



PD Modification Application: PD 25-0582
Zoning Hearing Master Date: February 23, 2026
BOCC Land Use Meeting Date: April 7, 2026

1.0 APPLICATION SUMMARY

Applicant: Protek 34th Holdings, LLC
FLU Category: LI-P
Service Area: Urban
Site Acreage: 3.74 +/-
Community Plan Area: East Lake/Orient Park
Overlay: None



Introduction Summary:

The applicant requests to rezone property from PD 92-0096, which was approved for a membership organization, to PD 25-0582 to allow for a contractor’s office with and without open storage and warehouse. A Comprehensive Plan Amendment (25-05) has been approved changing the Future Land Use (FLU) category of this parcel from RES-6 to LI-P.

Zoning:	Existing	Proposed
District(s)	PD	PD
Typical General Use(s)	Membership Organization	Contractor’s Office with and without Open Storage and Warehouse
Acreage	3.74	3.74
Density/Intensity	0.03 FAR	0.32 FAR
Mathematical Maximum*	5,172 sf	53,172 sf
Development Standards:	Existing	Proposed
District(s)	PD	PD
Lot Size / Lot Width	n/a	n/a
Setbacks/Buffering and Screening	As depicted on PD 92-0096 site plan	20’ Front 10’ Rear 15’ and 30’ Sides
Height	35’	35’

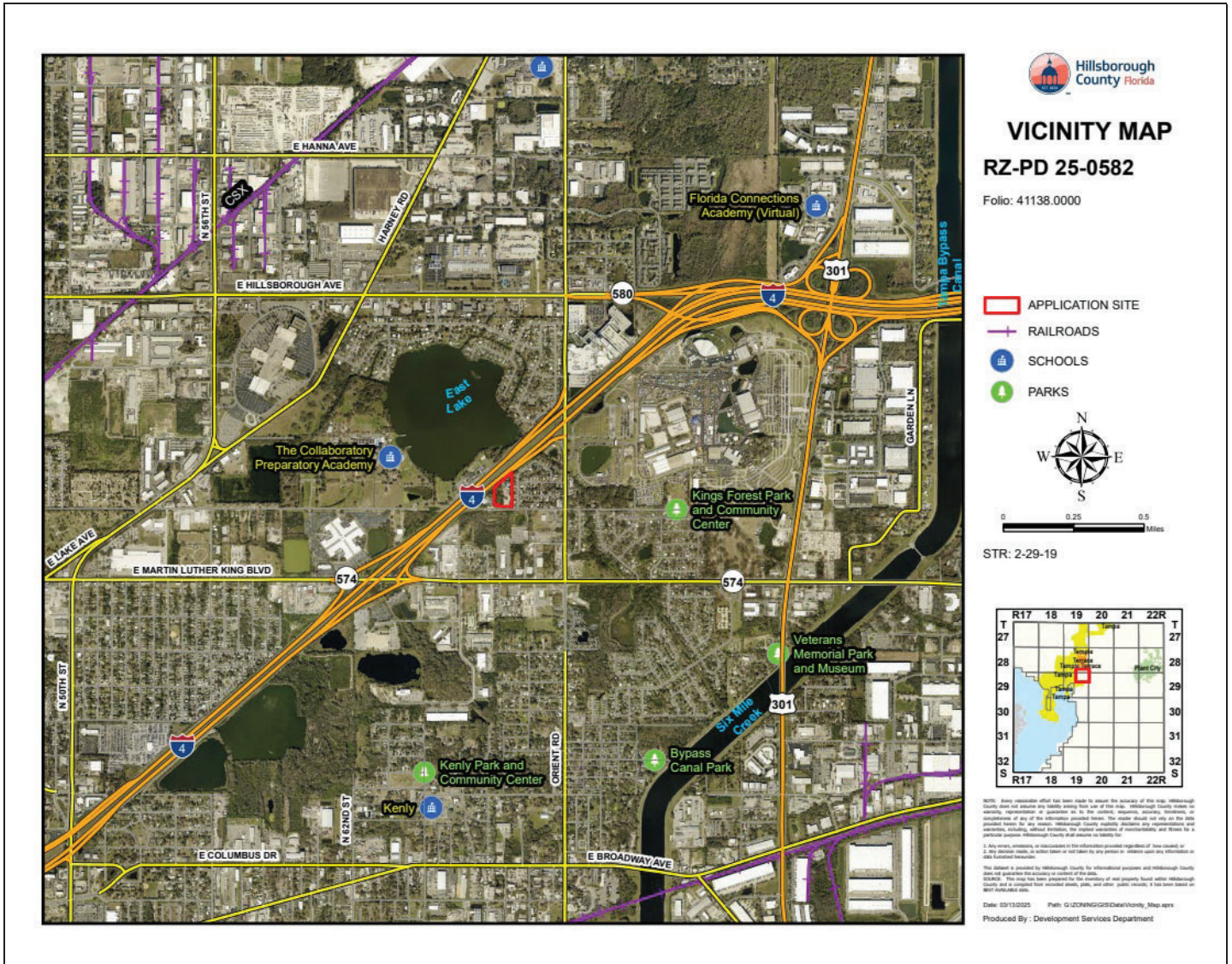
Additional Information:

PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

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

2.1 Vicinity Map

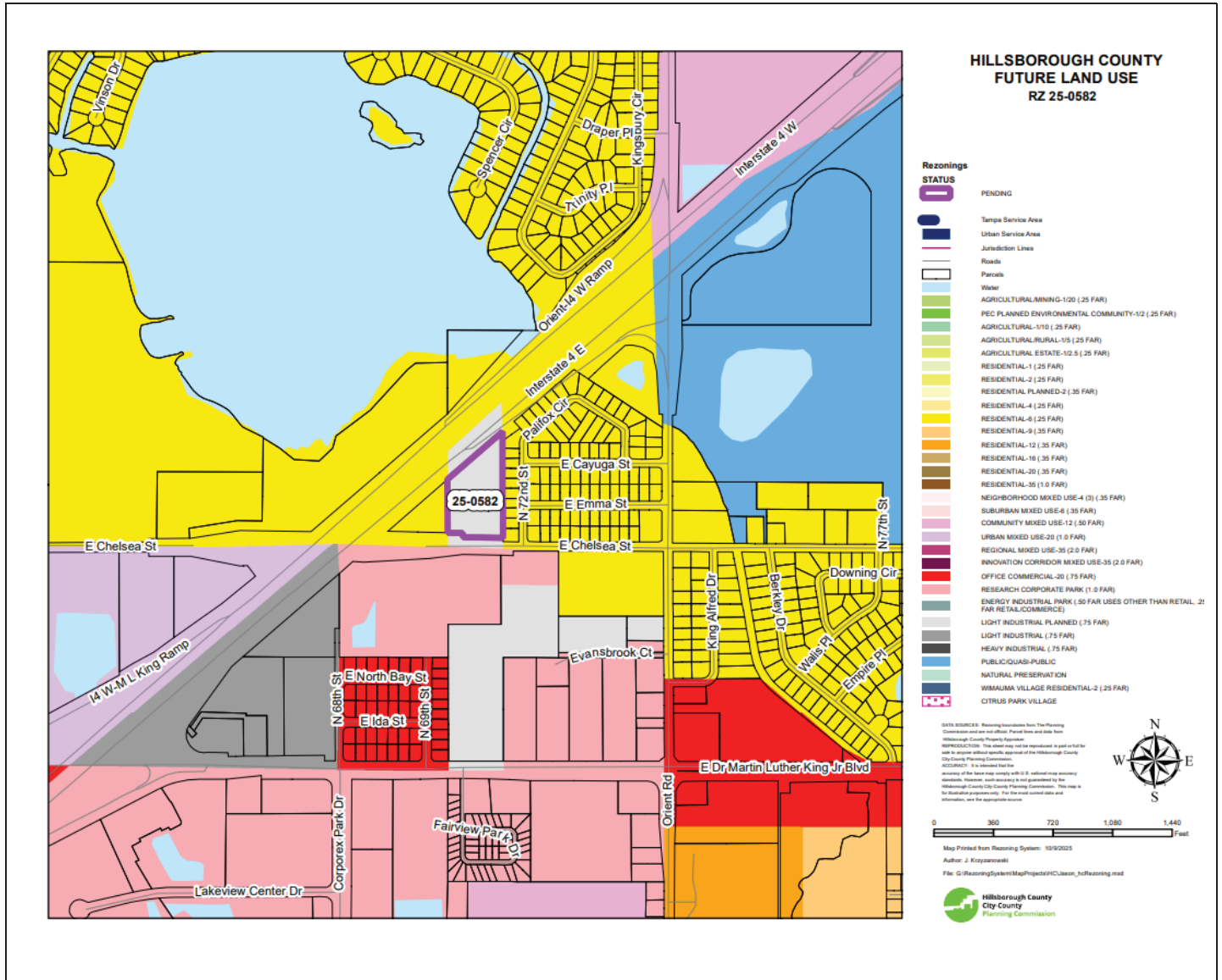


Context of Surrounding Area:

The site is located south of the I-4/I-4 to Orient Road off ramp, north of Chelsea Street, in the East Lake – Orient Park community. The area contains residential, commercial and manufacturing uses. Major thoroughfares include Orient Road to the east and E. Dr. Martin Luther King Jr. Boulevard to the south. Interstate 4 is located immediately north of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

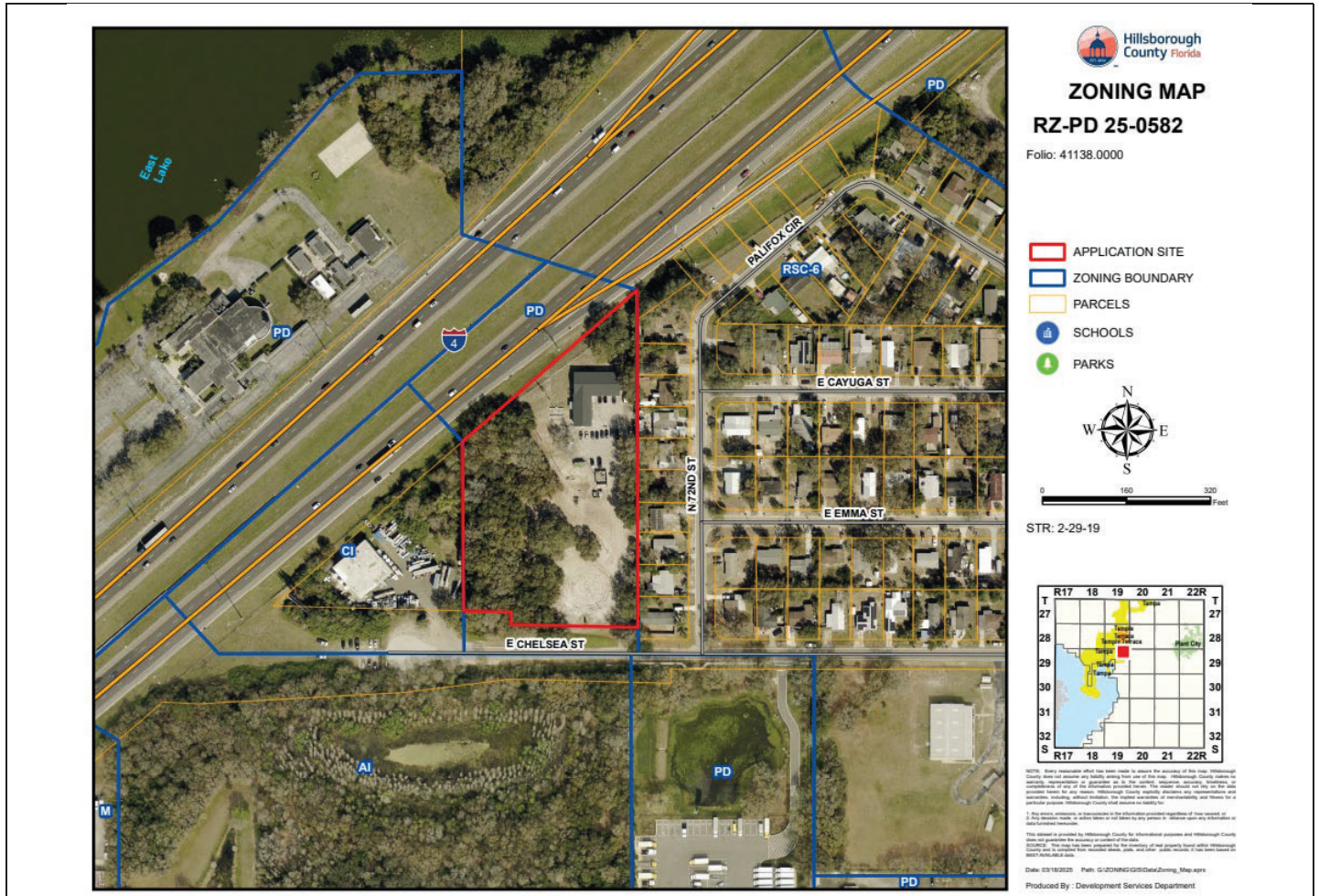
2.2 Future Land Use Map



Subject Site Future Land Use Category:	LI-P
Maximum Density/F.A.R.:	0.75 FAR
Typical Uses:	Agricultural, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

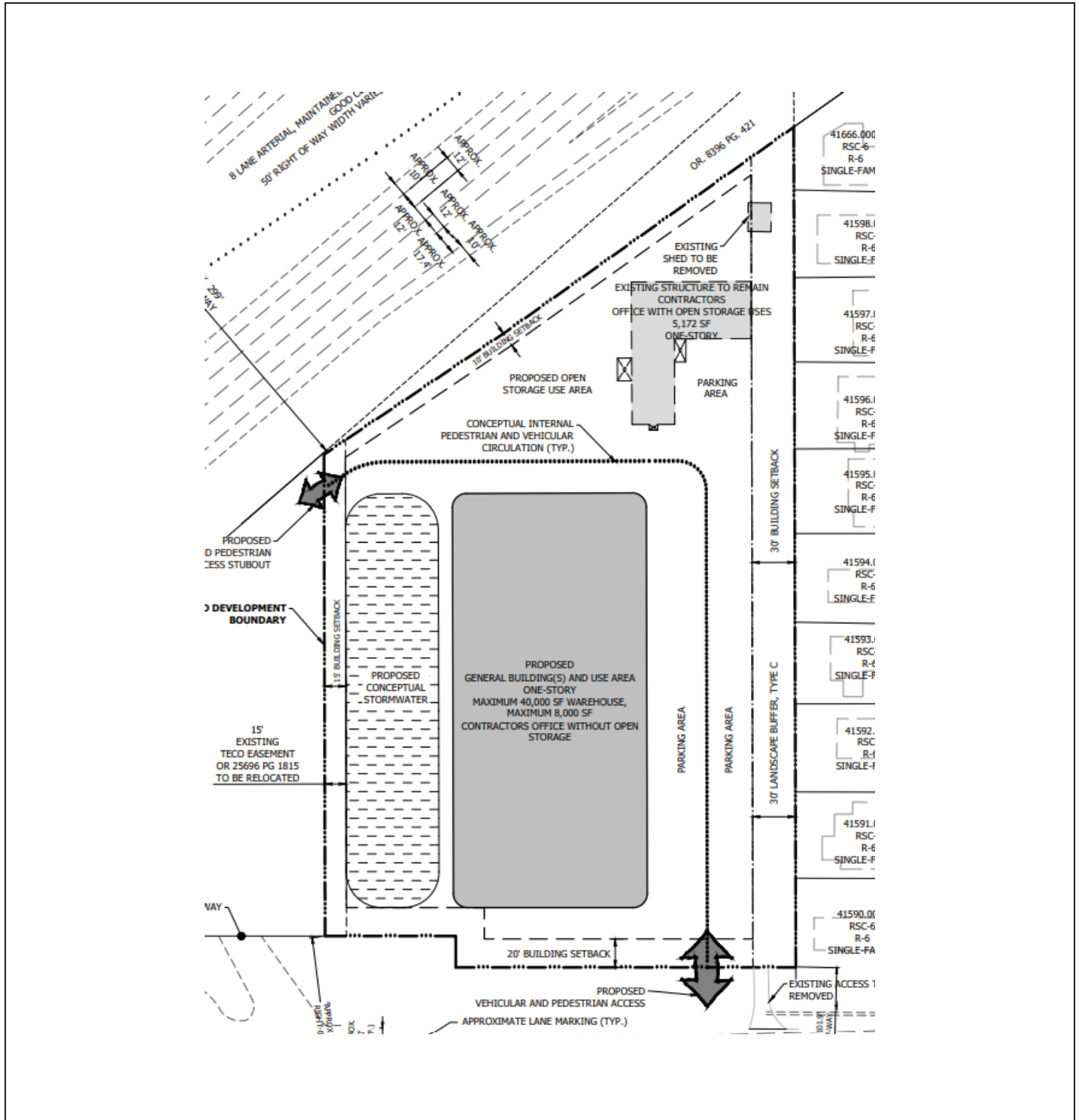


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD/ROW	N/A	N/A	Interstate-4
South	AI	1 unit per acre	Agricultural Industrial	DOT
West	CI	0.27 FAR	Intensive Commercial	Warehouse and Open Storage
East	RSC-6	6 units per acre	Single-Family Residential	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
E. Chelsea St.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Orient Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	604	34	43
Proposed	326	39	49
Difference (+/-)	(-) 278	(+) 5	(+) 6

*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		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC

Notes:

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
E. Chelsea St./ Substandard Road	Design Exception Requested	Approvable
E. Chelsea St./ Access Spacing	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Roadway <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other Airport Height Zone and Noncompatible School Use Area				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" 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	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Warehouse (Per 1,000 s.f.) Contractor's Office (Per 1,000 s.f.) Mini-Warehouse/Open Storage (Per 1,000 s.f.) Mobility: \$1,337 Mobility: \$8,586 Mobility: \$4,230 Fire: \$34 Fire: \$57 Fire: \$32				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located immediately south of I-4 within an area developed with residential, commercial and manufacturing uses. Property adjacent to the west is zoned CI and developed with warehouse and open storage uses. Property to the south is undeveloped and owned by the Department of Transportation. Chelsea Street is a dead end to the west of the subject parcel.

Development standards are comparable to the CI zoning district; however, height is limited to 35 feet/2-stories. Property to the east is zoned RSC-6 and developed with single-family homes. The existing structure at 1-story in height will remain and be the closest building to the residential. Proposed uses are centrally located on the site and will maintain a height of 35 feet/2-stories, complying with the 2:1 setback and provide a 30-foot buffer/Type C screening. The proposed eastern buffering and screening exceeds what is required for the proposed uses by increasing the buffer width from 20-feet to 30-feet and screening which will require a masonry wall without the option for other screening types (wood fence, PVC fence) and tree plantings.

Staff finds the proposal to be compatible with the surrounding development.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted December 15, 2025.

