Use-12 Future Land Use Category. The site is in the Urban  
23 Service Area, and the subject property is located within the  
24 limits of the East Lake-Orient Park Community Plan.

25                  Future Land Use Section Policy 3.1.3 requires that all

1 new development be compatible with the surroundings,  
2 recognizing that compatibility does not mean uniformity, but  
3 rather, the thoughtful design of proposals that respect and  
4 maintain the character of existing development. The subject  
5 site currently contains light commercial uses, and additional  
6 light and heavy commercial uses are located to the south along  
7 East Hillsborough Avenue, to the east and along Carmack Road.  
8 Surrounding the site to the south, east and west are single-  
9 family residential uses. Light Industrial uses are situated  
10 directly to the north and west, while public and quasi-public  
11 uses are also present to the west.

12 Given the presence of similar Light Industrial and  
13 more intensive uses in the surrounding area, the request aligns  
14 with the aforementioned policy direction. The CMU-12 Future  
15 Land Use designation surrounds the site on all sides. The Urban  
16 Mixed Use-20 Future Land Use Category is located south across  
17 East Hillsborough. This designation allows consideration of  
18 Agricultural, Residential, Commercial Office, Research Corporate  
19 Park, Light Industrial and Multi-Purpose uses. The proposed  
20 uses align with the development that are expected in the  
21 community Mixed Use-12 category.

22 The Economic Development Goal of the East Lake-Orient  
23 Park Community Plan is to expand opportunities for business  
24 growth and job creation within the East Lake-Orient Park  
25 Community. Goal 7 of the Future Land Use Section further

1 supports land use and development patterns that promote  
2 employment and economic expansion. The proposed modification of  
3 Parcel 1 to allow manufacturing, warehousing, mini warehousing,  
4 open storage and business professional office uses is consistent  
5 with Goal 7 and with the East Lake-Orient Park Community Plan  
6 vision.

7                   Based upon those considerations, Planning Commission  
8 staff finds the proposed Modification consistent with the  
9 Unincorporated Hillsborough County Comprehensive Plan, subject  
10 to the conditions proposed by Development Services. Thank you.

11                   HEARING MASTER: Thank you.

12                   At this point in time, is there anyone in the audience  
13 that wishes to speak in support of the application? See no one  
14 responding.

15                   Anyone in the audience wish to speak in opposition to  
16 the application? See no one responding.

17                   Staff, anything further?

18                   MS. HEINRICH: No, sir.

19                   HEARING MASTER: Applicant, opportunity for rebuttal.

20                   MS. SCHALER: Alex Schaler, 400 North Ashley Drive.

21                   I'll waive the rebuttal. Thank you.

22                   HEARING MASTER: Thank you.

23                   That concludes this application.

24                   Ms. Heinrich, we're ready for the next item.

**EXHIBITS SUBMITTED  
DURING THE ZHM HEARING**

DATE/TIME: 12/15/2025 6pm HEARING MASTER: Steve LucePLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #  <u>VS</u> <u>RZ 25-0582</u>	PLEASE PRINT NAME <u>Colin Rice</u>  MAILING ADDRESS <u>1000 W. Cass St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>239-404-2771</u>
APPLICATION #  <u>RZ 25-0500</u>	PLEASE PRINT NAME <u>Todd Pressman</u>  MAILING ADDRESS <u>200 2nd Ave S. #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>707-420-1760</u>
APPLICATION #  <u>RZ 25-1281</u>	PLEASE PRINT NAME <u>Todd Pressman</u>  MAILING ADDRESS <u>200 2nd Ave S. #451</u> CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>707-866-1760</u>
APPLICATION #  <u>VS</u> <u>RZ 25-1281</u>	PLEASE PRINT NAME <u>Grace McComas</u>  MAILING ADDRESS <u>805 Old Darby St.</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813-240-3907</u>
APPLICATION #  <u>RZ 25-1320</u>	PLEASE PRINT NAME <u>Ruth P. Londono</u>  MAILING ADDRESS <u>1502 W Busch Blvd Ste D</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33612</u> PHONE <u>(813)919-7802</u>
APPLICATION #  <u>RZ 25-1418</u>	PLEASE PRINT NAME <u>Robert Martin</u>  MAILING ADDRESS <u>206 W 92</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813-543-5571</u>

DATE/TIME: 12/15/2025 6pm HEARING MASTER: Steve LucePLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #  <u>RZ 26-0037</u>	PLEASE PRINT NAME <u>Melva Rodriguez</u>  MAILING ADDRESS <u>7710 Ahola Boulevard Rd</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33634</u> PHONE <u>813-243-8725</u>
APPLICATION #  <u>RZ 26-0124</u>	PLEASE PRINT NAME <u>Kami Corbett</u>  MAILING ADDRESS <u>101 E Kennedy Blvd, St 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-277-8424</u>
APPLICATION #  <u>MM 25-0586</u>	PLEASE PRINT NAME <u>Renee Petru</u>  MAILING ADDRESS <u>5524 Vandylke Rd</u> CITY <u>Mtg</u> STATE <u>FL</u> ZIP <u>33588</u> PHONE <u>813-766-6939</u>
APPLICATION #  <u>MM 25-0586</u>	PLEASE PRINT NAME <u>Elizabeth Rodriguez</u>  MAILING ADDRESS <u>18156 Sandy Pointe Dr.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33647</u> PHONE <u>813.545.3316</u>
APPLICATION #  <u>VS MM 25-0586</u>	PLEASE PRINT NAME <u>Beth White</u>  MAILING ADDRESS <u>5338 Van Dyke Road</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33558</u> PHONE <u>813-855-8425</u>
APPLICATION #  <u>RZ 25-1245</u>	PLEASE PRINT NAME <u>Chris McNeal</u>  MAILING ADDRESS <u>15957 N. FLORIDA AVE</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>8132052564</u>

DATE/TIME: 12/15/2025 6pm HEARING MASTER: Steve LucePLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ 25-1245</u>	PLEASE PRINT NAME <u>RAGHAVA MUMMANEM</u> MAILING ADDRESS <u>1571 RINNY MORE CT</u> CITY <u>DOVER</u> STATE <u>FL</u> ZIP <u>33527</u> PHONE <u>8482191222</u>
APPLICATION # <u>RZ 25-1245</u>	PLEASE PRINT NAME <u>SRIDEVI PARVATHANENI</u> MAILING ADDRESS <u>1571 RINNYMORE CT</u> CITY <u>DOVER</u> STATE <u>FL</u> ZIP <u>33527</u> PHONE <u>848219-1222</u>
APPLICATION # <u>RZ 25-1250</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-227-8421</u>
APPLICATION # <u>RZ 25-1338</u>	PLEASE PRINT NAME <u>SYED LAEQ ALI</u> MAILING ADDRESS <u>602 OCONTEE AVE</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-260-8502</u>
APPLICATION # <u>MM 25-1362</u>	PLEASE PRINT NAME <u>Alex Schaller</u> MAILING ADDRESS <u>400 N. Ashley Drive Suite 100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-221-9100</u>
APPLICATION # <u>MM 25-1375</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-227-8421</u>

DATE/TIME: 12-15-2025 6pm HEARING MASTER: Steve Luce

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION #  <u>MM 25-1375</u>	PLEASE PRINT NAME <u>Michael YATES / Palm TRAFFIC</u>  MAILING ADDRESS <u>4006 S. MacDill AVE</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33611</u> PHONE <u>8132058057</u>
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____
APPLICATION #	PLEASE PRINT NAME _____  MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____

### **HEARING TYPE:**

ZHM, PHM, VRH, LUHO

Steve Luce

DATE: 12-15-2025

PAGE: 1 of 1

DECEMBER 15, 2025 – ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, December 15, 2025, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

 Steve Luce, ZHM, called the meeting to order at 6:00 p.m., led in the pledge of allegiance to the flag, and introduction.