1. The project shall be limited to the following uses: Contractor’s Office with Open Storage (5,172 sq); Contractor’s Office without Open Storage (8,000 sf); and Warehouse (40,000 sf). Uses shall be developed where depicted on the site plan.
2. Open Storage accessory to the Contractor’s Office shall be permitted only west of the existing structure/contractor’s office, as delineated on the site plan.
3. Maximum building height shall be 35 feet/2-stories unless otherwise stated. The existing structure to be used for the Contractor’s Office with Open Storage shall be limited to 35 feet/1-story. With the exception of the existing structure, buildings shall maintain a setback of 2 feet for every 1 foot over 20 feet in height, in addition to any required buffer, from the eastern property boundary.
4. A 30-foot wide buffer with Type C screening shall be provided along the eastern PD boundary, as delineated on the site plan.
5. 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.
6. 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 p
7. The developer shall be permitted up to 5,172 g.s.f. of Contractors Office with Open Storage, 40,000 g.s.f. of Warehouse, and Contractors Office without Open Storage Uses (Contractors Office shall be limited to a maximum of 8,000 g.s.f.).
 - 7.1. ~~Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 404 gross average daily trips, 60 gross a.m. peak hour trips, and 74 gross p.m. peak hour trips. Additionally:~~
 - 7.1. Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 326 gross average daily trips, 39 gross a.m. peak hour trips, and 49 gross p.m. peak hour trips. Additionally:
 - 7.1.1. Concurrently with each increment of development within the PD, the developer shall provide a list of existing and previously approved uses within those portions of the PD. The list shall contain data including gross floor area, number of students/rooms/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 trip generation impacts for each increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- 7.2. For purposes of calculating land uses and trip impacts, only open storage associated with contractors' offices or mini-warehouse facilities shall be considered accessory open storage and are not assumed to generate independent trip impacts. Additionally:
 - 7.2.1. Such exempt open storage shall be equal to or less than 20% of the gross floor area of the primary contractors office or mini-warehouse facility use; and,
 - 7.2.2. When both contractors office uses and warehouse uses exist or are constructed within the same PD, warehouse uses shall not be permitted to utilize open storage within the PD, nor shall contractors offices be permitted to utilize warehousing within the PD (unless those warehouses are accounted for as contractors offices for purposes of this trip cap).
8. The project shall be served by and limited to one (1) vehicular access connection to E. Chelsea St. All other existing connections shall be closed, with ditches and sod restored. Additionally, prior to or concurrent with the initial increment of development, the developer shall construct a vehicular and pedestrian cross access stubout along the project's western boundary, as shown on the PD site plan.
9. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
10. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
11. If PD 25-0582 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025) which was approvable by the County Engineer (on February 13, 2026) from the Sec. 6.04.07 LDC requirements governing access spacing for the project's E. Chelsea St. access. Specifically, approval of this variance will grant a variance of 80 ft. from the 245-foot minimum connection spacing, resulting in an access spacing of +/- 165 ft.
13. If PD 25-0582 is approved, the County Engineer will approve a Design Exception (dated February 13, 2026) which was found approvable by the County Engineer (on February 13, 2025) for the E. Chelsea St. substandard roadway improvements. If approved, the developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC.
14. 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.

15. 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.

Zoning Administrator Sign Off:



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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

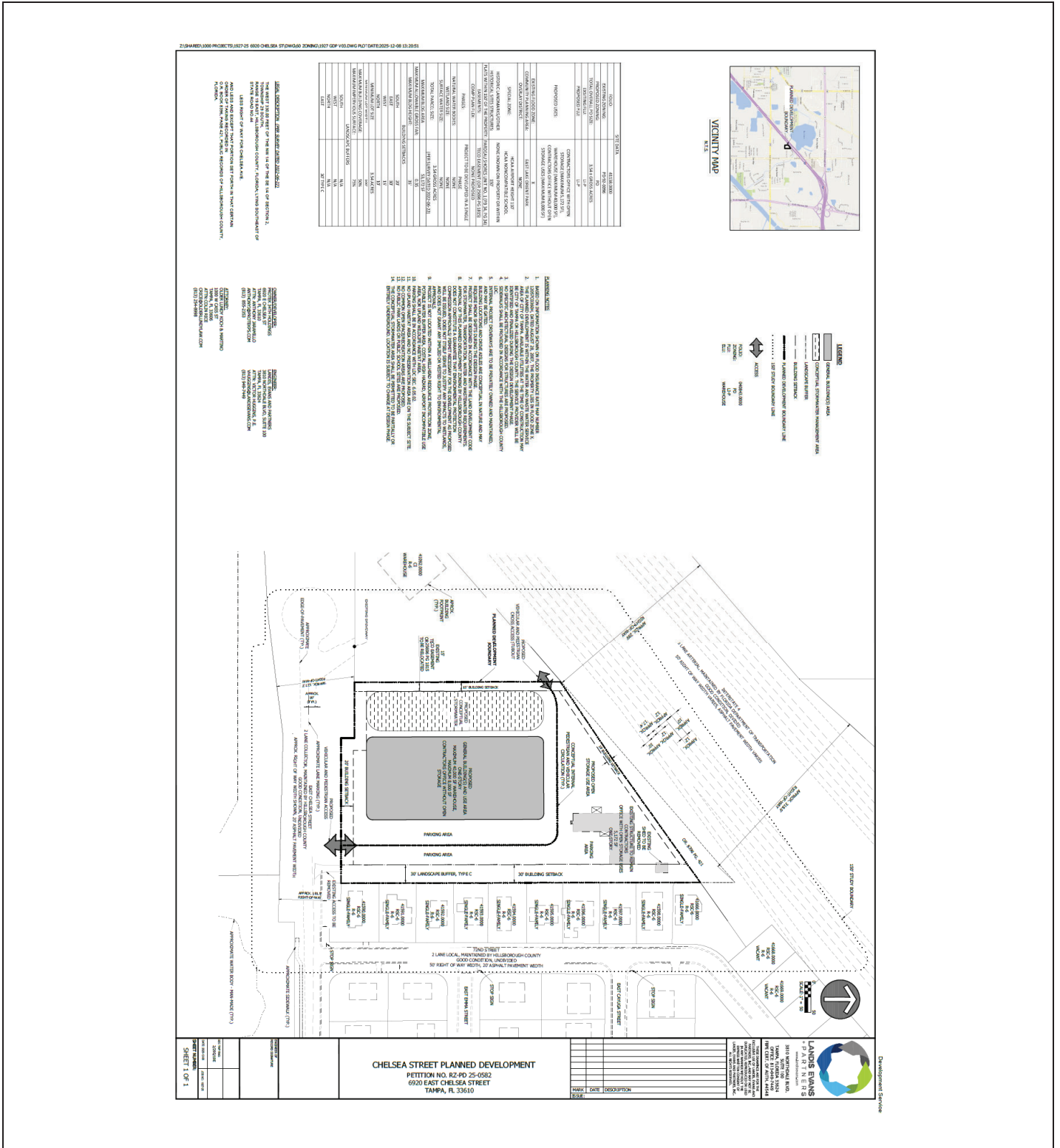
Property Violation History

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

*past 12 months from intake date

8.0 SITE PLANS (FULL)

8.1 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/08/2025

Revised: 2/13/2026

Revised: 2/16/2026

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/ Central

PETITION NO: RZ 25-0582

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

CONDITIONS OF APPROVAL

Note: Given that this is a PD being zoned to a new PD, the existing zoning conditions (which were minor in scope and dealing with land use and regulatory issues not directly of a transportation related nature) are not shown as being amended below.

1. The developer shall be permitted up to 5,172 g.s.f. of Contractors Office with Open Storage and 40,000 g.s.f. of Warehouse, and 8,000 g.s.f. of Contractors Office without Open Storage Uses.
 - 1.1. Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 326 gross average daily trips, 39 gross a.m. peak hour trips, and 49 gross p.m. peak hour trips. Additionally:
 - 1.1.1. Concurrently with each increment of development within the PD, the developer shall provide a list of existing and previously approved uses within those portions of the PD. The list shall contain data including gross floor area, number of students/rooms/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 trip generation impacts for each increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
 - 1.2. For purposes of calculating land uses and trip impacts, only open storage associated with contractors' offices or mini-warehouse facilities shall be considered accessory open storage and are not assumed to generate independent trip impacts. Additionally:

- 1.2.1. Such exempt open storage shall be equal to or less than 20% of the gross floor area of the primary contractors office or mini-warehouse facility use; and,
 - 1.2.2. When both contractors office uses and warehouse uses exist or are constructed within the same PD, warehouse uses shall not be permitted to utilize open storage within the PD, nor shall contractors offices be permitted to utilize warehousing within the PD (unless those warehouses are accounted for as contractors offices for purposes of this trip cap).
2. The project shall be served by and limited to one (1) vehicular access connection to E. Chelsea St. All other existing connections shall be closed, with ditches and sod restored. Additionally, prior to or concurrent with the initial increment of development, the developer shall construct a vehicular and pedestrian cross access stubout along the project's western boundary, as shown on the PD site plan.
 3. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
 4. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
 5. If PD 25-0582 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025), and which was found approvable by the County Engineer (on February 13, 2025), from the Sec. 6.04.07 LDC requirements governing access spacing for the project's E. Chelsea St. access. Specifically, approval of this variance will grant a variance of +/- 80 ft. from the 245-foot minimum connection spacing, resulting in an access spacing of +/- 165 ft.
 6. If PD 25-0582 is approved, the County Engineer will approve a Design Exception (dated February 13, 2026) which was found approvable by the County Engineer (on February 13, 2025) for the E. Chelsea St. substandard roadway improvements. If approved, the developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC.

PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

The applicant is requesting to rezone a +/- 3.54 acre parcel, from Planned Development (PD) to PD. It is unclear why the applicant is filing a new PD rather than a major or minor modification request. Regardless, the existing PD, approved via 92-0096, is currently approved for the following uses:

1. Permitted uses shall be limited to the following:
 - a) A membership organization facility located on the parcel with the folio no. 41138.0000, and any accessory uses and structures which are customarily accessory and clearly incidental to a membership organization facility, subject to the Zoning code, as amended.
 - b) The RMC-12 zoning district, subject to the Zoning code, as amended.

The applicant is proposing to modify the existing PD to replace the current approvals with entitlements which would permit up to 5,172 g.s.f. of Contractors Office with Open Storage and 40,000 g.s.f. of Warehouse, and 8,000 g.s.f. of Contractor's Office without Open Storage Uses.

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. The analysis provided trip data for the revised development proposal, which now indicates that no turn lanes are required at the intersection of Orient Rd. and Chelsea St., pursuant to Sec. 6.04.04.D, given the lower trip impacts associated with this revised proposal.

Staff has proposed a trip cap condition, based on the applicant’s analysis, due to the mixture of land uses proposed. Specifically, the applicant is seeking warehouse, open storage uses and contractor’s office uses. Staff notes that contractor’s office uses generate more trip impacts than typical office or warehouse uses. As such, and in order to fairly account for the impacts to area roadways, it is important that contractor’s offices (which traditionally have appurtenant storage under the same roof as – or in close proximity to – the dispatch office, and which are visited more frequently than other warehousing according to ITE data) be accurately designated and analyzed. As such, staff has proposed a condition addressing how impacts for such uses should be addressed.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Staff notes that ITE does not contain trip data for the membership use, and so the below comparison was based on a residential option under the RMC-12 district (despite the fact that such use would not appear to be permissible under the existing LI-P (Light Industrial Planned) Future Land Use (FLU) designation. Transportation Review Section staff has no data as to when or how the FLU district was implemented, whether it predates the existing PD zoning, and if so, how a PD zoning was approved with residential uses which would appear to not be permitted by the FLU district. Data shown below is based on the 12th Edition of the Institute of Transportation Engineer’s Trip Generation Manual.

Existing Zoning (Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 92-0096, 42 single-family dwelling units (ITE LUC 210)	604	34	43

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Uses per Trip Cap	326	39	49

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(-) 278	(+) 5	(+) 6

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

E. Chelsea St. is a publicly maintained, 2-lane, undivided, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. The roadway lies within a +/- 50-foot-wide right-of-way. There are no bicycle facilities along the roadway in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along a small portion of the north and south sides of the roadway in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The project is proposing one (1) vehicular access connection to E. Chelsea St. As further discussed above, because all project traffic comes to/from the site through the Orient Rd. and E. Chelsea St. intersection, the intersection is considered a site access intersection for the purposes of determining whether turn lanes are required. As described above, turn lanes were not found to be warranted based on the applicant's revised development program. Likewise, no other auxiliary (turn) lanes were found to be warranted at the project's access, pursuant to Sec. 6.04.04.D. of the LDC.

ADMINISTRATIVE VARIANCE –ACCESS SPACING -- E. CHELSEA ST.

The applicant's Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025) from the Sec. 6.04.07 LDC requirement, governing the project's E. Chelsea St. access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 6 roadway with a posted speed of 45 miles per hour or less. This segment of E. Chelsea St. has a posted speed of 25 mph in the vicinity of the proposed project. The applicant is seeking a variance of +/- 80 feet from the closest driveway to the east on the same side of the roadway, such that the developer will be permitted to construct the project access in a location +/- 165 feet from that driveway. The request was found approvable by the County Engineer (on February 13, 2026).

If PD 25-0582 is approved by the Hillsborough County BOCC, the County Engineer will approve the Administrative Variance.

DESIGN EXCEPTION REQUEST –SUBSTANDARD RD. – E. CHELSEA ST.

As E. Chelsea St. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (February 13, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on February 13, 2026). The developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC. The Design authorized deviations from the type TS-7 (Typical Section – 7, for 2-lane Rural Local and Collector Roadways) of the TTM. Specifically:

1. The developer shall be permitted to maintain the 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes required by TS-7;
2. The developer shall be permitted to leave the existing unpaved shoulders in their current condition, rather than the 8-foot-wide stabilized shoulders, of which 5-feet is paved (and which provides for on-street bicycle facilities) required per TS-7;
3. The existing right-of-way is being permitted to remain in its existing state, in lieu of the 96 feet of right-of-way required per TS-7.

If PD 25-0582 is approved, the County Engineer will approve the Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for E. Chelsea St. is not available, since the facility was not included in the LOS report. Information for the next closest segment is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Orient Rd.	E. MLK Jr. Blvd.	I-4	D	D

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Friday, February 13, 2026 5:16 PM
To: Michael Raysor
Cc: Colin Rice; Anthony Jaramillo; Heinrich, Michelle; Ratliff, James; Drapach, Alan; De Leon, Eleonor; Tirado, Sheida; PW-CEIntake
Subject: FW: RZ-PD 25-0582 - Administrative Variance & Design Exception Review
Attachments: 25-0582 AVAdd 12-15-25.pdf; 25-0582 DEAdd 02-13-26.pdf

Mike,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-0582 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Friday, February 13, 2026 4:41 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ-PD 25-0582 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AV and DE are **Approvable** to me. Please include the following people in your response:

mdr@raysor-transportation.com
crice@olderlundylaw.com
anthonyj@protekps.com
heinrichm@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

Hillsborough County Florida

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



**TRAFFIC ENGINEERING
DEVELOPMENT SUPPORT**

December 10, 2025 (REVISION #1)

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

**SUBJECT: PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000**

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B Administrative Variance to Hillsborough County Land Development Code (LDC) §6.04.07 (Minimum Spacing) for Chelsea Street in association with PD 25-0582 (Protek PD Rezoning).

The subject project site is located at 6920 East Chelsea Street (north of Chelsea Street and east of Interstate 4), in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject ±3.74 acre project site is currently zoned Planned Development (PD 92-0096). A Planned Development (PD) rezoning is proposed which would allow for the following entitlements:

- Warehouse: 40,000 square feet
- Specialty Trade Contractor: 5,172 square feet <<< EXISTING DEVELOPMENT
- Specialty Trade Contractor: 8,000 square feet

Access to the project site is planned to be provided via Chelsea Street with one (1) full access driveway connection; as shown in **ATTACHMENT B**. A driveway connection to Chelsea Street currently exists for the subject project, which will be removed and relocated approximately 40 feet westerly upon site development.

The purpose of this variance is to ensure that the subject project is provided with reasonable access.

The adjacent segment of Chelsea Street is functionally classified as a County collector roadway, with a 25 mph posted speed limit, a C3R context classification, and an estimated post-development daily traffic volume of approximately 910 vpd to the east, near Orient Road. Significantly lower traffic volumes will be present to the west (adjacent to the project site), due to a “dead end” condition, with Chelsea Street terminating east of Interstate 4. Along the project site frontage, the eastbound/westbound background peak hour volumes are identified as 4 vph (AM peak hour) and 2 vph (PM peak hour); where using FDOT’s standard K-factor, the resulting AADT is estimated at less than 50 vpd.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
DECEMBER 10, 2025
PAGE 2 OF 3

In consideration that Chelsea Street is a collector roadway, the applicable minimum connection spacing criteria is identified as 245 feet pursuant to LDC §6.04.07 for an Access Class 6 facility (for posted speeds \leq 45 mph). Within 245 feet from the location of the planned (relocated) site access driveway connection to Chelsea Street there is one existing connection. The referenced existing connection (N 72nd Street) is located \pm 165 feet east of the planned project site driveway, on the north side of Chelsea Street; as shown in **ATTACHMENT C**.

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (12TH EDITION), as documented in **ATTACHMENT D**. The trip generation estimate identified 326 daily trips, with 39 trips during the AM peak hour, and 49 trips during the PM peak hour.

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT The project site has approximately 330 feet of frontage along Chelsea Street, therefore, a conforming site access driveway connection to Chelsea Street cannot be accommodated, as the distance between the next westerly connection (Florida Chemical Supply Driveway) and the next easterly connection (N 72nd Street) is only \pm 440 feet. Shifting the site access driveway connection to the west to increase the spacing from N 72nd Street would result in non-conforming connection spacing to the west, and would conflict with the planned building envelope and stormwater pond for the site. Therefore, approval of this Administrative Variance is necessary such that an unreasonable burden is not unduly imparted upon the applicant.

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE The rationale for establishing minimum connection spacing is to minimize and frequency and severity of traffic conflicts, in consideration of traffic interference (i.e., frequent interruption of traffic flows), traffic conflicts, and sight distance/visibility. Given the low speed (25 mph) and low volume (AADT of 50 vph) characteristics of Chelsea Street along the project site frontage, the provided connection spacing is not anticipated to compromise traffic safety. In addition, the existing project site driveway connection to Chelsea Street is planned for removal upon construction of the new project site driveway, which will increase the spacing between the project site driveway and N 72nd Street by approximately 40 feet. Therefore, approval of this Administrative Variance would not adversely affect public health, safety, or welfare.