A. WITHDRAWALS AND CONTINUANCES

 Michelle Heinrich, Development Services (DS), reviewed the changes to the agenda.

 Steve Luce, ZHM, overview of ZHM process.

 Senior Assistant County Attorney Mary Dorman, overview of evidence/ZHM/BOCC Land Use process.

 Steve Luce, ZHM, Oath.

B. REMANDS

B.1. RZ 25-0500

 Michelle Heinrich, DS, called RZ 25-0500.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-0500.

C. REZONING STANDARD (RZ-STD) :

C.1. RZ 25-1281

 Michelle Heinrich, DS, called RZ 25-1281.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1281.

C.2. RZ 25-1320

 Michelle Heinrich, DS, called RZ 25-1320.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1320.

MONDAY, DECEMBER 15, 2025

C.3. RZ 25-1418

 Michelle Heinrich, DS, called RZ 25-1418.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1418.

C.4. RZ 26-0037

 Michelle Heinrich, DS, called RZ 26-0037.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 26-0037.

C.5. RZ 26-0124

 Michelle Heinrich, DS, called RZ 26-0124.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 26-0124.

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

D.1. RZ 25-0582

 Michelle Heinrich, DS, called RZ 25-0582.

 Testimony provided.

 Steve Luce, ZHM, continued RZ 25-0582 to February 23, 2026, ZHM hearing.

D.2. RZ MM 25-0586

 Michelle Heinrich, DS, called MM 25-0586.

 Testimony provided.

 Steve Luce, ZHM, closed MM 25-0586.

D.3. RZ 25-1245

 Michelle Heinrich, DS, called RZ 25-1245.

 Testimony provided.

MONDAY, DECEMBER 15, 2025

 Steve Luce, ZHM, closed RZ 25-1245.

D.4. RZ 25-1250

 Michelle Heinrich, DS, called RZ 25-1250.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1250.

D.5. RZ 25-1338

 Michelle Heinrich, DS, called RZ 25-1338.

 Testimony provided.

 Steve Luce, ZHM, closed RZ 25-1338.

D.6. MM 25-1362

 Michelle Heinrich, DS, called MM 25-1362.

 Testimony provided.

 Steve Luce, ZHM, closed MM 25-1362.

D.7. MM 25-1375

 Michelle Heinrich, DS, called MM 25-1375.

 Testimony provided.

 Steve Luce, ZHM, closed MM 25-1375.

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

ADJOURNMENT

 Steve Luce, ZHM, adjourned the meeting at 8:39 p.m.



## 1.0 APPLICATION SUMMARY

Applicant: DNR Capital, LLC

FLU Category: CMU-12 (Community Mixed Use)

Service Area: Urban

Site Acreage: 2.52

Community Plan Area: East Lake/Orient Park

Overlay: None



## Introduction Summary

PD 98-1269 was approved in 1998 to allow the property located approximately 200 feet southwest of the I-75 and I-4 intersection to be developed for recreational vehicle storage and repair, and limited CI (Commercial, Intensive) uses. The applicant is requesting a modification to allow Parcel 1 of 2 to increase the allowable gross floor area (GFA) and change the allowable uses.

Existing Approvals	Proposed Modifications
Parcel 1	
2,300 square feet (SF) gross floor area (GFA) to be used for recreational vehicle non-engine repair, servicing and storage.	Increase the GFA to 54,886 SF and change allowable uses to warehousing, open storage as a principal or accessory use, mini-warehousing, manufacturing, or business professional office uses subject to a trip cap of maximum of 80 gross average trips per day.
Access along Carmack Road	Shift the access point along Carmack Road southward
0.02 FAR for Parcel 1 0.10 FAR maximum for PD	0.50 FAR for Parcel 1 0.44 FAR maximum for PD

Additional Information	
PD Variations	None
Waivers to the Land Development Code	None

Planning Commission Recommendation	Development Services Recommendation
Consistent	Approvable, subject to proposed conditions

Application No. MM 25-1362Name: Sam Ball

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Entered at Public Hearing: 2 HmExhibit # 1 Date: 12-15-2025

## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.1 Vicinity Map

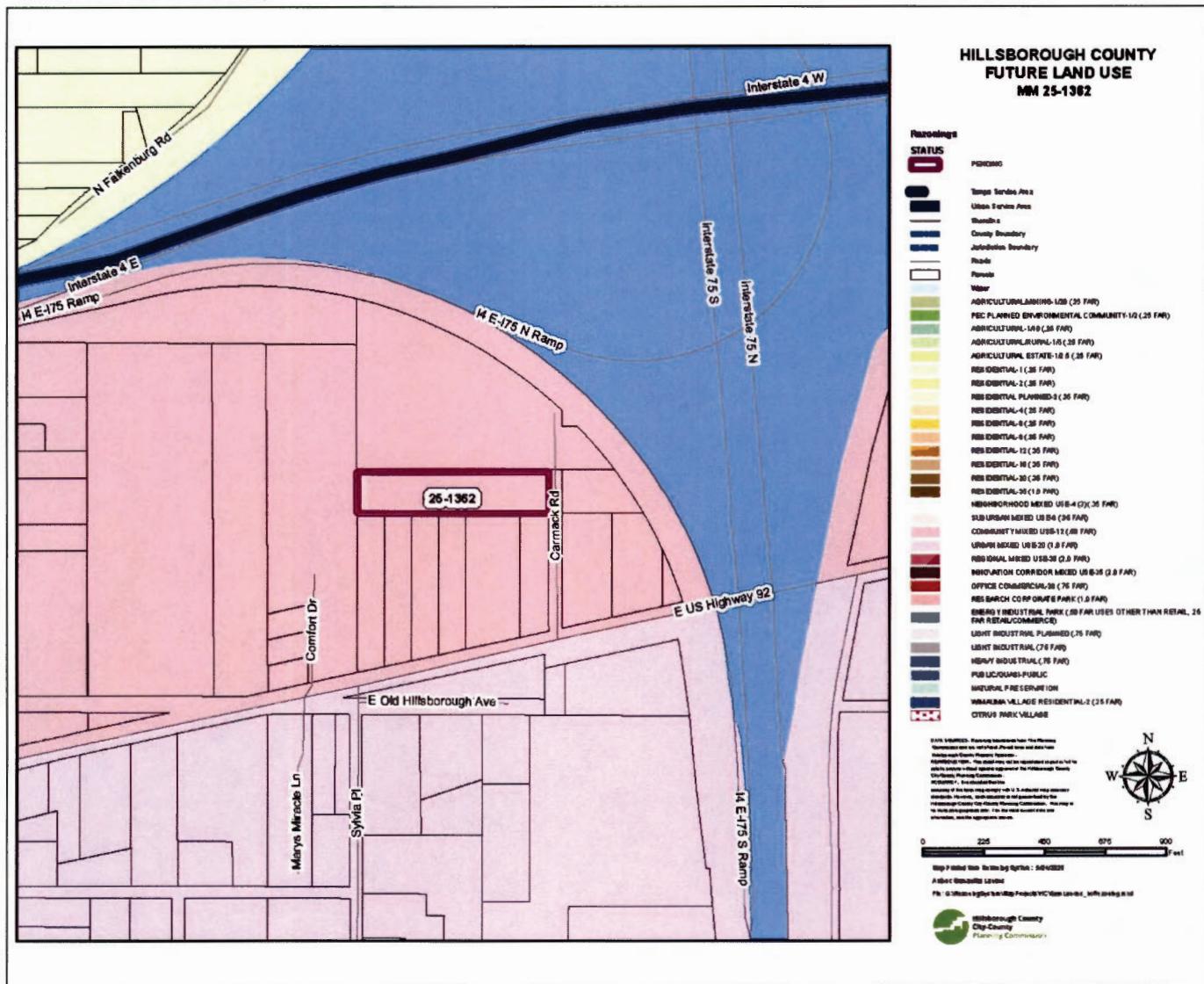


### **Context of Surrounding Area:**

The subject property is located approximately 400 feet north of E US Highway 92 and 200 feet southwest of the I-4 eastbound to the I-75 southbound on ramp. Development in the area includes mix of residential, industrial and commercial uses that includes properties with open storage, a towing business with impound area, auto sales, used appliance sales, and a business that specializes in roadway barriers also abuts the property .

## 2.0 LAND USE MAP SET AND SUMMARY DATA

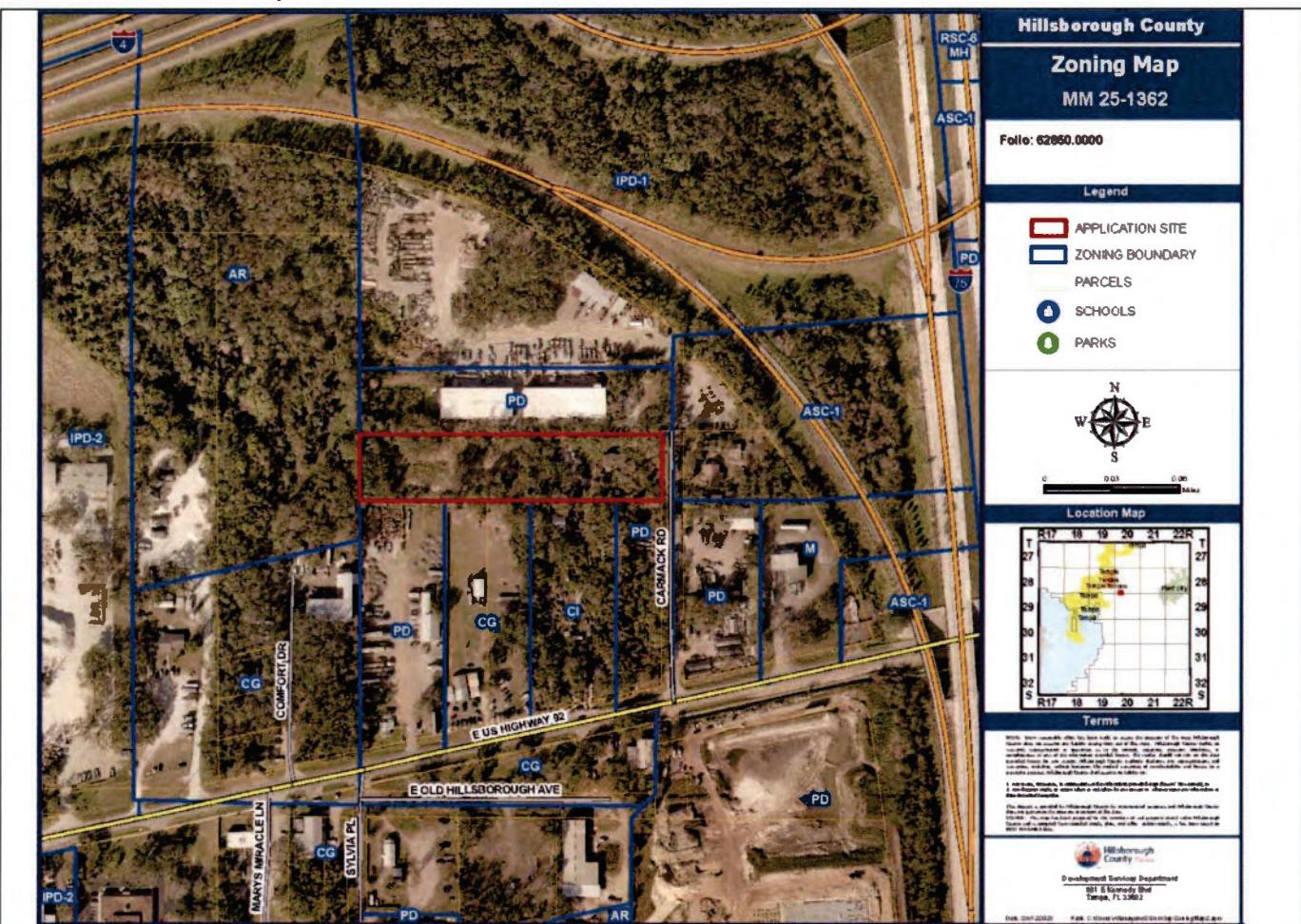
## 2.2 Future Land Use Map



Subject Site Future Land Use Category	Community Mixed Use – 12 (CMU-12)
Maximum Density/FAR	12 dwelling units per gross acre (du/ga) / 0.50 FAR
Typical Uses	Agricultural, residential, commercial, office, research corporate park, light industrial multi-purpose, and clustered residential and/or mixed-use development.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map

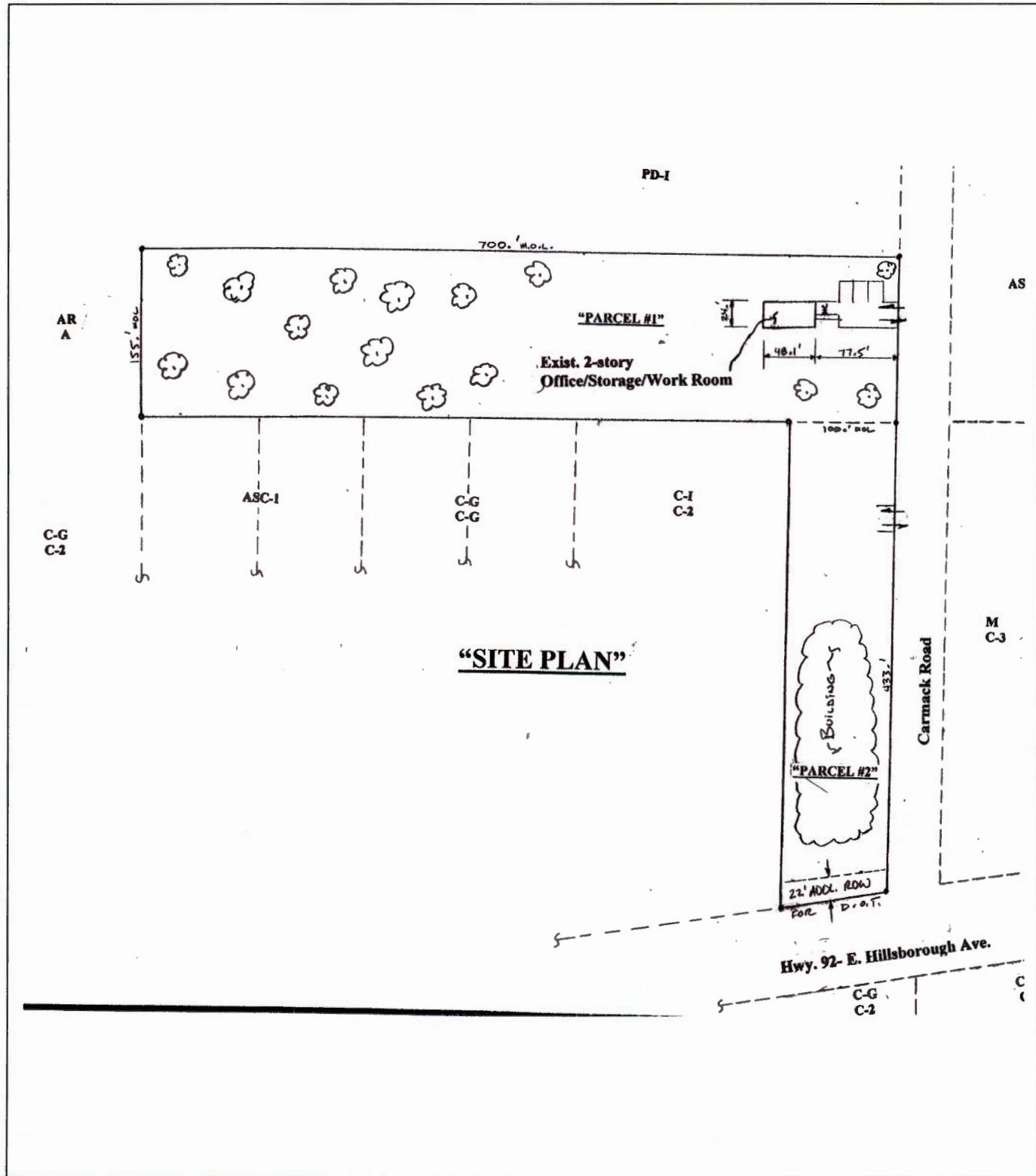


#### Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	PD 88-0204	NA/FAR: 0.22	Warehouse/Office	Warehouse
South	PD 01-0393	NA/FAR: 0.27	CG, major motor vehicle repair, recreational vehicle storage	Mixed Use: Single-Family (NCU), Open Storage, & Motor Vehicle Sales
	CG	NA/FAR: 0.27	Commercial, General	Auto Sales & Residential, Duplex
	CI	NA/FAR: 0.30	Commercial, Intensive	Towing Business with Onsite Vehicle Storage
	PD 98-1269	NA/FAR: 0.30	Commercial, Intensive	Towing Business with Onsite Vehicle Storage
East	ASC-1	1 unit per acre	Agriculture/Single-Family Residential	Single-Family Residential
West	AR	1 DU/5 GA FAR:	Agriculture	Undeveloped

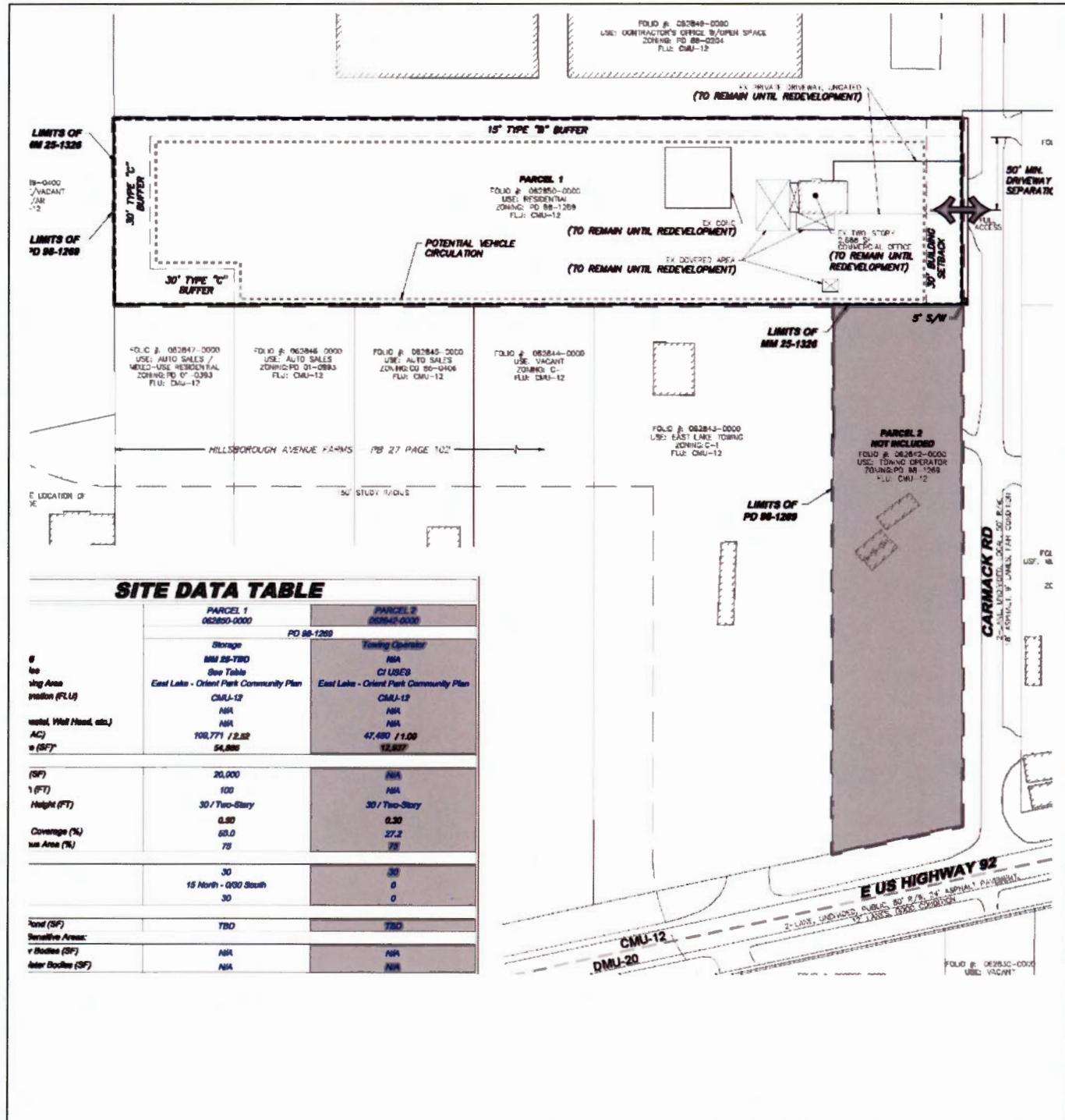
## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