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED The subject planned site access driveway connection to Chelsea Street cannot be located in conformance with the applicable connection spacing requirements, and the project site does not have frontage along any other roadways. Therefore, the subject driveway connection to Chelsea Street is necessary to provide reasonable access to the external roadway network. Therefore, approval of this Administrative Variance is necessary to provide reasonable access for the subject project.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
DECEMBER 10, 2025
PAGE 3 OF 3

The foregoing documents a request for an Administrative Variance to Hillsborough County Land Development Code (LDC) §6.04.07 (Minimum Spacing) for Chelsea Street in association with PD 25-0582 (Protek PD Rezoning), to allow for a project site driveway connection to Chelsea Street with a connection spacing that is less than the applicable minimum LDC requirement (i.e., ±165' vs. 245'), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.

President

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Michael Raysor Digitally signed by Michael Raysor
Date: 2025.12.10 11:45:59 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC
19046 BRUCE B. DOWNS BOULEVARD, #308
TAMPA, FL 33647
ENB NO. 27789
MICHAEL D. RAYSOR, P.E. NO. 60919

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY:

APPROVED

APPROVED WITH CONDITIONS

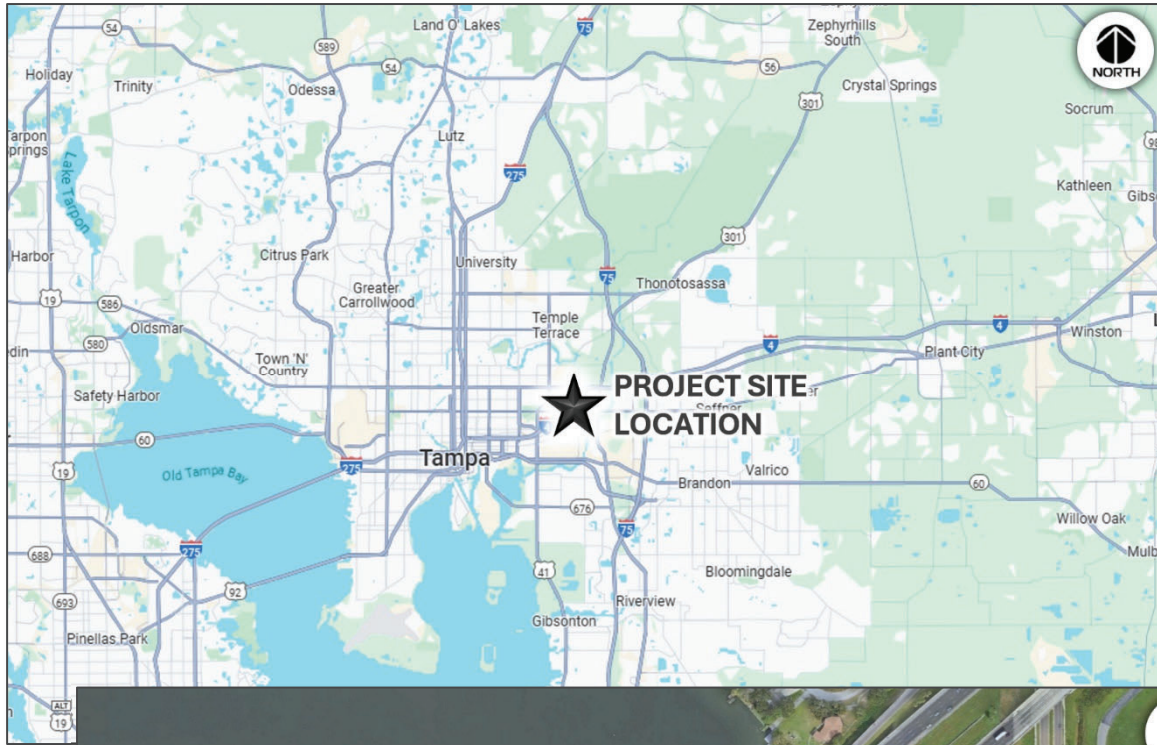
DENIED

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER DATE
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

ATTACHMENT A



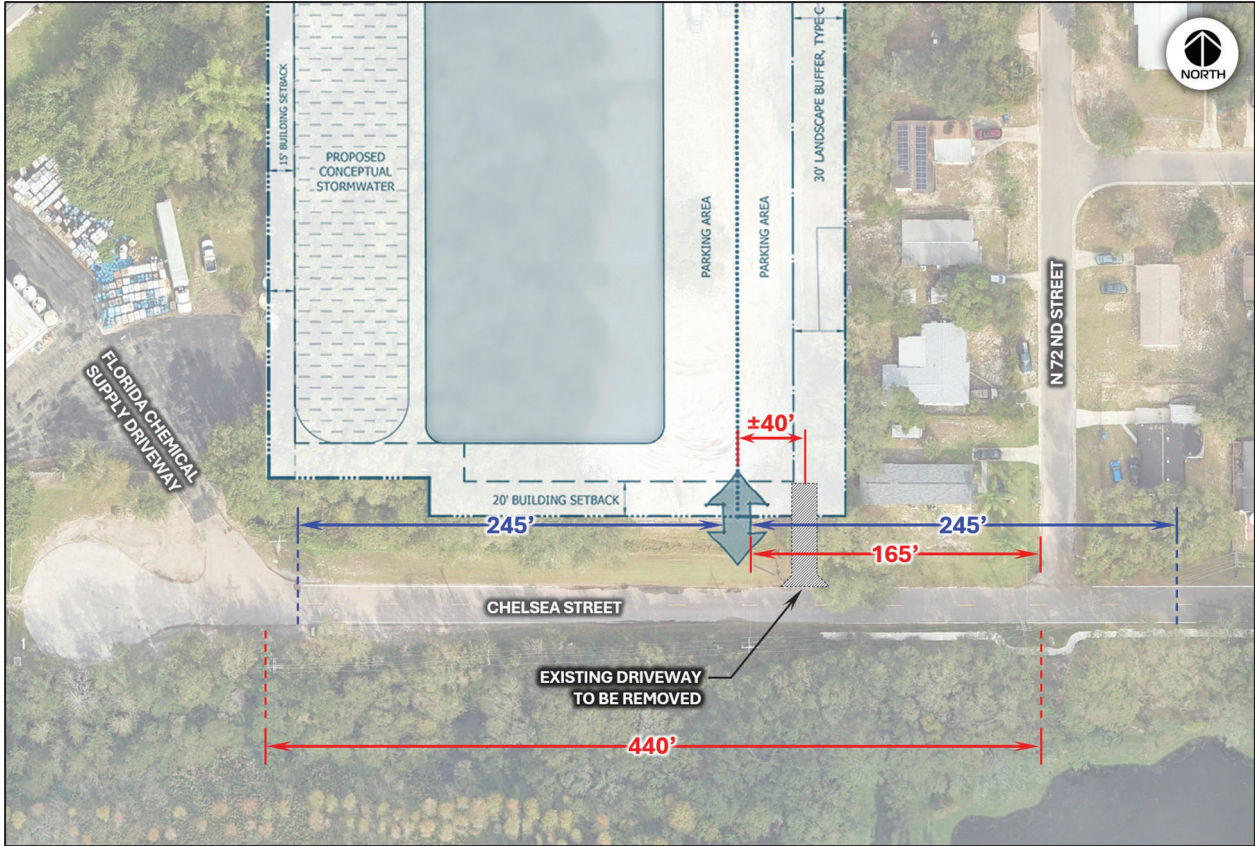
PROTEK PD REZONING (PD 25-0582)
Project Site Location Map



ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)
Connection Spacing Exhibit



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)
Project Site Trip Generation

General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	40,000 sf	1.38	55	$T=0.10(X) + 13.43$	17	13	4	$T=0.11(X) + 19.62$	24	7	17
	154	High Cube Warehouse	40,000 sf	1.40	57	0.08	3	2	1	0.10	4	1	3
	155	High Cube Fulfillment Center Warehouse	40,000 sf	1.77	71	0.12	5	4	1	0.14	6	2	4
	156	High Cube Parcel Hub Warehouse	40,000 sf	4.85	194	0.38	15	9	6	0.36	14	7	7
	157	High Cube Cold Storage Warehouse	40,000 sf	2.23	89	0.11	4	3	1	0.11	4	2	2
	Worst-Case				--	194	--	17	13	4	--	24	7
Contractors Office (Existing)	180	Specialty Trade Contractor	5,172 sf	9.82	52	1.66	9	7	2	1.93	10	3	7
Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	326	--	39	30	9	--	49	15	34
Total ITE Trips (Excluding Existing Contractor Office)				--	274	--	30	23	7	--	39	12	27
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	33	25	8	--	42	15	27



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Road - Chelsea Street <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Protek PD Rezoning
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	041138-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
Name of Person Submitting Request	Michael D. Raysor, P.E.
<p>Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</p>	
Current Property Zoning Designation	Planned Development (PD 92-0096)
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PD 25-0582
<p>Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



February 13, 2026 (REVISION #3)

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

**SUBJECT: PROTEK PD REZONING (PD 25-0582)
DESIGN EXCEPTION – CHELSEA STREET
FOLIO # 041138-0000**

Dear Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 25-0582 (Protek PD Rezoning).

1.0 | INTRODUCTION

The subject project site is located at 6920 East Chelsea Street (north of Chelsea Street and east of Interstate 4), in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject ±3.74 acre project site is currently zoned Planned Development (PD 92-0096). A Planned Development (PD) rezoning is proposed which would allow for the following entitlements:

- Warehouse: 40,000 square feet
- Specialty Trade Contractor: 5,172 square feet <<< EXISTING DEVELOPMENT
- Specialty Trade Contractor: 8,000 square feet

Access to the project site is planned to be provided via Chelsea Street with one (1) full access driveway connection; as shown in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L (Existing Facilities), the following is applicable to Chelsea Street:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

The adjacent segment of Chelsea Street is functionally classified as a County collector roadway, with a 25 mph posted speed limit, a C3R context classification, and an estimated post-development daily traffic volume of approximately 1,200 vpd. A Design Exception is requested for relief from the above-referenced requirement to improve Chelsea Street to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of approval; where in lieu of meeting the requirements of the TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided collector roadway (TS-7) is provided as **ATTACHMENT C**.



2.0 | ROADWAY CHARACTERISTICS

The characteristics of the adjacent segment of Chelsea Street are summarized below. Photographs showing Chelsea Street in the vicinity of the subject project site are provided in [ATTACHMENT D](#).

RIGHT-OF-WAY WIDTH: The adjacent segment of Chelsea Street has a existing typical right-of-way width ± 60 feet, which widens to ± 100 feet near the project site, and further widening to ± 200 feet near Interstate 4. The foregoing indicates that Chelsea Street does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet.

LANE WIDTH: The adjacent segment of Chelsea Street has a typical lane width of 11 feet. The foregoing indicates that Chelsea Street does not meet the standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet. The AASHTO Green Book (A Policy on Geometric Design of Highways & Streets, 7th edition, 2018) supports a 10 foot lane width for collector roads for AADT traffic volumes between 400 to 2,000 vpd (refer to AASHTO Green Book Table 6-5) at the applicable design speed for Chelsea Street of 25 mph (refer to [ATTACHMENT E](#) for supporting information from the AASHTO Green Book). Although the existing 11-foot lane width deviates from the TS-7 standard lane width, which may provide a marginally safer condition, it exceeds AASHTO standards and thus would not result in adverse safety or operational conditions.

SHOULDERS: The adjacent segment of Chelsea Street does not have paved shoulders. The foregoing indicates that Chelsea Street does not meet the standard shoulder condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved. It is noted that the existing typical shoulder condition for Chelsea Street is ± 8 -foot unpaved; however, pursuant to the AASHTO Green Book (A Policy on Geometric Design of Highways & Streets, 7th edition, 2018), the minimum shoulder width design criteria is 4 feet (for AADT traffic volumes between 400 to 2,000 vpd), without a requirement or recommendation for a portion of the shoulder to be paved (refer to [ATTACHMENT F](#) for supporting information from the AASHTO Green Book). Therefore, the existing shoulder conditions along Chelsea Street exceed AASHTO design guidelines.

SIDEWALK: The adjacent segment of Chelsea Street does not have continuous sidewalks on both sides of the road. The foregoing indicates that Chelsea Street does not meet the standard sidewalk condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard sidewalk condition is identified as continuous sidewalks on both sides of the road.

Two segments of sidewalk currently exist along the adjacent segment of Chelsea Street, as follows: (a) a ± 350 foot segment of sidewalk currently exists along the south side of Chelsea Street along the frontage of Folio #041100-0000, and (b) a ± 150 foot segment of sidewalk currently exists along the north side of Chelsea Street along the frontage of Folio # 041132-0000.

3.0 | PROJECT GENERATED TRAFFIC VOLUMES

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (12TH EDITION), as documented in [ATTACHMENT G](#). The trip generation estimate identified 326 daily trips, with 39 trips during the AM peak hour, and 49 trips during the PM peak hour.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
DESIGN EXCEPTION – CHELSEA STREET
FOLIO # 041138-0000
FEBRUARY 13, 2026 (REVISION #3)
PAGE 3 OF 3

4.0 | ALTERNATIVE IMPROVEMENTS

As discussed in Section 2.0 herein, Chelsea Street was found to be substandard in regard to sidewalk coverage. To address the subject project’s impact to substandard sidewalk conditions, the applicant proposes to extend the LDC required sidewalk along the project site frontage approximately 820’ to the east resulting in a continuous sidewalk along Chelsea Street from the western project site frontage to Orient Road. This improvement would provide a pedestrian safety & mobility benefit. Refer to **ATTACHMENT H** for a conceptual graphic depicting the referenced sidewalk improvement.

5.0 | CONCLUSION

The foregoing documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2. to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 25-0582 (Protek PD Rezoning), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

MICHAEL DANIEL RAYSOR
LICENSE
No. 60919
*
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Michael Raysor

Digitally signed by Michael Raysor
Date: 2026.02.13 12:49:25 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC
19046 BRUCE B. DOWNS BOULEVARD, #308
TAMPA, FL 33647
ENB NO. 27789
MICHAEL D. RAYSOR, P.E. NO. 60919

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY:

APPROVED

APPROVED WITH CONDITIONS

DENIED

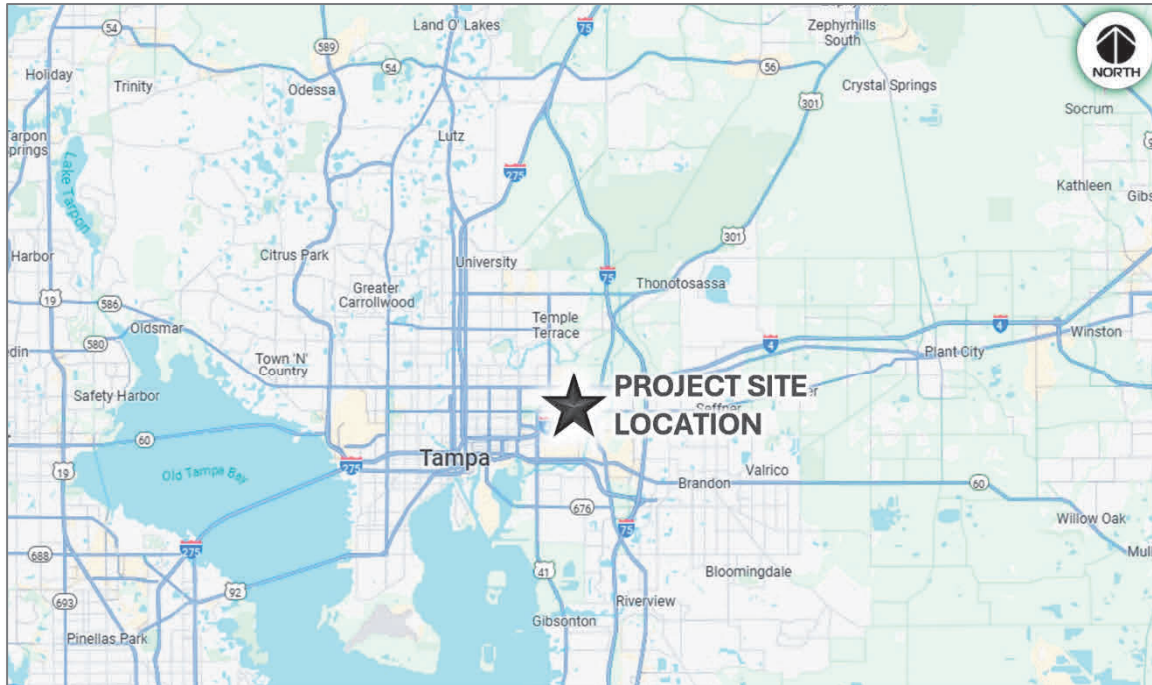
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

DATE

ATTACHMENT A



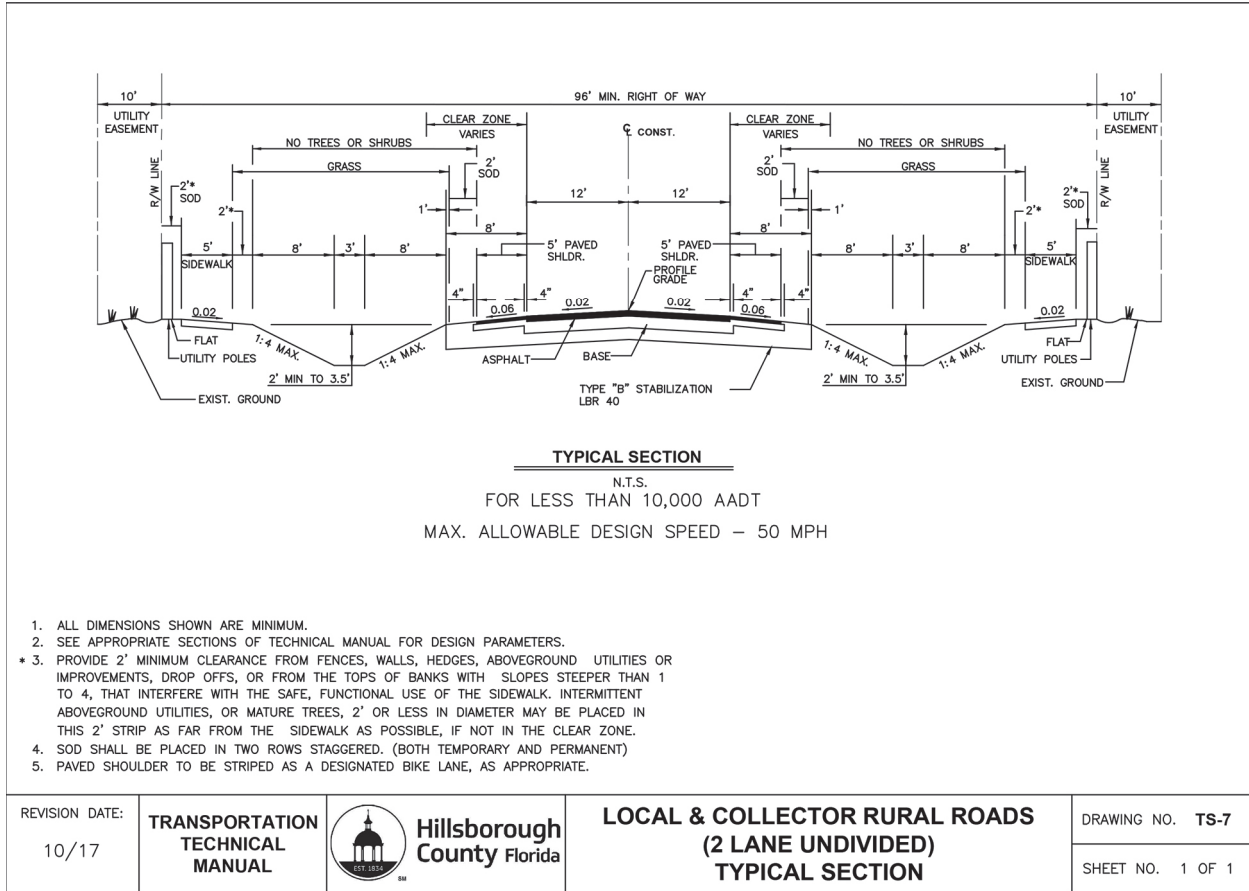
PROTEK PD REZONING (PD 25-0582)
Project Site Location Map



ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)
Hillsborough County TS-7 Typical Section



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (1 OF 3)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING EAST)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING WEST)

ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)
Chelsea Street Photograph (2 OF 3)



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (3 OF 3)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING EAST)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING WEST)

ATTACHMENT E



6-6 | A Policy on Geometric Design of Highways and Streets

6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

For paved roadways, the minimum roadway width is the sum of the traveled way and shoulder widths shown in Table 6-5. Graded shoulder width is measured from the edge of the traveled way to the point of intersection of shoulder slope and foreslope. Where roadside barriers are included, a minimum offset of 4 ft [1.2 m] from the traveled way to the barrier should be provided, wherever practical. For further information, see Section 4.4, "Shoulders," Section 4.10.2, "Longitudinal Barriers," and Section 3.3.10, "Traveled-Way Widening on Horizontal Curves" for vehicle offtracking information.