APPLICATION NUMBER: MM 25-1362  
 ZHM HEARING DATE: DECEMBER 15, 2025

### 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
Carmack Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
US Hwy 92	FDOT Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	106	8	12
Proposed	80	5	8
Difference (+/-)	-26	-3	-4

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East	X	Choose an item.	Choose an item.	Meets LDC
West		Choose an item.	Choose an item.	Choose an item.
Notes:				

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

#### 4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY						
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments		
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Conservation & Environmental Lands Management	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Check if Applicable:	<input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area					
	<input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____					
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments		
Transportation						
<input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report		
Service Area/ Water & Wastewater						
<input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Hillsborough County School Board						
Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
<b>Impact/Mobility Estimated Fees:</b> Urban Mobility, Northeast Fire - Modify 1 parcel to allow for manufacturing, warehouse, mini-warehouse, open storage, BPO uses. Size not specified.						
Warehouse (Per 1,000 s.f.)	Manufacturing (Per 1,000 s.f.)		Light Industrial (Per 1,000 s.f.)			
Mobility: \$1,337	Mobility: \$3,315		Mobility: \$4,230			
Fire: \$ 34	Fire: \$ 34		Fire: \$ 57			
Medical Office (10,000 s.f. or less) (Per 1,000 s.f.)	Medical Office (greater than 10,000 s.f.) (Per 1,000 s.f.)					
Mobility: \$21,860	Mobility: \$31,459					
Fire: \$ 158	Fire: \$ 158					

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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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## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The subject property is located in the immediate vicinity of the I-4 and I-75 intersection and the intersection of E US Highway 92. The uses directly north, south, east and west of the property include outdoor storage activity and are high impact in nature; the property to the west is undeveloped. The applicant is shifting the access point along Carmack Road south to lessen the impact on the residentially developed property to the east. The property is also being restricted to 80 trips per day with limits of five gross a.m. peak hour trips and eight gross p.m. peak hour trips. Based on the general nature of the uses in the area, the proposed 30-foot buffers with Type "C" screening along the west and southwest borders, the limited number of vehicular trips, and the immediate proximity to two interstates and a US Highway, that the proposed modification would be compatible with the zoning and development pattern in the area.

### 5.2 Recommendation

Based upon the above considerations, staff recommends approval, subject to conditions.

## 6.0 PROPOSED CONDITIONS

Prior to site plan certification, the applicant shall revise the general site plan to reduce the maximum building size from 54,886 to 54,885 square feet.

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 14, 2025July 17, 1998.

1. Development shall be limited to the following:

Parcel 1: A maximum of 2,300–54,885 square feet of floor space for ~~Recreational Vehicle non-engine repair, servicing and storage~~warehousing, open storage, mini-warehousing, manufacturing, or business services and professional service uses.

- a. Notwithstanding the foregoing, no proposed development shall be permitted that results in more than 80 gross average daily trips, 5 gross a.m. peak hour trips, or 8 gross p.m. peak hour trips on Parcel 1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), 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(unless otherwise waived by County staff), 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.
- b. As Carmack Road is a substandard local commercial roadway, the developer may be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards), if determined by the County Administrator that the use will generate predominantly large vehicle traffic (i.e. heavy trucks, semi-trailers, RVs, etc.) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

Parcel 2: A maximum of 12,937 square feet of floor space for CI (Commercial, Intensive) uses excluding taverns, bars, nightclubs and dance halls.

2. The project shall be developed in accordance with CI zoning district height, bulk and placement standards, unless otherwise stated.
3. Buffering and screening shall be provided in accordance with Land Development Code for Parcel 2. Buffering and screening shall be provided as delineated on the general site plan for Parcel 1.
4. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations of the Land Development Code, except where otherwise shown on the PD site plan. The design and construction of curb cuts are subject to approval by the Hillsborough County ~~Planning and Growth Management Department~~ and/or the Florida Department of Transportation (FDOT). Final design, if approved, may include left turn lanes, acceleration lane(s) and deceleration lane(s).
5. The applicant shall pave any portion of the access drive(s) which lie within the existing right-of-way.
6. The applicant shall provide internal access to any existing or future outparcels on the site, and shall show the ability

to provide cross access to adjacent parcels of like land uses. Cross access shall only be provided if mutually acceptable to affected land owners. If any of the adjacent properties are developed under the same developer/owner, cross access shall be provided.

7. The applicant shall dedicate to Hillsborough County, prior to Construction Site Plan approval or within 90 days from the request of the County coincident with roadway improvements, whichever comes first, up to 62 feet of right-of-way from the existing center line of U.S. Highway 92 to accommodate for the right-of-way as needed for a four lane divided arterial. This shall be up to 22 feet from the existing edge of right-of-way.
8. Prior to Construction 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 project traffic. If warranted by the results of the analysis, and as determined by ~~Hillsborough County~~FDOT, the developer at his expense shall provide left ~~turn~~ storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left ~~turn~~ is permitted. The design and construction of these left ~~turn~~ lanes shall be approved by ~~the Hillsborough County Planning and Growth Management Department~~FDOT. All roadway construction of said left ~~turn~~ lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by ~~the County Public Works Department and evidence of said approval shall be submitted for review by the Hillsborough County Planning and Growth Management Department~~FDOT.
9. Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
10. ~~Within 90 days of approval of RZ 98-1269 by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Planning and Growth Management Department a revised General Development Plan for certification reflecting all conditions detailed above.~~
- 10.1. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
12. ~~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.~~
13. ~~In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.~~

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Zoning Administrator Sign Off:



**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary

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CASE REVIEWER: SAM BALL

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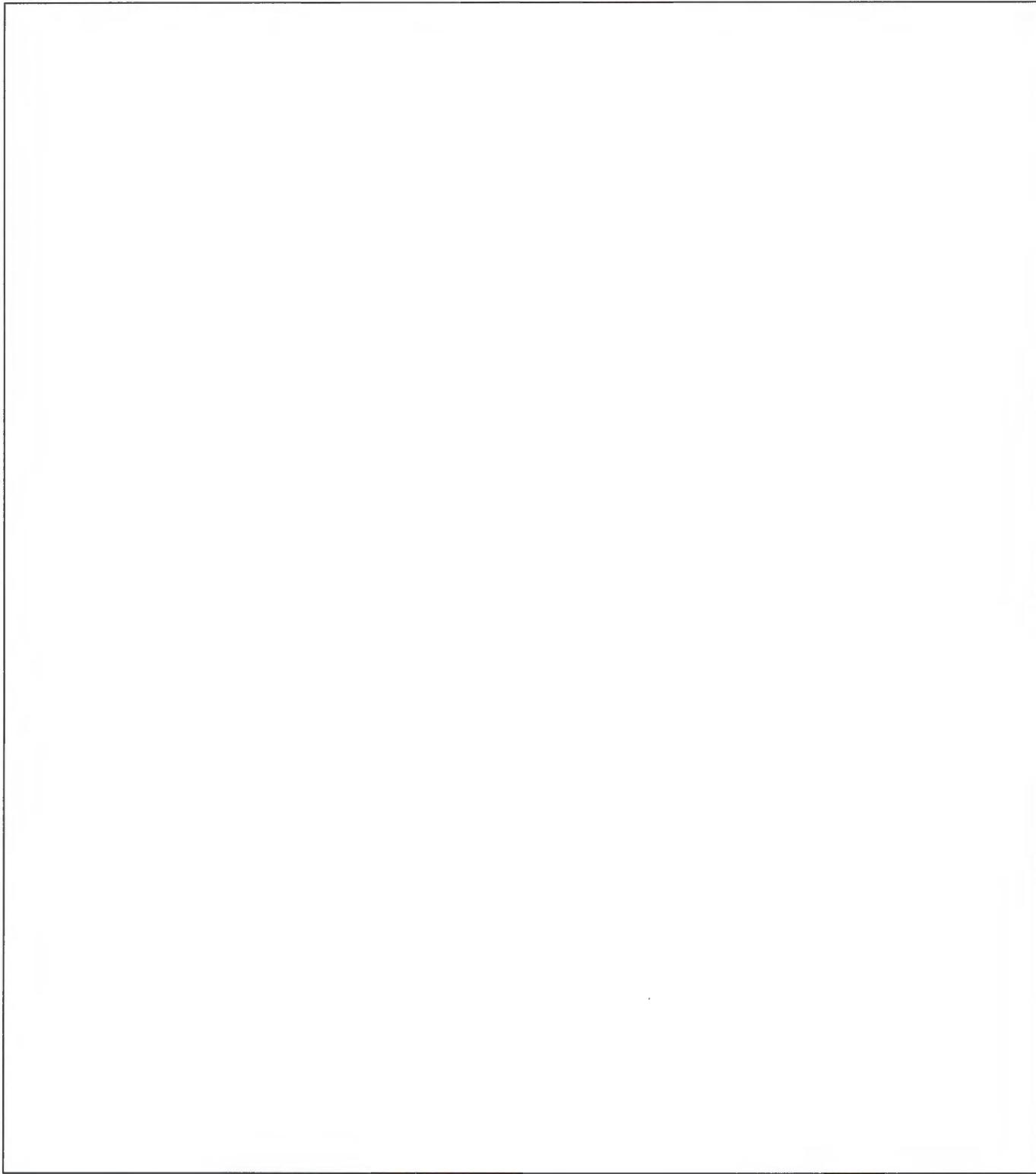
#### 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

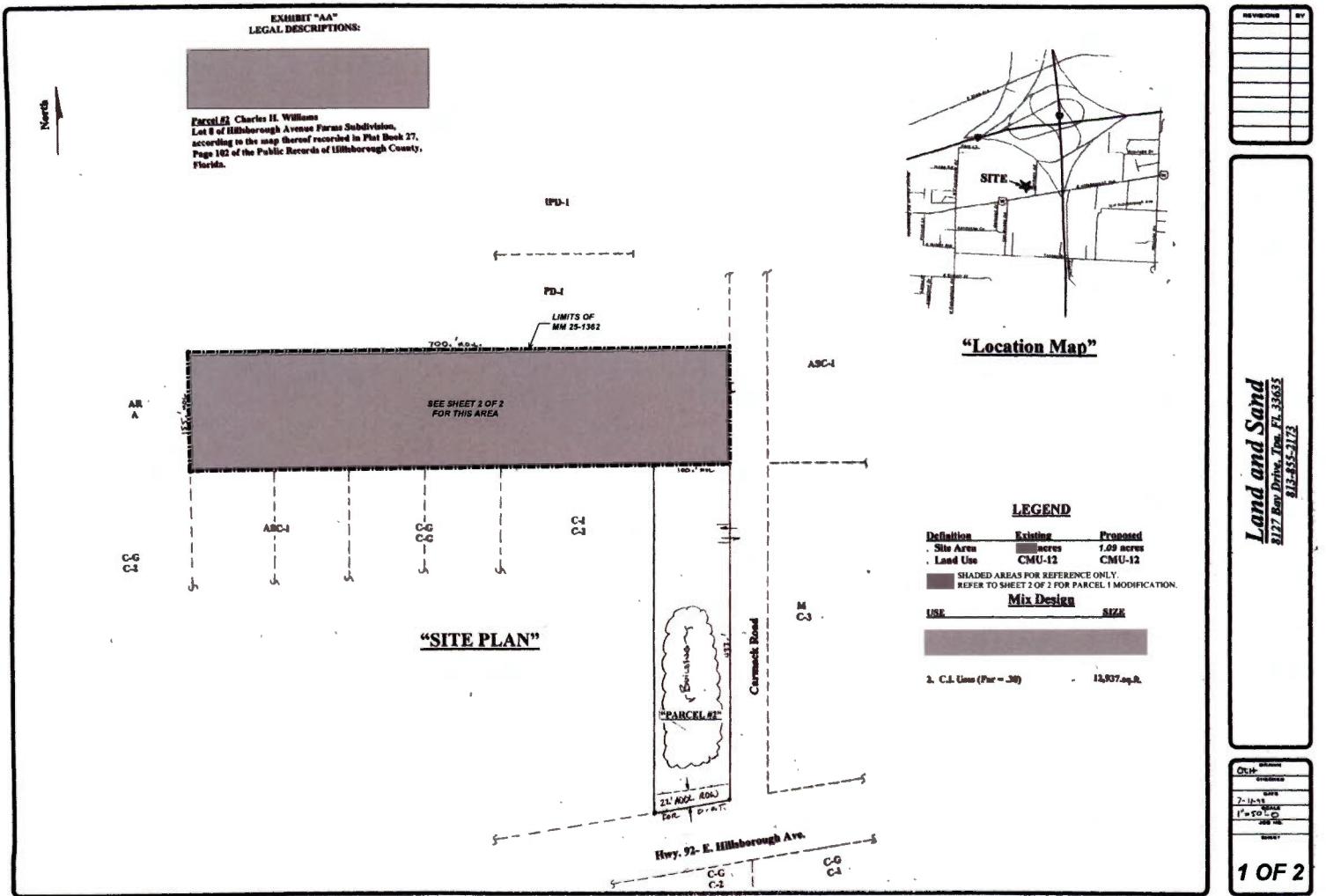
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## 8.0 SITE PLANS (FULL)