Table 6-5. Minimum Width of Traveled Way and Shoulders

U.S. Customary				Metric			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		Under 400	400 to 2000	over 2000
20	20 ^a	20	22	30	6.0 ^a	6.0	6.6
25	20 ^a	20	22	40	6.0 ^a	6.0	6.6
30	20 ^a	20	22	50	6.0 ^a	6.0	6.6
35	20 ^a	22	22	60	6.0 ^a	6.6	6.6
40	20 ^a	22	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22 ^b	100	6.6	6.6	6.6 ^b
60	22	22	22 ^b	All Speeds	Width of Shoulder on Each Side of Road (m)		
65	22	22	22 ^b		0.6	1.5	2.4
All Speeds	Width of Shoulder on Each Side of Road (ft)						
	2	4	6				

^a An 18-ft [5.4-m] minimum width may be used for roadways with design volumes under 250 veh/day.

^b Consider using lane width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road.

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

The number of lanes should be sufficient to accommodate the design traffic volumes for the desired level of service. Normally, capacity conditions do not govern rural collector roads, and two lanes are appropriate. For further information, see Section 2.4, "Highway Capacity."

ATTACHMENT F



6-6 | A Policy on Geometric Design of Highways and Streets

6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

For paved roadways, the minimum roadway width is the sum of the traveled way and shoulder widths shown in Table 6-5. Graded shoulder width is measured from the edge of the traveled way to the point of intersection of shoulder slope and foreslope. Where roadside barriers are included, a minimum offset of 4 ft [1.2 m] from the traveled way to the barrier should be provided, wherever practical. For further information, see Section 4.4, “Shoulders,” Section 4.10.2, “Longitudinal Barriers,” and Section 3.3.10, “Traveled-Way Widening on Horizontal Curves” for vehicle offtracking information.

Table 6-5. Minimum Width of Traveled Way and Shoulders

U.S. Customary				Metric			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		Under 400	400 to 2000	over 2000
20	20 ^a	20	22	30	6.0 ^a	6.0	6.6
25	20 ^a	20	22	40	6.0 ^a	6.0	6.6
30	20 ^a	20	22	50	6.0 ^a	6.0	6.6
35	20 ^a	22	22	60	6.0 ^a	6.6	6.6
40	20 ^a	22	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22 ^b	100	6.6	6.6	6.6 ^b
60	22	22	22 ^b	All Speeds	Width of Shoulder on Each Side of Road (m)		
65	22	22	22 ^b		0.6	1.5	2.4
All Speeds	Width of Shoulder on Each Side of Road (ft)						
	2	4	6				

^a An 18-ft [5.4-m] minimum width may be used for roadways with design volumes under 250 veh/day.

^b Consider using lane width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road.

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

The number of lanes should be sufficient to accommodate the design traffic volumes for the desired level of service. Normally, capacity conditions do not govern rural collector roads, and two lanes are appropriate. For further information, see Section 2.4, “Highway Capacity.”

ATTACHMENT G



PROTEK PD REZONING (PD 25-0582)
Project Site Trip Generation

General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	40,000 sf	1.38	55	$T=0.10(X) + 13.43$	17	13	4	$T=0.11(X) + 19.62$	24	7	17
	154	High Cube Warehouse	40,000 sf	1.40	57	0.08	3	2	1	0.10	4	1	3
	155	High Cube Fulfillment Center Warehouse	40,000 sf	1.77	71	0.12	5	4	1	0.14	6	2	4
	156	High Cube Parcel Hub Warehouse	40,000 sf	4.85	194	0.38	15	9	6	0.36	14	7	7
	157	High Cube Cold Storage Warehouse	40,000 sf	2.23	89	0.11	4	3	1	0.11	4	2	2
	Worst-Case				--	194	--	17	13	4	--	24	7
Contractors Office (Existing)	180	Specialty Trade Contractor	5,172 sf	9.82	52	1.66	9	7	2	1.93	10	3	7
Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	326	--	39	30	9	--	49	15	34
Total ITE Trips (Excluding Existing Contractor Office)				--	274	--	30	23	7	--	39	12	27
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	33	25	8	--	42	15	27

ATTACHMENT H



PROTEK PD REZONING (PD 25-0582)
Sidewalk Improvement Concept



COUNTY OF HILLSBOROUGH

**RECOMMENDATION OF THE
LAND USE HEARING OFFICER**

APPLICATION NUMBER: RZ PD 25-0582

DATE OF HEARING: February 23, 2026

APPLICANT: Protek 34th Holdings, LLC

PETITION REQUEST: The request is to rezone a parcel of land from PD to PD

LOCATION: 6920 E. Chelsea Street

SIZE OF PROPERTY: 3.54 acres m.o.l.

EXISTING ZONING DISTRICT: PD 92-0096

FUTURE LAND USE CATEGORY: LI-P

SERVICE AREA: Urban

COMMUNITY PLANNING AREA: East Lake/Orient Park

DEVELOPMENT REVIEW STAFF REPORT

PD Modification Application: PD 25-0582
Zoning Hearing Master Date: February 23, 2026
BOCC Land Use Meeting Date: April 7, 2026



1.0 APPLICATION SUMMARY

Applicant: Protek 34th Holdings, LLC
FLU Category: LI-P
Service Area: Urban
Site Acreage: 3.74 +/-
Community Plan Area: East Lake/Orient Park
Overlay: None



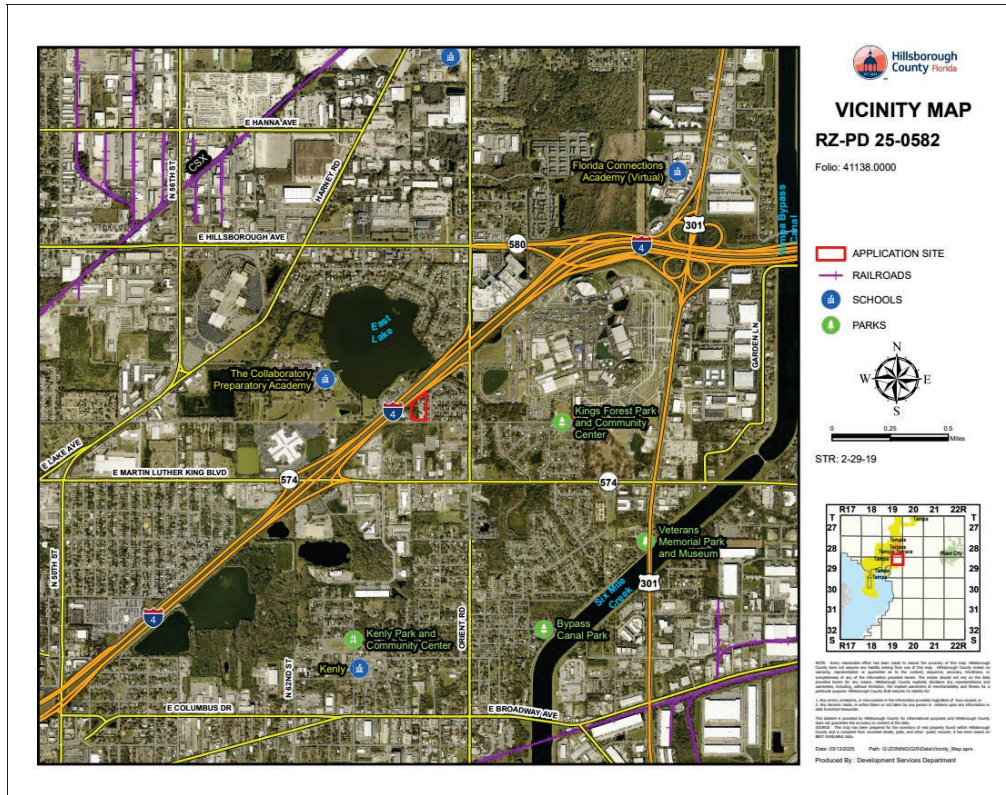
Introduction Summary:

The applicant requests to rezone property from PD 92-0096, which was approved for a membership organization, to PD 25-0582 to allow for a contractor's office with and without open storage and warehouse. A Comprehensive Plan Amendment (25-05) has been approved changing the Future Land Use (FLU) category of this parcel from RES-6 to LI-P.

Zoning:		
	Existing	Proposed
District(s)	PD	PD
Typical General Use(s)	Membership Organization	Contractor's Office with and without Open Storage and Warehouse
Acreage	3.74	3.74
Density/Intensity	0.03 FAR	0.32 FAR
Mathematical Maximum*	5,172 sf	53,172 sf
Development Standards:		
	Existing	Proposed
District(s)	PD	PD
Lot Size / Lot Width	n/a	n/a
Setbacks/Buffering and Screening	As depicted on PD 92-0096 site plan	20' Front 10' Rear 15' and 30" Sides
Height	35'	35'
Additional Information:		
PD Variation(s):	None Requested as part of this application	
Waiver(s) to the Land Development Code:	None Requested as part of this application	
Planning Commission Recommendation: Consistent		Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

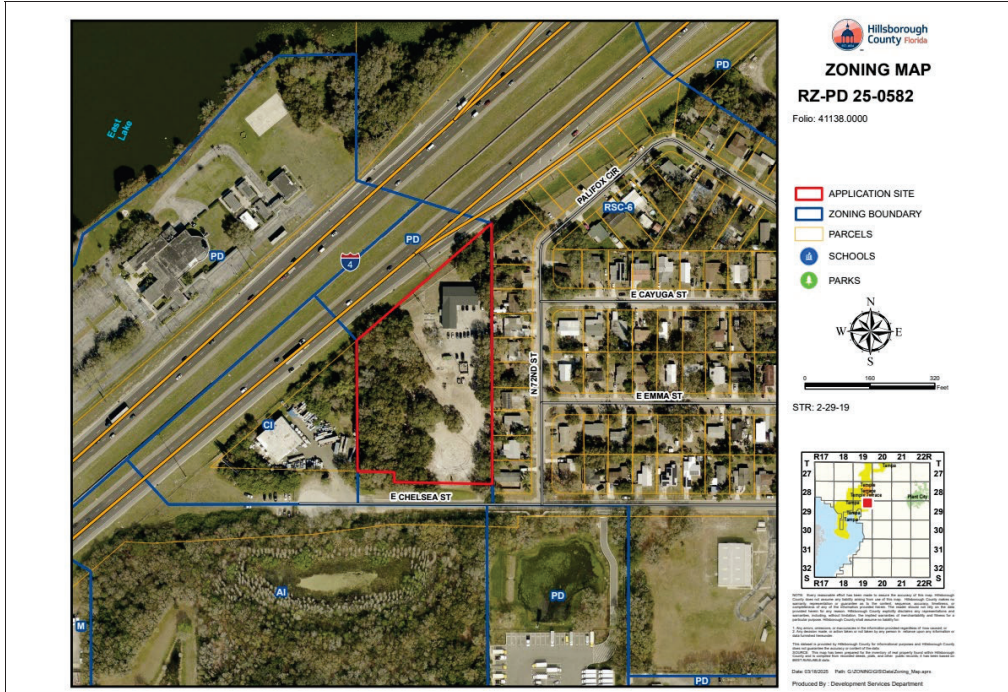


Context of Surrounding Area:

The site is located south of the I-4/I-4 to Orient Road off ramp, north of Chelsea Street, in the East Lake – Orient Park community. The area contains residential, commercial and manufacturing uses. Major thoroughfares include Orient Road to the east and E. Dr. Martin Luther King Jr. Boulevard to the south. Interstate 4 is located immediately north of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

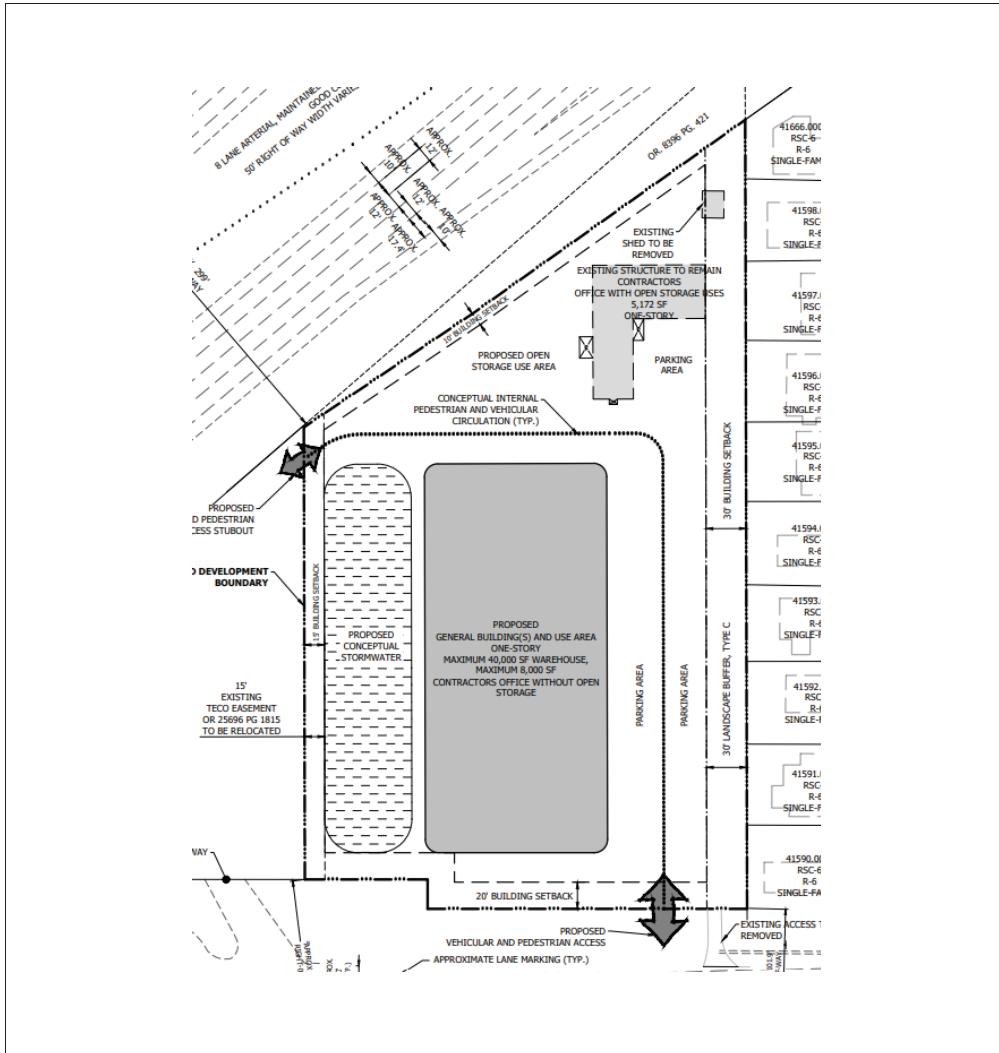


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD/ROW	N/A	N/A	Interstate-4
South	AI	1 unit per acre	Agricultural Industrial	DOT
West	CI	0.27 FAR	Intensive Commercial	Warehouse and Open Storage
East	RSC-6	6 units per acre	Single-Family Residential	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
E. Chelsea St.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Orient Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	604	34	43
Proposed	326	39	49
Difference (+/-)	(-) 278	(+) 5	(+) 6

*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		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
E. Chelsea St./ Substandard Road	Design Exception Requested	Approvable
E. Chelsea St./ Access Spacing	Administrative Variance Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Roadway <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other Airport Height Zone and Noncompatible School Use Area				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" 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	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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 type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Warehouse (Per 1,000 s.f.) Contractor's Office (Per 1,000 s.f.) Mini-Warehouse/Open Storage (Per 1,000 s.f.) Mobility: \$1,337 Mobility: \$8,586 Mobility: \$4,230 Fire: \$34 Fire: \$57 Fire: \$32				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located immediately south of I-4 within an area developed with residential, commercial and manufacturing uses. Property adjacent to the west is zoned CI and developed with warehouse and open storage uses. Property to the south is undeveloped and owned by the Department of Transportation. Chelsea Street is a dead end to the west of the subject parcel.

Development standards are comparable to the CI zoning district; however, height is limited to 35 feet/2-stories. Property to the east is zoned RSC-6 and developed with single-family homes. The existing structure at 1-story in height will remain and be the closest building to the residential. Proposed uses are centrally located on the site and will maintain a height of 35 feet/2-stories, complying with the 2:1 setback and provide a 30-foot buffer/Type C screening. The proposed eastern buffering and screening exceeds what is required for the proposed uses by increasing the buffer width from 20-feet to 30-feet and screening which will require a masonry wall without the option for other screening types (wood fence, PVC fence) and tree plantings.

Staff finds the proposal to be compatible with the surrounding development.