### 8.1 Approved Site Plan (Full)



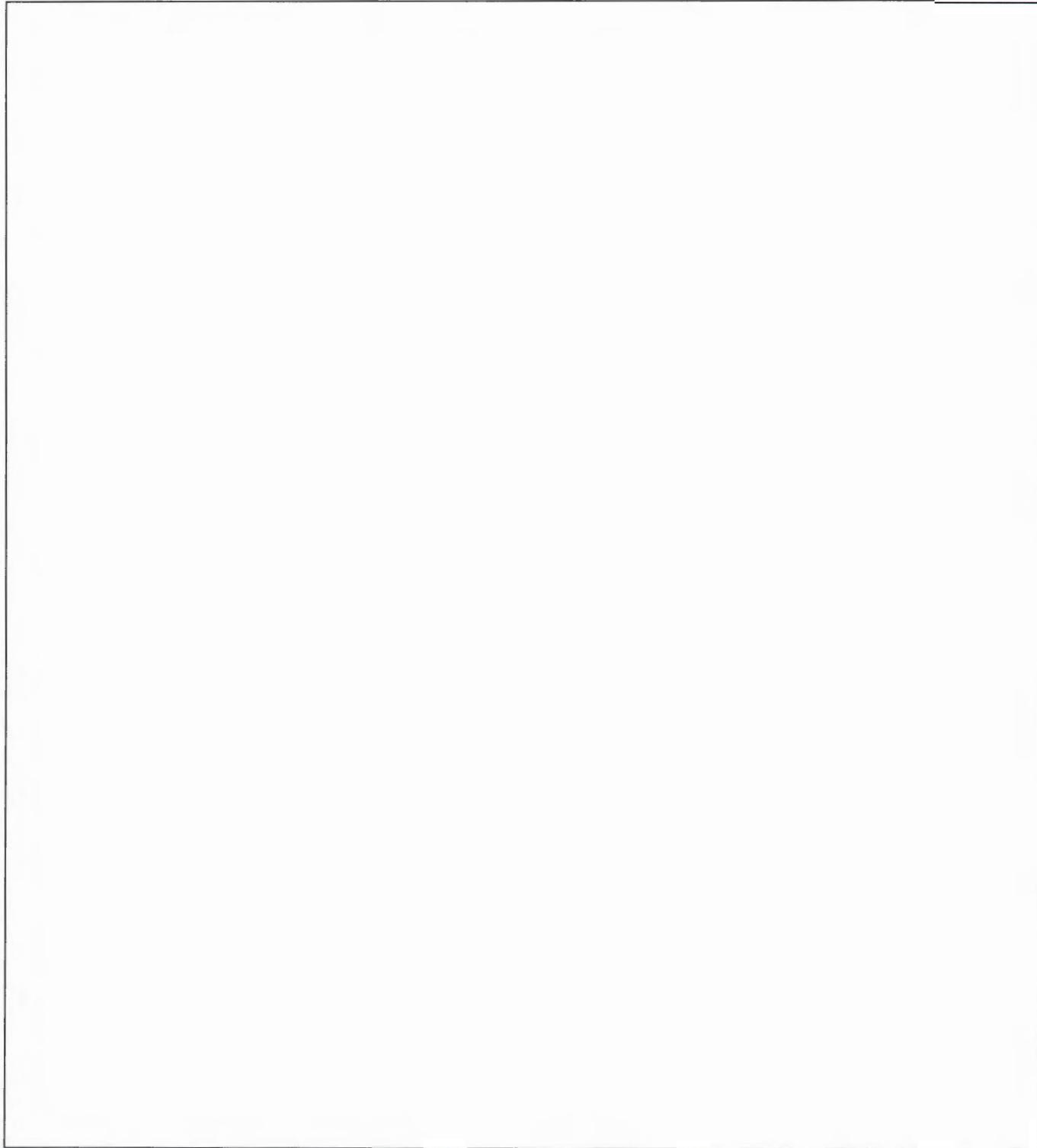


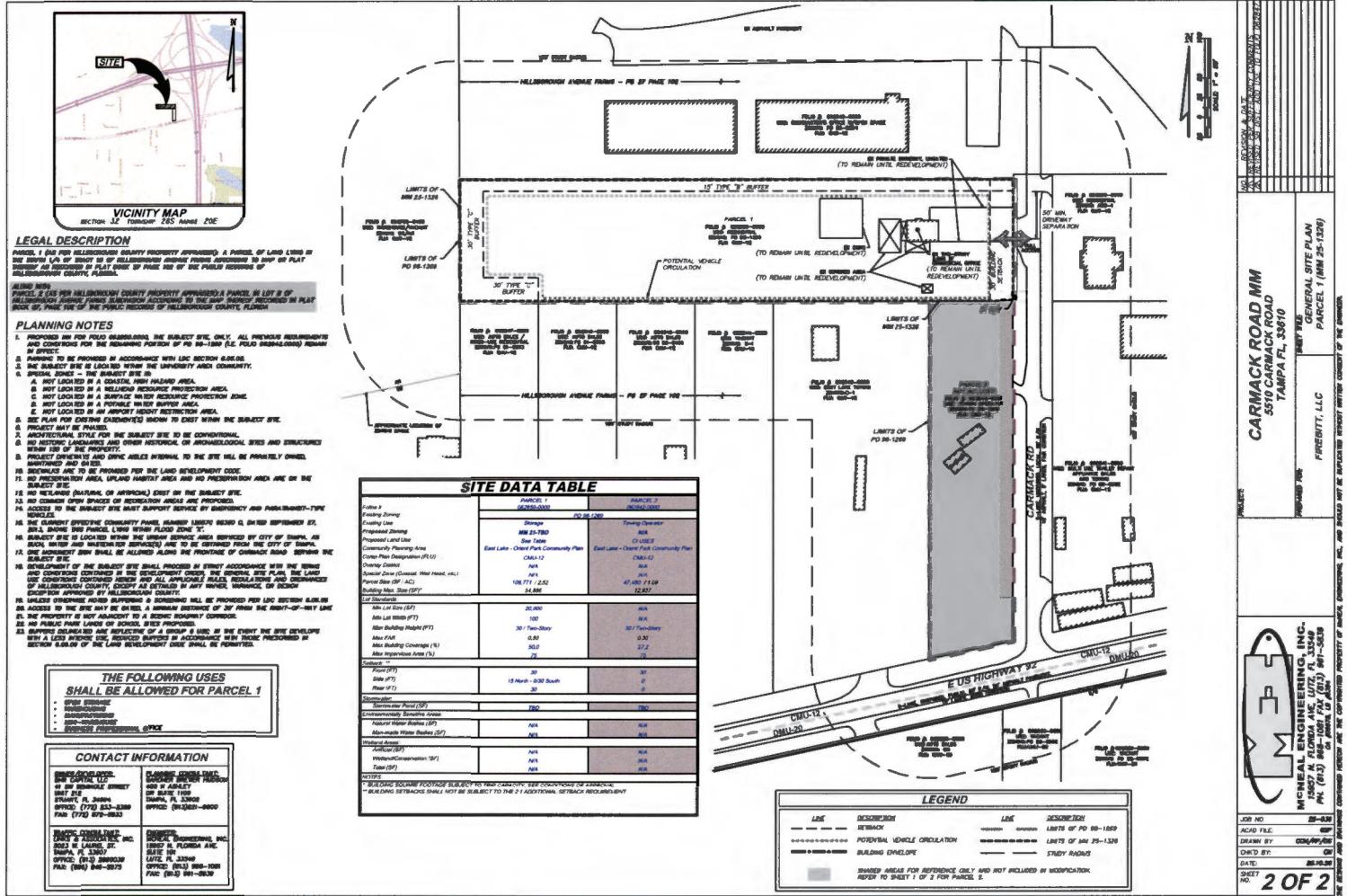
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## 8.0 SITE PLANS (FULL)

### 8.2 Proposed Site Plan (Full)





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CASE REVIEWER: SAM BALL

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**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/04/2025  
REVISED: 12/15/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EAST LAKE ORIENT PARK (ELOP)

PETITION NO: MM 25-1362

- 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.

### **NEW AND REVISED CONDITIONS**

#### *Revised Conditions*

1. Development shall be limited to the following:

- a. Parcel 1: A maximum of 54,8862,300-square feet of floor space for ~~Recreational Vehicle non engine repair, servicing, and storage~~ warehousing, open storage, mini-warehousing, manufacturing, or business professional office uses.
  - i. Notwithstanding the foregoing, no proposed development shall be permitted that results in more than 80 gross average daily trips, 5 gross a.m. peak hour trips, or 8 gross p.m. peak hour trips on Parcel 1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), 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(unless otherwise waived by County staff), 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.
  - ii. As Carmack Rd. is a substandard local commercial roadway, the developer may be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards), if determined by the County Administrator that the use will generate predominantly large vehicle traffic (i.e. heavy trucks, semi-trailers, RVs, etc.) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.
- b. Parcel 2: A maximum of 12,937 square feet of floor space for CI (Commercial, Intensive) uses, excluding taverns, bars, nightclubs, and dance halls.
4. The general design, location, and number of access points shall be regulated by the Hillsborough County Access Management regulations of the Land Development Code, except where otherwise shown on the PD site plan. The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and/or the Florida Department of Transportation

(FDOT). Final design, if approved, may include left turn lanes, acceleration lane(s), and deceleration lane(s).

~~8. Prior to Construction 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 project traffic. If warranted by the results of the analysis, and as determined by Hillsborough County FDOT, the developer at his expense shall provide left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Cannack Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the County FDOT.~~

**8. Prior to Construction 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 project traffic. If warranted by the results of the analysis, and as determined by Hillsborough County FDOT, the developer at his expense shall provide left turn storage lanes of sufficient length to accommodate anticipated left turning traffic (for eastbound to northbound traffic) onto Carmack Road from U.S. 92, and at any access on U.S. 92 into the project where a left turn is permitted. The design and construction of these left turn lanes shall be approved by the County FDOT. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement. Design plans for said construction shall be reviewed and approved by FDOT, the County Public Works Department and evidence of said approval shall be submitted for review by the Hillsborough County Planning and Growth Management Department.**

*{The proposed change is necessary to clarify the permitting authority for turn lane improvements on US Hwy 92.}*

## **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Major Modification (MM) to a portion of previously approved Planned Development, (PD) zoning 98-1269. The PD consists of two parcels totaling +/- 3.61 ac. The applicant is proposing to modify the approved uses within the area identified as parcel 1 (Folio# 62850.0000). This modification area is approximately +/- 2.52 ac. in size and is approved for 2,300 sf of Recreational Vehicle repair and storage. Parcel 2 is approved for Commercial Intensive (CI) uses, excluding taverns, bars, nightclubs and dance halls.

The applicant is proposing to change to the allowable uses in Parcel 1 to manufacturing, warehousing, mini-warehouse, open storage and Business Professional Office (BPO) uses with a proposed trip cap to limit the number of trips the development may generate.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project modification area and proposes a condition restricting development within the modification area to the number of trips studied in the submitted transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 54,886 s.f. of manufacturing uses (ITE LUC 140), office uses (ITE LUC 710), etc), 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 wide 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.

Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. This analysis is focused on development impacts on the parcel which is the subject of the modification request. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12<sup>th</sup> Edition and the applicant's proposed Trip Cap.

**Approved Uses (Modification Area Only):**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 98-1269, 2,300sf RV Repair Shop (ITE LUC 943)	38	4	5
PD 98-1269, 52,586sf RV Storage (ITE LUC 151)	68	4	7
Subtotal:	106	8	12

**Proposed Uses (Modification Area Only):**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
MM, "manufacturing, warehousing, mini-warehousing, open storage, and business professional office uses" Per Applicant's Traffic Study (Proposed Trip Cap)	80	5	8

**Trip Generation Difference:**

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-26)</b>	<b>(-3)</b>	<b>(-4)</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Carmack Rd. is a 2-lane, publicly maintained, substandard, local roadway characterized by +/- 17 to 18-foot-wide pavement. Along the project's frontage, the roadway appears to lay within a +/- 50-foot-wide right-of-way. There are no sidewalks within the vicinity of the proposed project.

While by policy of the County Engineer projects generating fewer than 10 peak hour trips in total are generally exempt from the requirement to improve the roadway to County standards, if the roadway meets minimum life-safety standards (i.e. the roadway must have 15 feet of pavement within a 20-foot-wide clear area), the proposed entitlements include a variety of uses that generate large vehicle and truck traffic trips that may require substandard roadway improvements at the time of site construction plan review.

US Hwy 92. is a State owned, 2-lane, undivided, rural principal arterial roadway characterized by +/-12-foot-wide lanes and +/-5-foot paved shoulders on both sides within +/-82 feet of right of way. There is a sidewalk on the south side of the road within the vicinity of project.

**SITE ACCESS**

The proposed PD site plan for the modification includes a full access connection from the subject parcel to Carmack Rd. However, because Carmack Rd. is dead-end road with all project traffic travelling through

the US Hwy 92 and Carmack Rd intersection, the applicant's site access analysis was required to study turn lane warrants at the intersection. The applicant's site access analysis recommends an eastbound to northbound left turn lane at the intersection of US Hwy 92 and Carmack Rd., subject to FDOT approval.

The applicant was advised that coordination with FDOT will be required to implement any site access improvements on US Hwy 92. The applicant has not provided any documentation that such coordination has occurred.

#### **ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for adjacent roadway sections is reported below. Staff notes that Carmack Rd. is not included in the County Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US Hwy 92	US Hwy 301	Williams Rd.	D	F

Source: Hillsborough County 2024 Level of Service Report.

**PARTY OF  
RECORD**

**NONE**