5.2 Recommendation

Approvable, subject to proposed conditions.

Zoning conditions, which were presented Zoning Hearing Master hearing, were reviewed and are incorporated by reference as a part of the Zoning Hearing Master recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on February 23, 2026. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the agenda item.

Mr. Colin Rice 1000 West Cass Street testified on behalf of the applicant. He showed a PowerPoint presentation and stated that the request is to rezone from PD to PD to allow for a contractor's office with and without open storage and a warehouse. He identified the location of the property as abutting I-4 between Orient Road and Dr. Martin Luther King Jr. Blvd. The subject property is designated Light Industrial Planned (LI-P) by the Comprehensive Plan. The property is surrounded by Research Corporate Park to the south with an FDOT property and the Penske Truck Rental business. There is also a chemical supply company. He detailed other surrounding uses including single-family to the east and stated that the subject property is utilized by Protek which is an active contractor's business that is zoned PD from the early 1990's. The rezoning to PD proposes to leave the existing structure and permit a new building. The open storage is buffered by the existing building and therefore will be shielded from the residences. He described the proposed buffering and screening and stated that the new construction will total 40,000 square feet and consist of a contractor's office and warehouse. Mr. Rice concluded his presentation by stating that the plan amendment application to designate the property as LI-P was successful last year and now the reviewing agencies support the rezoning request.

Hearing Master Finch asked Mr. Rice what his client was storing on-site. Mr. Rice replied that the current operator is a roofing, solar and contracting business so the open storage will be for large trucks and equipment.

Ms. Michelle Heinrich, Development Services staff, testified regarding the County's staff report. She stated that the applicant is requesting to rezone from Planned Development to Planned Development to permit a contractor's office with and without open storage and a warehouse. She detailed the location of the property directly south of I-4 and stated that the applicant will provide a 30-foot-wide buffer with Type C screening along the eastern side of the parcel. Staff finds the request approvable subject to the proposed conditions.

Ms. Willow Michie, Planning Commission staff testified regarding the Planning Commission staff report. Ms. Michie stated that the site is designated Light Industrial-Planned by the Comprehensive Plan and located in the Urban Service Area and the East Lake Orient Park Community Plan. Ms. Michie stated that the proposed use is compatible with the existing light and heavy commercial land

uses and that the uses will be oriented away from the residential properties. She added that the open storage is strategically located behind the existing contractor's office and the natural buffer provided by I-4 to the northwest. Staff found the rezoning consistent with the Hillsborough County Comprehensive Plan.

Hearing Master Finch asked for members of the audience in support of the application. No one replied.

Hearing Master Finch asked for members of the audience in opposition to the application. No one replied.

County staff and Mr. Rice did not have additional comments.

The hearing was then concluded.

EVIDENCE SUBMITTED

Ms. Heinrich submitted a revised County staff report into the record.

PREFACE

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

FINDINGS OF FACT

1. The subject property is 3.54 acres in size and is currently zoned Planned Development (PD 92-0096) and is designated Light Industrial-Planned (LI-P) by the Comprehensive Plan. The property is located within the Urban Service Area and the East Lake/Orient Park Community Plan.
2. The existing PD 92-0096 is approved for a membership organization.
3. The applicant is requesting a rezoning to the Planned Development (PD) zoning district to permit a contractor's office with and without open storage and a warehouse. The contractor's office with open storage is limited to 5,172 square feet and the contractor's office without open storage is limited to 8,000 square feet. The warehouse is permitted to be a maximum of 40,000 square feet.
4. No Planned Development variations or waivers are requested.

5. The Planning Commission supports the rezoning request and found the proposed contractor's office with and without open storage as well as the warehouse compatible with the light and heavy commercial development in the area and consistent with the Comprehensive Plan.
6. The subject property fronts Interstate-4 and is currently developed with a contractor's office.
7. The surrounding area is developed with Interstate-4 to the north, FDOT owned property to the south, a warehouse with open storage to the west and single-family residential to the east.
8. No testimony in opposition was provided at the Zoning Hearing Master hearing or submitted into the record.
9. The proposed zoning conditions limit the maximum height of the structures to 35-feet/2-stories. It is noted that the existing contractor's office which will remain is 1-story in height and is the closest structure to the residential homes to the east.
10. A 30-foot-wide landscaped buffer will be provided along the eastern boundary adjacent to the single-family homes.
11. The rezoning request to PD for the development of a contractor's office with and without open storage with a warehouse is consistent with the Land Development Code and the Comprehensive Plan.

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

The rezoning 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 Planned Development rezoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

SUMMARY

The applicant is requesting a rezoning from PD to the PD zoning district for the development of a contractor's office with and without open storage and a warehouse.

No waivers or PD variations are requested.

The Planning Commission staff support the request and found the proposed uses compatible with the existing development pattern.

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

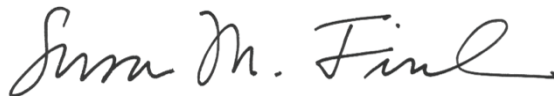
Two letters of no-objection were submitted into the record from adjacent property owners.

The subject property is located along Interstate-4 and currently developed with a contractor's office.

The rezoning request to PD for the development of a contractor's office with and without open storage and a warehouse is consistent with the Land Development Code and the Comprehensive Plan.

RECOMMENDATION

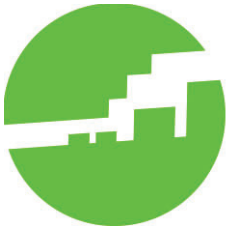
Based on the foregoing, this recommendation is for **APPROVAL** of the Planned Development rezoning request as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.



March 16, 2026

Susan M. Finch, AICP
Land Use Hearing Officer

Date



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: February 23, 2026 Report Prepared: February 12, 2026	Case Number: PD 25-0582 Folio(s): 41138.0000 General Location: North of East Chelsea Street, southeast of Interstate-4, and west of 72 nd Street North
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Light Industrial-Planned (No residential permitted; 0.75 FAR)
Service Area	Urban
Community Plan(s)	East Lake-Orient Park
Rezoning Request	Rezone from Planned Development (PD 92-0096) to Planned Development (PD) to allow for contractor's office, warehouse, and open storage uses
Parcel Size	+/- 3.54 acres
Street Functional Classification	East Chelsea Street – County Collector Interstate-4 – State Principal Arterial 72 nd Street North – Local
Commercial Locational Criteria	N/A

Evacuation Area	E
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Light Industrial-Planned	PD	Light Commercial
North	Residential-6	PD + RSC-6	Public/Quasi-public
South	Research Corporate Park + Light Industrial-Planned + Office Commercial-20	PD + AI	Public/Quasi-public + Heavy Commercial
East	Residential-6 + Public/Quasi-Public	RSC-6	Single-Family Residential
West	Residential-6	CI + PD	Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The ± 3.54-acre subject site is located north of East Chelsea Street, southeast of Interstate-4, and west of 72nd Street North. The site is in the Urban Service Area (USA) and is within the limits of the East Lake-Orient Park Community Plan. On June 12, 2025, Comprehensive Plan Amendment HC/CPA 25-05 was approved by the Board of County Commissioners (BOCC) to change the Future Land Use designation of this site from Residential-6 (RES-6) to Light Industrial-Planned (LI-P). The Future Land Use (FLU) designation of Light Industrial-Planned (LI-P) is potentially suitable for industrial activities but are located outside of concentrated industrial designated areas or in areas where the need for a site plan would be beneficial to ensure land use compatibility. This category will be used in transportation routes, areas where without a concentration of industrial uses and areas where various concerns and impacts to adjacent development can be addressed through site planning. The applicant is requesting to rezone from Planned Development (PD 92-0096) to Planned Development (PD) to allow for contractor’s office, warehouse, and open storage uses.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county’s growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.”

The site currently has light commercial uses. There are single-family residential units directly adjacent to the east of the site. To the north of the site is Interstate-4 and to the west is a light commercial use that exists as Florida Chemical Supply. There are heavy commercial and public/quasi-public uses to the south, across East Chelsea Steet. The proposal to rezone the property to a Planned Development to allow for contractor's office, warehouse, and open storage uses meets the intent of FLUS Objective 1.1 and FLUS Policy 3.1.3. The proposed uses are compatible with the existing light and heavy commercial operations nearby and there are adequate mitigation measures such as buffering and screening in place to minimize potential impacts on the adjacent residential properties.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the Light Industrial-Planned (LI-P) Future Land Use category, which allows for the consideration of agriculture, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses. The proposed maximum building area square footage is 48,000 square feet, which is within the allowable maximum 0.75 FAR that can be considered for the site (3.54 acres x 43,560 sq ft = 154,202 sq ft x 0.75 FAR = 115,651 sq ft). As the language states, the proposed uses are allowed and therefore, the proposal meets Objective 2.2 and the associated policies.

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). Transportation did not object to the proposed request; therefore, the subject site meets the intent of FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of single-family residential and light commercial. The proposed uses of warehouse, contractor's office, and open storage are compatible with the surrounding development on the north, west, and south of the site. The applicant is proposing to orient the primary structure away from the eastern property line that abuts residential uses. To further mitigate potential impacts, a 30-foot buffer and Type C screening are proposed along the eastern boundary, providing additional separation between the residential properties and the proposed development. Additionally, the open storage area, a component of the request, is strategically located in the northwest portion of the site, positioned behind the existing contractor's office and the natural buffer provided by Interstate-4 to the northwest. With these mitigation measures in place and given that the proposed uses are consistent with the intent and allowable uses within the LI-P Future Land Use category, the request is compatible with the surrounding development and supports a transition between the residential and commercial uses in the area.

FLUS Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The subject site is within the limits of the East Lake-Orient Park Community Plan. The Economic Development Goal seeks to provide opportunities for business growth and jobs in the East Lake-Orient Park community. The plan also states that existing industrial uses and employment should be preserved and protected. As the site is currently designated under an industrial land use category, the proposed rezoning to a PD to accommodate a contractor's office, warehouse, and open storage is consistent with both the intent and objectives of the East Lake-Orient Park Community Plan. The proposed uses support continued industrial and employment-related development, aligning with the community's long-term economic vision.

Overall, staff finds that the proposed use is allowable in the Light Industrial-Planned (LI-P) Future Land Use category, is compatible with the existing development pattern found within the surrounding area and supports the vision of the East Lake-Orient Park Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Section and the Livable Communities Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Relationship to the Future Land Use Map

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

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

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

Future Land Use Categories

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

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

land use category.

Compatibility

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

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

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

Community Planning

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

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

Development

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.

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

Neighborhood/Community Development

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

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

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

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.

- Existing industrial uses and employment should be preserved and protected.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ 25-0582

Rezoning
STATUS



PENDING



Tampa Service Area



Urban Service Area



Jurisdiction Lines



Roads



Parcels



Water



AGRICULTURAL/MINING-1/20 (.25 FAR)



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



AGRICULTURAL-1/10 (.25 FAR)



AGRICULTURAL/RURAL-1/5 (.25 FAR)



AGRICULTURAL ESTATE-1/2.5 (.25 FAR)



RESIDENTIAL-1 (.25 FAR)



RESIDENTIAL-2 (.25 FAR)



RESIDENTIAL PLANNED-2 (.35 FAR)



RESIDENTIAL-4 (.25 FAR)



RESIDENTIAL-6 (.25 FAR)



RESIDENTIAL-9 (.35 FAR)



RESIDENTIAL-12 (.35 FAR)



RESIDENTIAL-16 (.35 FAR)



RESIDENTIAL-20 (.35 FAR)



RESIDENTIAL-35 (1.0 FAR)



NEIGHBORHOOD MIXED USE-4 (0.1, .35 FAR)



SUBURBAN MIXED USE-6 (.35 FAR)



COMMUNITY MIXED USE-12 (.50 FAR)



URBAN MIXED USE-20 (1.0 FAR)



REGIONAL MIXED USE-35 (2.0 FAR)



INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)



OFFICE COMMERCIAL-20 (.75 FAR)



RESEARCH CORPORATE PARK (1.0 FAR)



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



LIGHT INDUSTRIAL PLANNED (.75 FAR)



LIGHT INDUSTRIAL (.75 FAR)



HEAVY INDUSTRIAL (.75 FAR)



PUBLIC/QUASH-PUBLIC



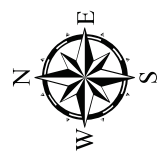
NATURAL PRESERVATION



WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

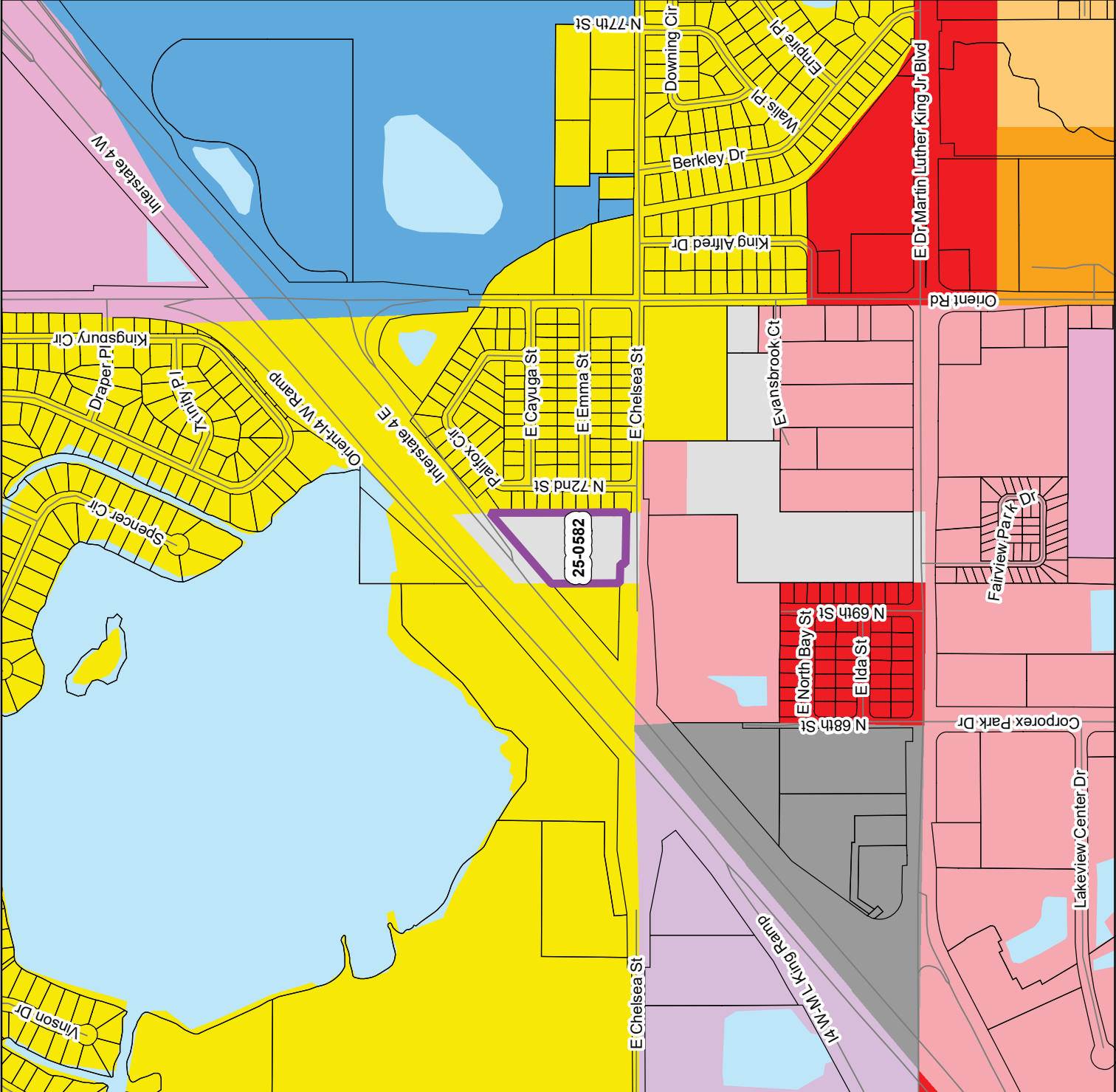


CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only. It is not intended for use for any other purpose without specific approval of the Hillsborough County City/County Planning Commission. ACCURACY: It is intended to be accurate to the best of the City/County Planning Commission's knowledge. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, use the appropriate database.

Map Printed from Rezoning System: 10/9/2025
Author: J. Krzyznowski
File: C:\Rezoning\System\Map\Projects\HCL\HCL\Map\Rezoning.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**



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: RZ-PD 25-0582

Zoning File: RZ-PD 25-0582 Modification: None

Atlas Page: None Submitted: 03/20/26

To Planner for Review: 03/20/26 Date Due: ASAP

Contact Person: _____ Phone: _____
P. Colin Rice, David B. Singer, Older, Lundy, Koch & Martino 813-254-8998/ crice@olderlundylaw.com; dsinger@olderlundylaw.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: Michelle Heinrich Date: 3/24/26

Date Agent/Owner notified of Disapproval: _____



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/08/2025

Revised: 2/13/2026

Revised: 2/16/2026

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/ Central

PETITION NO: RZ 25-0582

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

CONDITIONS OF APPROVAL

Note: Given that this is a PD being zoned to a new PD, the existing zoning conditions (which were minor in scope and dealing with land use and regulatory issues not directly of a transportation related nature) are not shown as being amended below.

1. The developer shall be permitted up to 5,172 g.s.f. of Contractors Office with Open Storage and 40,000 g.s.f. of Warehouse, and 8,000 g.s.f. of Contractors Office without Open Storage Uses.
 - 1.1. Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 326 gross average daily trips, 39 gross a.m. peak hour trips, and 49 gross p.m. peak hour trips. Additionally:
 - 1.1.1. Concurrently with each increment of development within the PD, the developer shall provide a list of existing and previously approved uses within those portions of the PD. The list shall contain data including gross floor area, number of students/rooms/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 trip generation impacts for each increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
 - 1.2. For purposes of calculating land uses and trip impacts, only open storage associated with contractors' offices or mini-warehouse facilities shall be considered accessory open storage and are not assumed to generate independent trip impacts. Additionally:

- 1.2.1. Such exempt open storage shall be equal to or less than 20% of the gross floor area of the primary contractors office or mini-warehouse facility use; and,
 - 1.2.2. When both contractors office uses and warehouse uses exist or are constructed within the same PD, warehouse uses shall not be permitted to utilize open storage within the PD, nor shall contractors offices be permitted to utilize warehousing within the PD (unless those warehouses are accounted for as contractors offices for purposes of this trip cap).
2. The project shall be served by and limited to one (1) vehicular access connection to E. Chelsea St. All other existing connections shall be closed, with ditches and sod restored. Additionally, prior to or concurrent with the initial increment of development, the developer shall construct a vehicular and pedestrian cross access stubout along the project's western boundary, as shown on the PD site plan.
 3. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
 4. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
 5. If PD 25-0582 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025), and which was found approvable by the County Engineer (on February 13, 2025), from the Sec. 6.04.07 LDC requirements governing access spacing for the project's E. Chelsea St. access. Specifically, approval of this variance will grant a variance of +/- 80 ft. from the 245-foot minimum connection spacing, resulting in an access spacing of +/- 165 ft.
 6. If PD 25-0582 is approved, the County Engineer will approve a Design Exception (dated February 13, 2026) which was found approvable by the County Engineer (on February 13, 2025) for the E. Chelsea St. substandard roadway improvements. If approved, the developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC.

PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

The applicant is requesting to rezone a +/- 3.54 acre parcel, from Planned Development (PD) to PD. It is unclear why the applicant is filing a new PD rather than a major or minor modification request. Regardless, the existing PD, approved via 92-0096, is currently approved for the following uses:

1. Permitted uses shall be limited to the following:
 - a) A membership organization facility located on the parcel with the folio no. 41138.0000, and any accessory uses and structures which are customarily accessory and clearly incidental to a membership organization facility, subject to the Zoning code, as amended.
 - b) The RMC-12 zoning district, subject to the Zoning code, as amended.

The applicant is proposing to modify the existing PD to replace the current approvals with entitlements which would permit up to 5,172 g.s.f. of Contractors Office with Open Storage and 40,000 g.s.f. of Warehouse, and 8,000 g.s.f. of Contractor's Office without Open Storage Uses.

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. The analysis provided trip data for the revised development proposal, which now indicates that no turn lanes are required at the intersection of Orient Rd. and Chelsea St., pursuant to Sec. 6.04.04.D, given the lower trip impacts associated with this revised proposal.

Staff has proposed a trip cap condition, based on the applicant’s analysis, due to the mixture of land uses proposed. Specifically, the applicant is seeking warehouse, open storage uses and contractor’s office uses. Staff notes that contractor’s office uses generate more trip impacts than typical office or warehouse uses. As such, and in order to fairly account for the impacts to area roadways, it is important that contractor’s offices (which traditionally have appurtenant storage under the same roof as – or in close proximity to – the dispatch office, and which are visited more frequently than other warehousing according to ITE data) be accurately designated and analyzed. As such, staff has proposed a condition addressing how impacts for such uses should be addressed.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Staff notes that ITE does not contain trip data for the membership use, and so the below comparison was based on a residential option under the RMC-12 district (despite the fact that such use would not appear to be permissible under the existing LI-P (Light Industrial Planned) Future Land Use (FLU) designation. Transportation Review Section staff has no data as to when or how the FLU district was implemented, whether it predates the existing PD zoning, and if so, how a PD zoning was approved with residential uses which would appear to not be permitted by the FLU district. Data shown below is based on the 12th Edition of the Institute of Transportation Engineer’s Trip Generation Manual.

Existing Zoning (Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 92-0096, 42 single-family dwelling units (ITE LUC 210)	604	34	43

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Uses per Trip Cap	326	39	49

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(-) 278	(+) 5	(+) 6

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

E. Chelsea St. is a publicly maintained, 2-lane, undivided, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. The roadway lies within a +/- 50-foot-wide right-of-way. There are no bicycle facilities along the roadway in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along a small portion of the north and south sides of the roadway in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The project is proposing one (1) vehicular access connection to E. Chelsea St. As further discussed above, because all project traffic comes to/from the site through the Orient Rd. and E. Chelsea St. intersection, the intersection is considered a site access intersection for the purposes of determining whether turn lanes are required. As described above, turn lanes were not found to be warranted based on the applicant's revised development program. Likewise, no other auxiliary (turn) lanes were found to be warranted at the project's access, pursuant to Sec. 6.04.04.D. of the LDC.

ADMINISTRATIVE VARIANCE –ACCESS SPACING -- E. CHELSEA ST.

The applicant's Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025) from the Sec. 6.04.07 LDC requirement, governing the project's E. Chelsea St. access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 6 roadway with a posted speed of 45 miles per hour or less. This segment of E. Chelsea St. has a posted speed of 25 mph in the vicinity of the proposed project. The applicant is seeking a variance of +/- 80 feet from the closest driveway to the east on the same side of the roadway, such that the developer will be permitted to construct the project access in a location +/- 165 feet from that driveway. The request was found approvable by the County Engineer (on February 13, 2026).

If PD 25-0582 is approved by the Hillsborough County BOCC, the County Engineer will approve the Administrative Variance.

DESIGN EXCEPTION REQUEST –SUBSTANDARD RD. – E. CHELSEA ST.

As E. Chelsea St. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (February 13, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on February 13, 2026). The developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC. The Design authorized deviations from the type TS-7 (Typical Section – 7, for 2-lane Rural Local and Collector Roadways) of the TTM. Specifically:

1. The developer shall be permitted to maintain the 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes required by TS-7;
2. The developer shall be permitted to leave the existing unpaved shoulders in their current condition, rather than the 8-foot-wide stabilized shoulders, of which 5-feet is paved (and which provides for on-street bicycle facilities) required per TS-7;
3. The existing right-of-way is being permitted to remain in its existing state, in lieu of the 96 feet of right-of-way required per TS-7.

If PD 25-0582 is approved, the County Engineer will approve the Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for E. Chelsea St. is not available, since the facility was not included in the LOS report. Information for the next closest segment is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Orient Rd.	E. MLK Jr. Blvd.	I-4	D	D

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Friday, February 13, 2026 5:16 PM
To: Michael Raysor
Cc: Colin Rice; Anthony Jaramillo; Heinrich, Michelle; Ratliff, James; Drapach, Alan; De Leon, Eleonor; Tirado, Sheida; PW-CEIntake
Subject: FW: RZ-PD 25-0582 - Administrative Variance & Design Exception Review
Attachments: 25-0582 AVAdd 12-15-25.pdf; 25-0582 DEAdd 02-13-26.pdf

Mike,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-0582 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Friday, February 13, 2026 4:41 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ-PD 25-0582 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AV and DE are **Approvable** to me. Please include the following people in your response:

mdr@raysor-transportation.com
crice@olderlundylaw.com
anthonyj@protekps.com
heinrichm@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

Hillsborough County Florida

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



December 10, 2025 (REVISION #1)

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

**SUBJECT: PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000**

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B Administrative Variance to Hillsborough County Land Development Code (LDC) §6.04.07 (Minimum Spacing) for Chelsea Street in association with PD 25-0582 (Protek PD Rezoning).

The subject project site is located at 6920 East Chelsea Street (north of Chelsea Street and east of Interstate 4), in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject ±3.74 acre project site is currently zoned Planned Development (PD 92-0096). A Planned Development (PD) rezoning is proposed which would allow for the following entitlements:

- Warehouse: 40,000 square feet
- Specialty Trade Contractor: 5,172 square feet <<< EXISTING DEVELOPMENT
- Specialty Trade Contractor: 8,000 square feet

Access to the project site is planned to be provided via Chelsea Street with one (1) full access driveway connection; as shown in **ATTACHMENT B**. A driveway connection to Chelsea Street currently exists for the subject project, which will be removed and relocated approximately 40 feet westerly upon site development.

The purpose of this variance is to ensure that the subject project is provided with reasonable access.

The adjacent segment of Chelsea Street is functionally classified as a County collector roadway, with a 25 mph posted speed limit, a C3R context classification, and an estimated post-development daily traffic volume of approximately 910 vpd to the east, near Orient Road. Significantly lower traffic volumes will be present to the west (adjacent to the project site), due to a “dead end” condition, with Chelsea Street terminating east of Interstate 4. Along the project site frontage, the eastbound/westbound background peak hour volumes are identified as 4 vph (AM peak hour) and 2 vph (PM peak hour); where using FDOT’s standard K-factor, the resulting AADT is estimated at less than 50 vpd.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
DECEMBER 10, 2025
PAGE 2 OF 3

In consideration that Chelsea Street is a collector roadway, the applicable minimum connection spacing criteria is identified as 245 feet pursuant to LDC §6.04.07 for an Access Class 6 facility (for posted speeds \leq 45 mph). Within 245 feet from the location of the planned (relocated) site access driveway connection to Chelsea Street there is one existing connection. The referenced existing connection (N 72nd Street) is located \pm 165 feet east of the planned project site driveway, on the north side of Chelsea Street; as shown in **ATTACHMENT C**.

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (12TH EDITION), as documented in **ATTACHMENT D**. The trip generation estimate identified 326 daily trips, with 39 trips during the AM peak hour, and 49 trips during the PM peak hour.

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT The project site has approximately 330 feet of frontage along Chelsea Street, therefore, a conforming site access driveway connection to Chelsea Street cannot be accommodated, as the distance between the next westerly connection (Florida Chemical Supply Driveway) and the next easterly connection (N 72nd Street) is only \pm 440 feet. Shifting the site access driveway connection to the west to increase the spacing from N 72nd Street would result in non-conforming connection spacing to the west, and would conflict with the planned building envelope and stormwater pond for the site. Therefore, approval of this Administrative Variance is necessary such that an unreasonable burden is not unduly imparted upon the applicant.

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE The rationale for establishing minimum connection spacing is to minimize and frequency and severity of traffic conflicts, in consideration of traffic interference (i.e., frequent interruption of traffic flows), traffic conflicts, and sight distance/visibility. Given the low speed (25 mph) and low volume (AADT of 50 vph) characteristics of Chelsea Street along the project site frontage, the provided connection spacing is not anticipated to compromise traffic safety. In addition, the existing project site driveway connection to Chelsea Street is planned for removal upon construction of the new project site driveway, which will increase the spacing between the project site driveway and N 72nd Street by approximately 40 feet. Therefore, approval of this Administrative Variance would not adversely affect public health, safety, or welfare.

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED The subject planned site access driveway connection to Chelsea Street cannot be located in conformance with the applicable connection spacing requirements, and the project site does not have frontage along any other roadways. Therefore, the subject driveway connection to Chelsea Street is necessary to provide reasonable access to the external roadway network. Therefore, approval of this Administrative Variance is necessary to provide reasonable access for the subject project.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
DECEMBER 10, 2025
PAGE 3 OF 3

The foregoing documents a request for an Administrative Variance to Hillsborough County Land Development Code (LDC) §6.04.07 (Minimum Spacing) for Chelsea Street in association with PD 25-0582 (Protek PD Rezoning), to allow for a project site driveway connection to Chelsea Street with a connection spacing that is less than the applicable minimum LDC requirement (i.e., ±165' vs. 245'), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.

President

THIS ITEM HAS BEEN DIGITALLY SIGNED AND SEALED BY

Michael Raysor Digitally signed by Michael Raysor
Date: 2025.12.10 11:45:59 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT CONSIDERED SIGNED AND SEALED AND THE SIGNATURE MUST BE VERIFIED ON ANY ELECTRONIC COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC
19046 BRUCE B. DOWNS BOULEVARD, #308
TAMPA, FL 33647
ENB NO. 27789
MICHAEL D. RAYSOR, P.E. NO. 60919

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY:

APPROVED

APPROVED WITH CONDITIONS

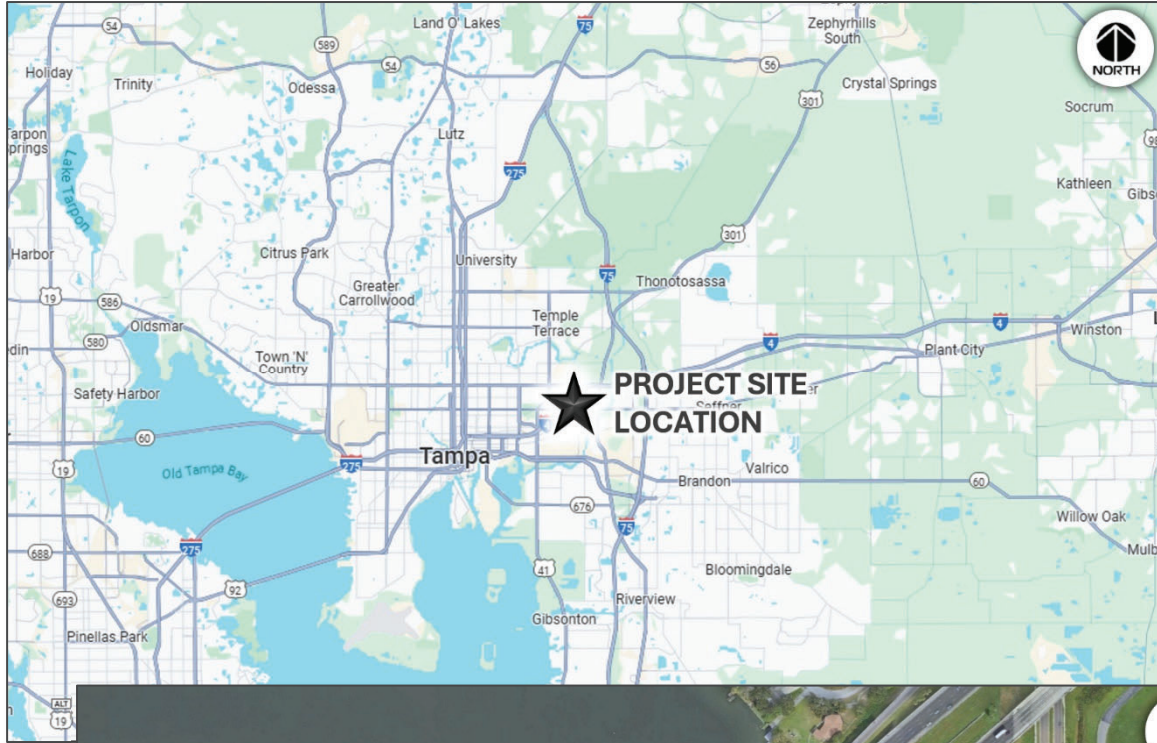
DENIED

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER DATE
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

ATTACHMENT A



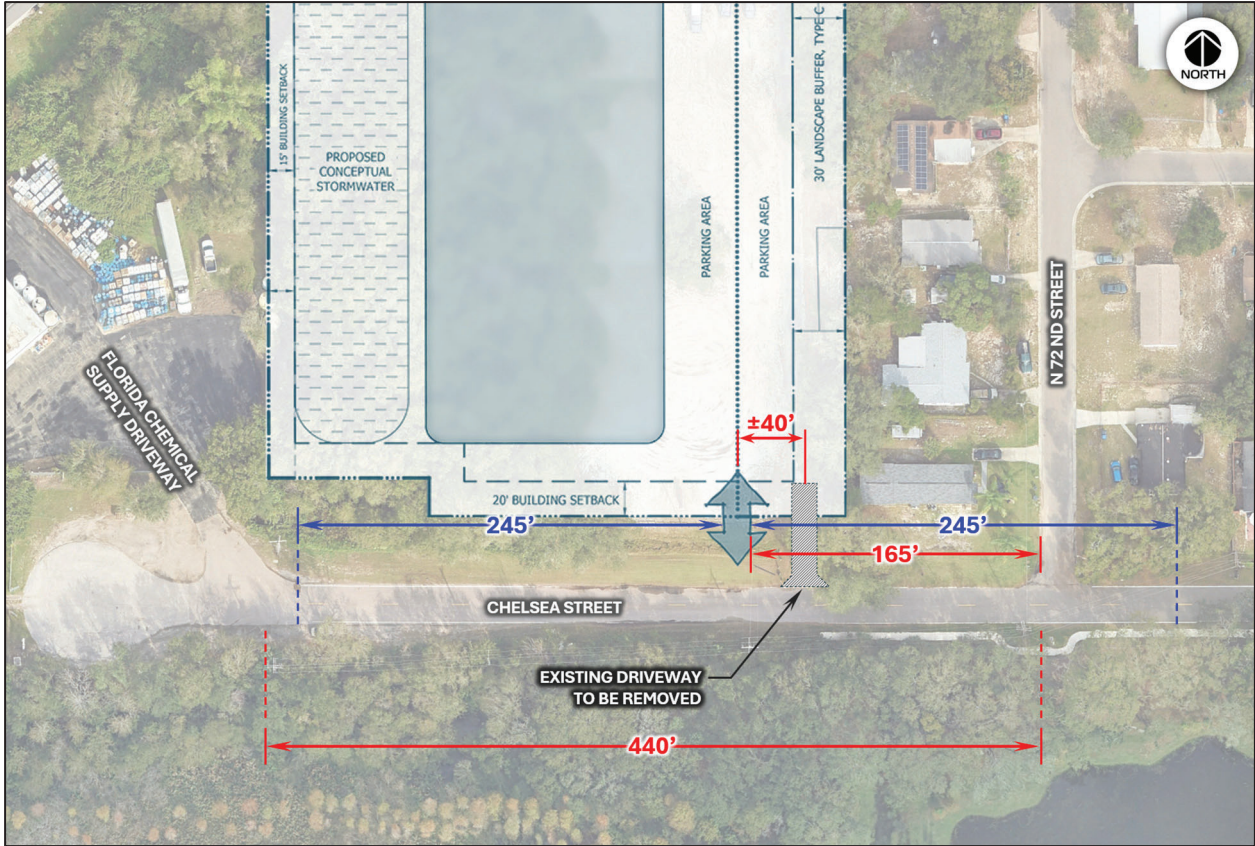
PROTEK PD REZONING (PD 25-0582)
Project Site Location Map



ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)
Connection Spacing Exhibit



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)
Project Site Trip Generation

General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	40,000 sf	1.38	55	$T=0.10(X) + 13.43$	17	13	4	$T=0.11(X) + 19.62$	24	7	17
	154	High Cube Warehouse	40,000 sf	1.40	57	0.08	3	2	1	0.10	4	1	3
	155	High Cube Fulfillment Center Warehouse	40,000 sf	1.77	71	0.12	5	4	1	0.14	6	2	4
	156	High Cube Parcel Hub Warehouse	40,000 sf	4.85	194	0.38	15	9	6	0.36	14	7	7
	157	High Cube Cold Storage Warehouse	40,000 sf	2.23	89	0.11	4	3	1	0.11	4	2	2
	Worst-Case				--	194	--	17	13	4	--	24	7
Contractors Office (Existing)	180	Specialty Trade Contractor	5,172 sf	9.82	52	1.66	9	7	2	1.93	10	3	7
Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	326	--	39	30	9	--	49	15	34
Total ITE Trips (Excluding Existing Contractor Office)				--	274	--	30	23	7	--	39	12	27
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	33	25	8	--	42	15	27



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Road - Chelsea Street <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Protek PD Rezoning
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	041138-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
Name of Person Submitting Request	Michael D. Raysor, P.E.
<p>Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</p>	
Current Property Zoning Designation	Planned Development (PD 92-0096)
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PD 25-0582
<p>Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



February 13, 2026 (REVISION #3)

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

**SUBJECT: PROTEK PD REZONING (PD 25-0582)
DESIGN EXCEPTION – CHELSEA STREET
FOLIO # 041138-0000**

Dear Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 25-0582 (Protek PD Rezoning).

1.0 | INTRODUCTION

The subject project site is located at 6920 East Chelsea Street (north of Chelsea Street and east of Interstate 4), in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject ±3.74 acre project site is currently zoned Planned Development (PD 92-0096). A Planned Development (PD) rezoning is proposed which would allow for the following entitlements:

- Warehouse: 40,000 square feet
- Specialty Trade Contractor: 5,172 square feet <<< EXISTING DEVELOPMENT
- Specialty Trade Contractor: 8,000 square feet

Access to the project site is planned to be provided via Chelsea Street with one (1) full access driveway connection; as shown in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L (Existing Facilities), the following is applicable to Chelsea Street:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

The adjacent segment of Chelsea Street is functionally classified as a County collector roadway, with a 25 mph posted speed limit, a C3R context classification, and an estimated post-development daily traffic volume of approximately 1,200 vpd. A Design Exception is requested for relief from the above-referenced requirement to improve Chelsea Street to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of approval; where in lieu of meeting the requirements of the TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided collector roadway (TS-7) is provided as **ATTACHMENT C**.



2.0 | ROADWAY CHARACTERISTICS

The characteristics of the adjacent segment of Chelsea Street are summarized below. Photographs showing Chelsea Street in the vicinity of the subject project site are provided in [ATTACHMENT D](#).

RIGHT-OF-WAY WIDTH: The adjacent segment of Chelsea Street has a existing typical right-of-way width ± 60 feet, which widens to ± 100 feet near the project site, and further widening to ± 200 feet near Interstate 4. The foregoing indicates that Chelsea Street does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet.

LANE WIDTH: The adjacent segment of Chelsea Street has a typical lane width of 11 feet. The foregoing indicates that Chelsea Street does not meet the standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet. The AASHTO Green Book (A Policy on Geometric Design of Highways & Streets, 7th edition, 2018) supports a 10 foot lane width for collector roads for AADT traffic volumes between 400 to 2,000 vpd (refer to AASHTO Green Book Table 6-5) at the applicable design speed for Chelsea Street of 25 mph (refer to [ATTACHMENT E](#) for supporting information from the AASHTO Green Book). Although the existing 11-foot lane width deviates from the TS-7 standard lane width, which may provide a marginally safer condition, it exceeds AASHTO standards and thus would not result in adverse safety or operational conditions.

SHOULDERS: The adjacent segment of Chelsea Street does not have paved shoulders. The foregoing indicates that Chelsea Street does not meet the standard shoulder condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved. It is noted that the existing typical shoulder condition for Chelsea Street is ± 8 -foot unpaved; however, pursuant to the AASHTO Green Book (A Policy on Geometric Design of Highways & Streets, 7th edition, 2018), the minimum shoulder width design criteria is 4 feet (for AADT traffic volumes between 400 to 2,000 vpd), without a requirement or recommendation for a portion of the shoulder to be paved (refer to [ATTACHMENT F](#) for supporting information from the AASHTO Green Book). Therefore, the existing shoulder conditions along Chelsea Street exceed AASHTO design guidelines.

SIDEWALK: The adjacent segment of Chelsea Street does not have continuous sidewalks on both sides of the road. The foregoing indicates that Chelsea Street does not meet the standard sidewalk condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard sidewalk condition is identified as continuous sidewalks on both sides of the road.

Two segments of sidewalk currently exist along the adjacent segment of Chelsea Street, as follows: (a) a ± 350 foot segment of sidewalk currently exists along the south side of Chelsea Street along the frontage of Folio #041100-0000, and (b) a ± 150 foot segment of sidewalk currently exists along the north side of Chelsea Street along the frontage of Folio # 041132-0000.

3.0 | PROJECT GENERATED TRAFFIC VOLUMES

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (12TH EDITION), as documented in [ATTACHMENT G](#). The trip generation estimate identified 326 daily trips, with 39 trips during the AM peak hour, and 49 trips during the PM peak hour.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
DESIGN EXCEPTION – CHELSEA STREET
FOLIO # 041138-0000
FEBRUARY 13, 2026 (REVISION #3)
PAGE 3 OF 3

4.0 | ALTERNATIVE IMPROVEMENTS

As discussed in Section 2.0 herein, Chelsea Street was found to be substandard in regard to sidewalk coverage. To address the subject project’s impact to substandard sidewalk conditions, the applicant proposes to extend the LDC required sidewalk along the project site frontage approximately 820’ to the east resulting in a continuous sidewalk along Chelsea Street from the western project site frontage to Orient Road. This improvement would provide a pedestrian safety & mobility benefit. Refer to **ATTACHMENT H** for a conceptual graphic depicting the referenced sidewalk improvement.

5.0 | CONCLUSION

The foregoing documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2. to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 25-0582 (Protek PD Rezoning), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

MICHAEL DANIEL RAYSOR
LICENSE
No. 60919
*
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

Michael Raysor

Digitally signed by
Michael Raysor
Date: 2026.02.13
12:49:25 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT
ARE NOT CONSIDERED SIGNED AND
SEALED AND THE SIGNATURE MUST
BE VERIFIED ON ANY ELECTRONIC
COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC
19046 BRUCE B. DOWNS BOULEVARD, #308
TAMPA, FL 33647
ENB NO. 27789
MICHAEL D. RAYSOR, P.E. NO. 60919

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY:

APPROVED

APPROVED WITH CONDITIONS

DENIED

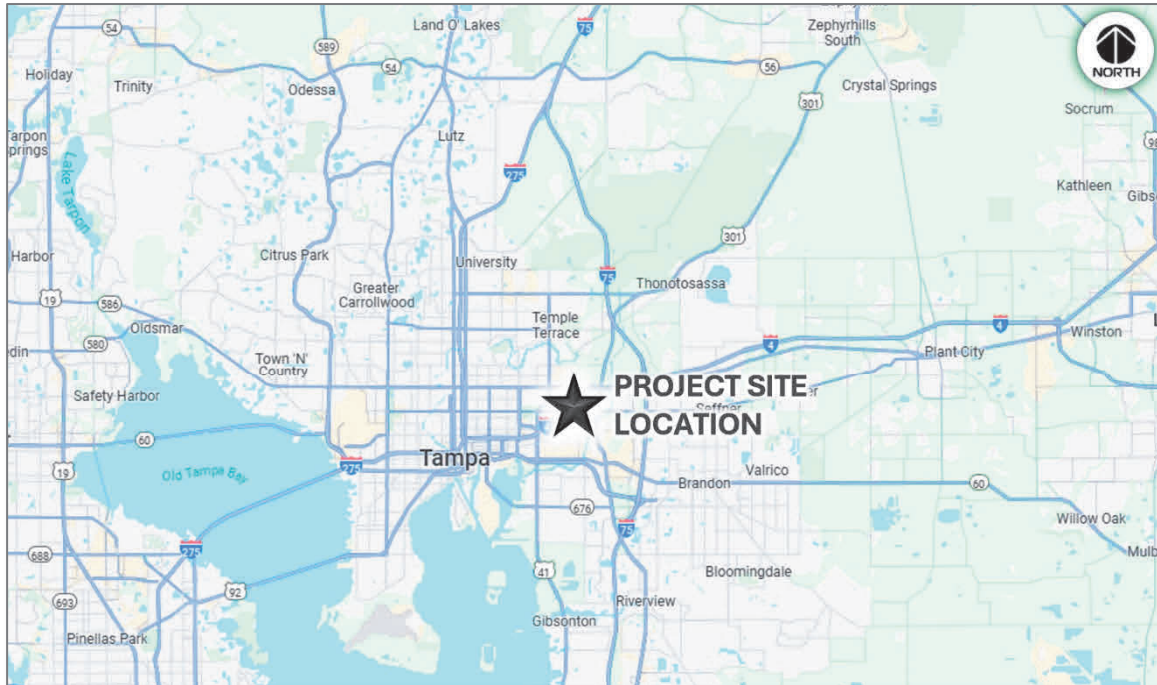
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

DATE

ATTACHMENT A



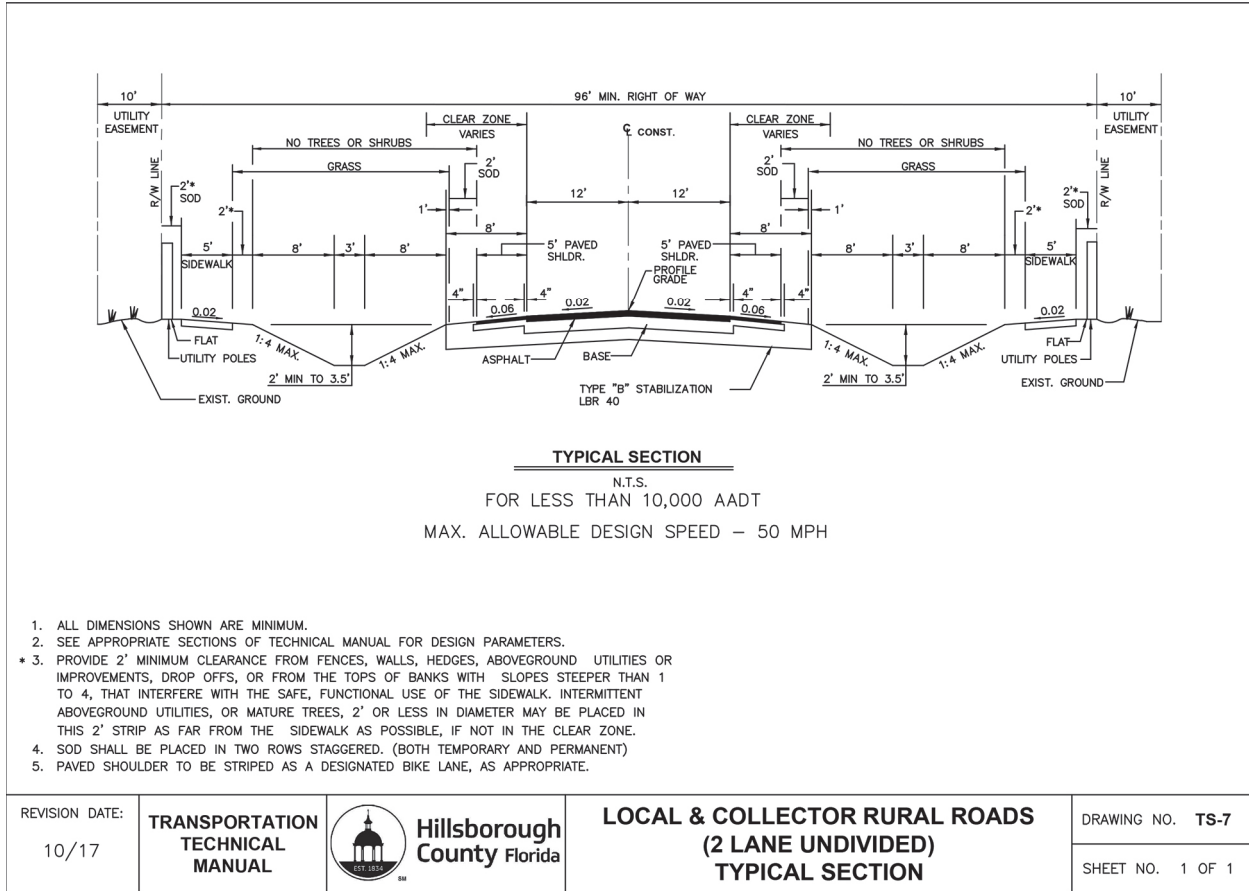
PROTEK PD REZONING (PD 25-0582)
Project Site Location Map



ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)
Hillsborough County TS-7 Typical Section



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (1 OF 3)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING EAST)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING WEST)

ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (2 OF 3)



CHELSEA STREET EAST OF PROJECT SITE DRIVEWAY (LOOKING EAST)



CHELSEA STREET EAST OF PROJECT SITE DRIVEWAY (LOOKING WEST)

ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (3 OF 3)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING EAST)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING WEST)

ATTACHMENT E



6-6 | A Policy on Geometric Design of Highways and Streets

6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

For paved roadways, the minimum roadway width is the sum of the traveled way and shoulder widths shown in Table 6-5. Graded shoulder width is measured from the edge of the traveled way to the point of intersection of shoulder slope and foreslope. Where roadside barriers are included, a minimum offset of 4 ft [1.2 m] from the traveled way to the barrier should be provided, wherever practical. For further information, see Section 4.4, “Shoulders,” Section 4.10.2, “Longitudinal Barriers,” and Section 3.3.10, “Traveled-Way Widening on Horizontal Curves” for vehicle offtracking information.

Table 6-5. Minimum Width of Traveled Way and Shoulders

U.S. Customary				Metric			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		Under 400	400 to 2000	over 2000
20	20 ^a	20	22	30	6.0 ^a	6.0	6.6
25	20 ^a	20	22	40	6.0 ^a	6.0	6.6
30	20 ^a	20	22	50	6.0 ^a	6.0	6.6
35	20 ^a	22	22	60	6.0 ^a	6.6	6.6
40	20 ^a	22	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22 ^b	100	6.6	6.6	6.6 ^b
60	22	22	22 ^b	All Speeds	Width of Shoulder on Each Side of Road (m)		
65	22	22	22 ^b		0.6	1.5	2.4
All Speeds	Width of Shoulder on Each Side of Road (ft)						
	2	4	6				

^a An 18-ft [5.4-m] minimum width may be used for roadways with design volumes under 250 veh/day.

^b Consider using lane width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road.

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

The number of lanes should be sufficient to accommodate the design traffic volumes for the desired level of service. Normally, capacity conditions do not govern rural collector roads, and two lanes are appropriate. For further information, see Section 2.4, “Highway Capacity.”

ATTACHMENT F



6-6 | A Policy on Geometric Design of Highways and Streets

6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

For paved roadways, the minimum roadway width is the sum of the traveled way and shoulder widths shown in Table 6-5. Graded shoulder width is measured from the edge of the traveled way to the point of intersection of shoulder slope and foreslope. Where roadside barriers are included, a minimum offset of 4 ft [1.2 m] from the traveled way to the barrier should be provided, wherever practical. For further information, see Section 4.4, “Shoulders,” Section 4.10.2, “Longitudinal Barriers,” and Section 3.3.10, “Traveled-Way Widening on Horizontal Curves” for vehicle offtracking information.

Table 6-5. Minimum Width of Traveled Way and Shoulders

U.S. Customary				Metric			
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		Under 400	400 to 2000	over 2000
20	20 ^a	20	22	30	6.0 ^a	6.0	6.6
25	20 ^a	20	22	40	6.0 ^a	6.0	6.6
30	20 ^a	20	22	50	6.0 ^a	6.0	6.6
35	20 ^a	22	22	60	6.0 ^a	6.6	6.6
40	20 ^a	22	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22 ^b	100	6.6	6.6	6.6 ^b
60	22	22	22 ^b	All Speeds	Width of Shoulder on Each Side of Road (m)		
65	22	22	22 ^b		0.6	1.5	2.4
All Speeds	Width of Shoulder on Each Side of Road (ft)						
	2	4	6				

^a An 18-ft [5.4-m] minimum width may be used for roadways with design volumes under 250 veh/day.

^b Consider using lane width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road.

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

The number of lanes should be sufficient to accommodate the design traffic volumes for the desired level of service. Normally, capacity conditions do not govern rural collector roads, and two lanes are appropriate. For further information, see Section 2.4, “Highway Capacity.”

ATTACHMENT G



PROTEK PD REZONING (PD 25-0582)
Project Site Trip Generation

General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	40,000 sf	1.38	55	$T=0.10(X) + 13.43$	17	13	4	$T=0.11(X) + 19.62$	24	7	17
	154	High Cube Warehouse	40,000 sf	1.40	57	0.08	3	2	1	0.10	4	1	3
	155	High Cube Fulfillment Center Warehouse	40,000 sf	1.77	71	0.12	5	4	1	0.14	6	2	4
	156	High Cube Parcel Hub Warehouse	40,000 sf	4.85	194	0.38	15	9	6	0.36	14	7	7
	157	High Cube Cold Storage Warehouse	40,000 sf	2.23	89	0.11	4	3	1	0.11	4	2	2
	Worst-Case				--	194	--	17	13	4	--	24	7
Contractors Office (Existing)	180	Specialty Trade Contractor	5,172 sf	9.82	52	1.66	9	7	2	1.93	10	3	7
Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	326	--	39	30	9	--	49	15	34
Total ITE Trips (Excluding Existing Contractor Office)				--	274	--	30	23	7	--	39	12	27
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	33	25	8	--	42	15	27

ATTACHMENT H



PROTEK PD REZONING (PD 25-0582)
Sidewalk Improvement Concept



COMMISSION

Gwendolyn "Gwen" W. Myers CHAIR
 Harry Cohen VICE-CHAIR
 Chris Boles
 Donna Cameron Cepeda
 Ken Hagan
 Christine Miller
 Joshua Wostal



DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR
 Elaine S. DeLeeuw ADMIN DIVISION
 Sam Elrabi, P.E. WATER DIVISION
 Diana M. Lee, P.E. AIR DIVISION
 Michael Lynch WETLANDS DIVISION
 Rick Muratti, Esq. LEGAL DEPT
 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 6/16/2025 PETITION NO.: 25-0582 EPC REVIEWER: Melissa Yañez CONTACT INFORMATION: (813) 627-2600 x1360 EMAIL: yanezm@epchc.org	COMMENT DATE: 4/3/2025 PROPERTY ADDRESS: 6920 E Chelsea St, Tampa, FL FOLIO #: 0411380000 STR: 02-29S-19E
REQUESTED ZONING: Modification to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Ditch located south of parcel
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>INFORMATIONAL COMMENTS:</p> <p>The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.</p>	

my/ cb

ec: anthonyj@protekps.com / crice@olderlundylaw.com / dsinger@olderlundylaw.com

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org



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: 10/08/2025

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Protek 34th Holdings, LLC

PETITION NO: 25-0582

LOCATION: 6920 E Chelsea St

FOLIO NO: 41138.0000

Estimated Fees:

Warehouse
(Per 1,000 s.f.)
Mobility: \$1,337
Fire: \$34

Contractor's Office
(Per 1,000 s.f.)
Mobility: \$8,586
Fire: \$57

Mini-Warehouse/Open Storage
(Per 1,000 s.f.)
Mobility: \$4,230
Fire: \$32

Project Summary/Description:

Urban Mobility, Northeast Fire - warehouse/ new additional contractor's office / existing contractor's office /mini-warehouse/ open storage

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 02-16-2026

REVIEWER: Sherri Wilson, Conservation and Environmental Lands Management

APPLICANT: Colin Rice

PETITION NO: 25-0582

LOCATION: 6920 E. Chelsea St, Tampa, FL 33610

FOLIO NO: 41138.0000

SEC: 2 TWN: 29 RNG: 19

- 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: _____.

AGENCY COMMENT SHEET

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

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

Agency: Natural Resources **Petition #: 25-0582**

- 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.



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:** 3/12/2025
REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 3/26/2025
PROPERTY OWNER: Protek 34th Holdings, LLC **PID:** 25-0582
APPLICANT: Protek 34th Holdings, LLC
LOCATION: 6920 E Chelsea St. Tampa, FL 33610
FOLIO NO.: 41138.0000

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), Potable Water Wellfield Protection Area (PWWPA) 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, Hillsborough County EVSD has no objections to the applicant's request.

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

PETITION NO.: RZ-PD 25-0582 REVIEWED BY: Clay Walker, E.I. DATE: 3/14/2025

FOLIO NO.: 41138.0000

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 City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

- A ___ inch wastewater force 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.

- 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: _____.



VERBATIM TRANSCRIPT

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HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

IN RE:
ZONING HEARING MASTER MEETING

ZONING HEARING MASTER MEETING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch
Zoning Hearing Master
DATE: February 23, 2026
TIME: Commencing at 6:00 p.m.
TIME: Concluded at 7:49 p.m.
LOCATION: Hillsborough County BOCC
Development Services Department
601 East Kennedy Boulevard
Second Floor
Tampa, Florida 33602

Reported by:
Kate Khvostova

1 MS. HEINRICH: Our next application is Item D.2. PD
2 25-0582. The applicant is requesting to rezone property from
3 Planned Development to Planned Development. I have reviewed
4 this for Development Services and will provide staff findings
5 after the applicant's presentation.

6 HEARING OFFICER: All right. Good evening.

7 MR. RICE: Good evening. Colin Rice with the law
8 firm of Older Lundy, 1000 West Cass. I have been sworn. I
9 submitted a PowerPoint. I have the paper as well, if that's
10 easier.

11 HEARING OFFICER: Whatever you'd like. Let me see
12 if they can pull up your PowerPoint.

13 MR. RICE: Sure.

14 HEARING OFFICER: Okay. That works for me too.

15 MR. RICE: Is that visible?

16 HEARING OFFICER: Yeah.

17 MR. RICE: Okay. Colin Rice, again, for the
18 record. Here for the applicant, Protek 34th Holdings, LLC,
19 on a rezoning application RZ-PD 25-0582. Specifically, the
20 request is to rezone from PD to PD, allowing for a
21 contractor's office with and without open storage and
22 warehouse. And I'll explain what that means in a second. To
23 orient you, we are abutting I-4 between Orient Road and MLK.
24 And then the Future Land Use, actually this should
25 be gray. This just changed to Light Industrial Plan, which

1 we'll refer to as LIP, last year. It's surrounded by R-6.

2 To the south is Research Corporate Park, FDOT Property, and
3 Penske Truck Rental. This is a chemical supply company.

4 HEARING OFFICER: So just your property is LIP now?

5 MR. RICE: Correct. Just this one.

6 HEARING OFFICER: Okay. Thank you.

7 MR. RICE: And just to give you a sense of the
8 zoning out here, again, we're directly abutting I-4 CI
9 Chemical Supply Company, Agricultural Intensive, PD and RSC-
10 4, these are single family to the east.

11 All right. So zooming in, we're outlined in red.
12 This is an active -- this is Protek, this active contractor
13 business occurring out here. This is an older PD from the
14 early '90s that held out for a host of uses including, like,
15 Masonic Lodge, like, an Elks Lodge kind of thing,
16 residential. And this triangle, as it crashes into I-4, has
17 become less and less residentially friendly.

18 So the ask tonight is to bring the "P" part of LIP
19 to life with a carefully planned development for these uses.
20 And so to that end, this is the site plan. This is the
21 existing structure to remain, which is reflected in the
22 proposal. The open storage is isolated purely here, so it is
23 buffered between the existing building, the proposed new
24 building, and the interstate highway, so well shielded from
25 the residences here. We have a 30-foot Type C landscape

1 buffer proposed and the building is biased to the west, as
2 well.

3 The uses proposed for the new construction will
4 total at 40,000 square feet and they will consist of
5 contractor's office and warehouse, and not to exceed the trip
6 caps as submitted in all of our transportation applications.
7 Access here to Chelsea and heading to the east, it'll bring
8 you to Orient Road.

9 So again, we were successful with our Future Land
10 Use amendment last year. We're proud to have universal
11 finding of support from Planning Commission, from reviewing
12 staff, and want to thank staff for all of their patience and
13 hard work with us finding a good solution here.

14 The transportation applications have been found
15 approvable, and to date we're not aware of any opposition to
16 this project.

17 So with that, I will conclude. Happy to answer any
18 questions that you might have.

19 HEARING OFFICER: Just a quick question --

20 MR. RICE: Sure.

21 HEARING OFFICER: -- as to what is the nature of
22 the open storage? What are they storing?

23 MR. RICE: So the current operator storage are
24 maybe, like, roofing, and solar, and contracting business, so
25 it's mostly for their large trucks and equipment, that sort

1 of thing.

2 HEARING OFFICER: I see. Okay.

3 MR. RICE: Yeah.

4 HEARING OFFICER: That was my only question.

5 MR. RICE: All right.

6 HEARING OFFICER: Thank you so much. I appreciate
7 it. Development Services.

8 MS. HEINRICH: Michelle Heinrich, Development
9 Services. As you heard, the applicant is requesting a
10 rezoning from PD to PD to allow for a contractor's office
11 with open storage, a contractor's office without open
12 storage, and warehousing.

13 Prior to this rezoning the site's Future Land Use
14 category was changed to LIP. The site is located on the
15 north side of Chelsea Street, directly south of I-4. The
16 area consists of non-residential uses to the west and south,
17 and single-family residential to the east.

18 To ensure compatibility, the applicant has limited
19 the location of the open storage and will provide a 30-foot-
20 wide buffer with Type C screening along the east. No PD
21 variations are requested.

22 Staff received no objections from reviewing
23 agencies and does recommend approval, subject to proposed
24 conditions.

25 HEARING OFFICER: Thank you so much. Planning

1 Commission.

2 MS. MICHIE: Willow Michie, Planning Commission
3 staff. The subject property is located in the Light
4 Industrial Plan Future Land Use category, is in the urban
5 service area, and it's within the limits of the East Lake
6 Orient Park Community Plan.

7 The LIP category is potentially suitable for
8 industrial activities that are located outside of
9 concentrated industrial design, designated areas, or in areas
10 where the need for a site plan would be beneficial to ensure
11 land use compatibility.

12 The proposed uses are compatible with the existing
13 light and heavy commercial operations nearby, and there are
14 adequate mitigation measures, such as buffering and screening
15 in place to minimize potential impacts on the adjacent
16 residential properties.

17 The applicant is proposing to orient the primary
18 structure away from residential uses. To further mitigate
19 potential impacts, a 30-foot buffer and Type C screening are
20 provided along the eastern boundary, providing additional
21 separation between the residential properties and the
22 proposed development.

23 Additionally, the open storage area is
24 strategically located in the northwest portion of the site,
25 positioned behind the existing contractor's office, and the

1 natural buffer provided by I-4 to the northwest. With these
2 mitigation measures in place, and given that the proposed
3 uses are consistent with the intent and allowable uses within
4 the LIP Future Land Use category, the request is compatible
5 with the surrounding development and supports the transition
6 between the residential and commercial uses in the area.

7 The proposed uses support continued industrial and
8 employment-related development aligning with the Community
9 Plan's long-term economic vision.

10 Based upon the above considerations and the
11 following goals, objectives, and policies the Planning
12 Commission finds the proposed planned development consistent
13 with the Unincorporated Hillsborough County Comprehensive
14 Plan, subject to the conditions proposed by Development
15 Services Department.

16 HEARING OFFICER: Thank you so much. I appreciate
17 it. Is there anyone in the room that would like to speak in
18 support? Anyone in favor? I see no one.

19 Anyone in opposition to this request? No one.

20 Ms. Heinrich, anything else?

21 MS. HEINRICH: Nothing further.

22 HEARING OFFICER: All right. Mr. Rice, anything
23 further?

24 MR. RICE: Nothing further.

25 HEARING OFFICER: All right. Thank you so much.

1 Then with that, we'll close rezoning 25-0582 and go
2 to the next case.
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**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

DATE/TIME: 6pm 2/23/2026 HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ</u> <u>26-1097</u>	PLEASE PRINT NAME <u>Aileen Rosario</u> MAILING ADDRESS <u>2504 1/2 W. Crest Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33614</u> PHONE <u>813-520-2184</u>
APPLICATION # <u>RZ</u> <u>24-0921</u>	PLEASE PRINT NAME <u>ISAAC Turpin</u> MAILING ADDRESS <u>4000 N FRONT OGE RD</u> CITY <u>Plant City</u> STATE <u>FL</u> ZIP <u>33565</u> PHONE <u>813 716 2727</u>
APPLICATION # <u>RZ 921</u> <u>24-</u>	PLEASE PRINT NAME <u>RYAN REVARDO</u> MAILING ADDRESS <u>10312 Bloomingdale Ave, ste 108-367</u> CITY <u>Riverview</u> STATE <u>FL</u> ZIP <u>33578</u> PHONE <u>727-741-3536</u>
APPLICATION # <u>RZ</u> <u>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>813-915-6371</u>
APPLICATION # <u>MM</u> <u>25-1372</u>	PLEASE PRINT NAME <u>Kami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Ste 3700</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-2278421</u>
APPLICATION # <u>RZ</u> <u>25-138a</u>	PLEASE PRINT NAME <u>Brentwood Townsend</u> MAILING ADDRESS <u>21931 Hiale Road</u> CITY <u>Land O Lakes</u> STATE <u>FL</u> ZIP <u>34659</u> PHONE <u>321-431-5679</u>

DATE/TIME: 2/23/26 6pm

HEARING MASTER: Susan Finch

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # RZ-PD 25-1382	PLEASE PRINT NAME <u>Hannah Townsend</u> MAILING ADDRESS <u>911 Bryan Road</u> CITY <u>Brandon</u> STATE <u>FL</u> ZIP <u>33511</u> PHONE <u>770-876-8323</u>
APPLICATION # RZ 25-1382	PLEASE PRINT NAME <u>Erik Blackwell</u> MAILING ADDRESS <u>10325 George Smith rd</u> CITY <u>Lithia</u> STATE <u>FL</u> ZIP <u>33547</u> PHONE <u>813-957-5145</u>
APPLICATION # RZ 25-1382	PLEASE PRINT NAME <u>Nicholas Carris</u> MAILING ADDRESS <u>3723 Hollow Wood Dr</u> CITY <u>Valrico</u> STATE <u>FL</u> ZIP <u>33596</u> PHONE <u>407-489-1187</u>
APPLICATION # RZ 25-1382	PLEASE PRINT NAME <u>Jessica Benitez</u> MAILING ADDRESS <u>610 E Lumsden Rd</u> CITY <u>Brandon</u> STATE <u>FL</u> ZIP <u>33511</u> PHONE <u>813-841-2602</u>
APPLICATION # MM 26-0216	PLEASE PRINT NAME <u>Nicole MacInnes</u> MAILING ADDRESS <u>2002 W Cleveland St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813-407-1686</u>
APPLICATION # MM 26-0216	PLEASE PRINT NAME <u>David M Smith</u> MAILING ADDRESS <u>401 E Jackson St. Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813-222-5010</u>


DATE/TIME: 2/23/24 6pm HEARING MASTER: Susan Finch

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


<p>APPLICATION # <u>RZ</u> <u>26-0220</u></p>	<p>PLEASE PRINT NAME <u>Nicole MacInnes</u> MAILING ADDRESS <u>2002 W Cleveland St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813-407-1686</u></p>
<p>APPLICATION # <u>RZ</u> <u>26-0220</u></p>	<p>PLEASE PRINT NAME <u>David M. Smith</u> MAILING ADDRESS <u>401 E. Jackson St Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222 5010</u></p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____ MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____ MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____ MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____ MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____</p>

FEBRUARY 23, 2026 - ZONING HEARING MASTER


The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, February 23, 2026, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

 Susan Finch, ZHM, called the meeting to order at 6:01 p.m. and led in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

 Michelle Heinrich, Development Services (DS), introduced staff and reviewed the changes/withdrawals/continuances.

 Susan Finch, ZHM, overview of ZHM process.

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



 Susan Finch, ZHM, Oath.

B. REMANDS - **None**.

C. REZONING STANDARD (RZ-STD):

C.1. RZ 26-0297

 Michelle Heinrich, DS, called RZ 26-0297.

 Testimony provided.  Meeting resumed.

 Susan Finch, ZHM, closed RZ 26-0297.

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

D.1. RZ 24-0921

 Michelle Heinrich, DS, called RZ 24-0921.

 Testimony provided.


 Susan Finch, ZHM, closed RZ 24-0921.

D.2. RZ 25-0582

 Michelle Heinrich, DS, called RZ 25-0582.

 Testimony provided.


MONDAY, FEBRUARY 23, 2026

 Susan Finch, ZHM, closed RZ 25-0582.

D.3. MM 25-1372

 Michelle Heinrich, DS, called MM 25-1372.


 Testimony provided.

 Susan Finch, ZHM, closed MM 25-1372.

D.4. RZ 25-1382

 Michelle Heinrich, DS, called RZ 25-1382.


 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1382.

D.5. MM 26-0216

 Michelle Heinrich, DS, called MM 26-0216.


 Testimony provided.

 Susan Finch, ZHM, closed MM 26-0216.

D.6. RZ 26-0220

 Michelle Heinrich, DS, called RZ 26-0220.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 26-0220.

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

ADJOURNMENT

 Susan Finch, ZHM, adjourned the meeting at 7:49 p.m.

1.0 APPLICATION SUMMARY

Applicant: Protek 34th Holdings, LLC
FLU Category: LI-P
Service Area: Urban
Site Acreage: 3.74 +/-
Community Plan Area: East Lake/Orient Park
Overlay: None



Introduction Summary:

The applicant requests to rezone property from PD 92-0096, which was approved for a membership organization, to PD 25-0582 to allow for a contractor's office with and without open storage and warehouse. A Comprehensive Plan Amendment (25-05) has been approved changing the Future Land Use (FLU) category of this parcel from RES-6 to LI-P.

Zoning:	Existing	Proposed
District(s)	PD	PD
Typical General Use(s)	Membership Organization	Contractor's Office with and without Open Storage and Warehouse
Acreage	3.74	3.74
Density/Intensity	0.03 FAR	0.32 FAR
Mathematical Maximum*	5,172 sf	53,172 sf

Development Standards:	Existing	Proposed
District(s)	PD	PD
Lot Size / Lot Width	n/a	n/a
Setbacks/Buffering and Screening	As depicted on PD 92-0096 site plan	20' Front 10' Rear 15' and 30' ² Sides
Height	35'	35'

Additional Information:

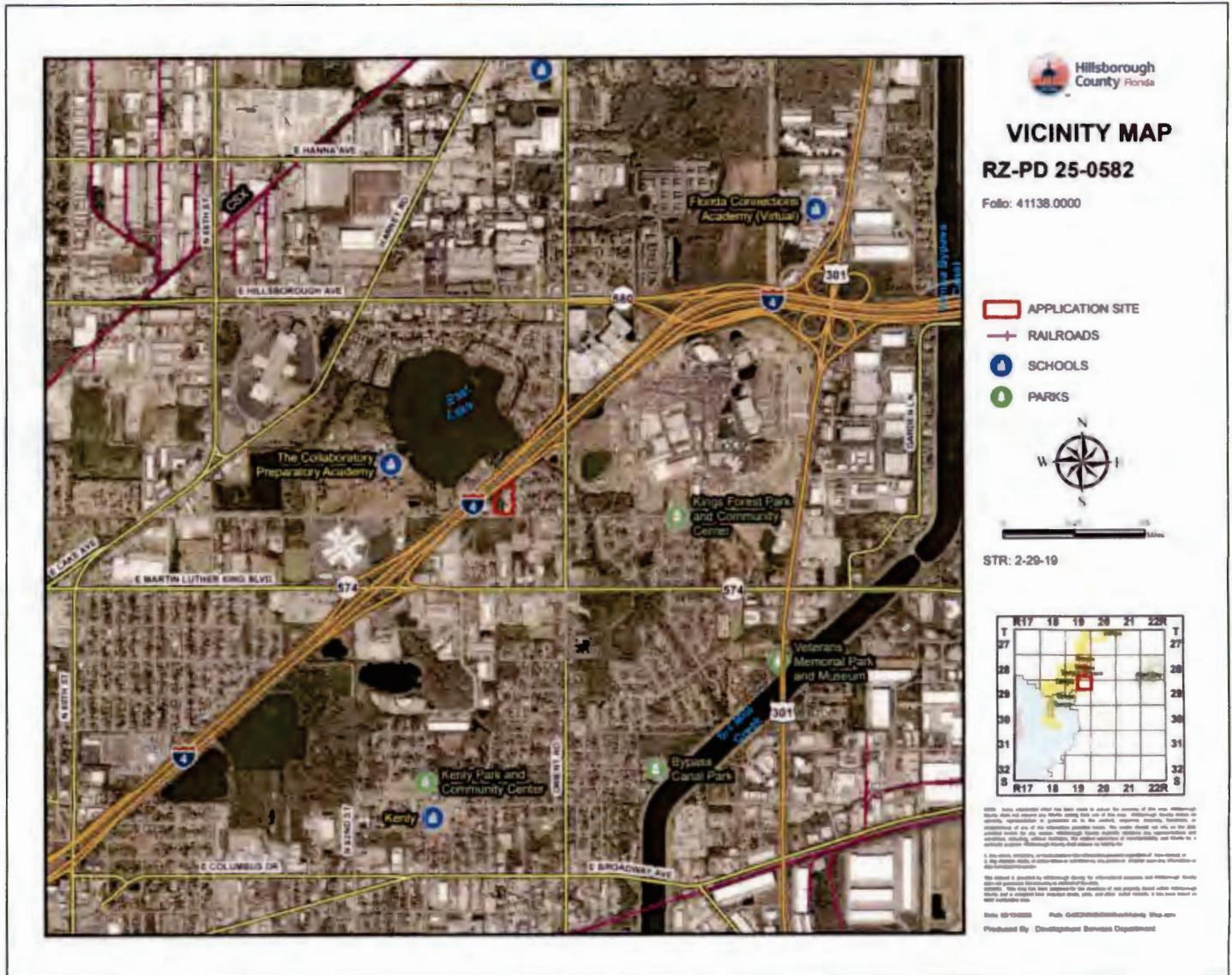
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

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

Application No. 25-0582
 Name: Michelle Heinrich
 Entered at Public Hearing: ZHM
 Exhibit # 1 Date: 2/23/26

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

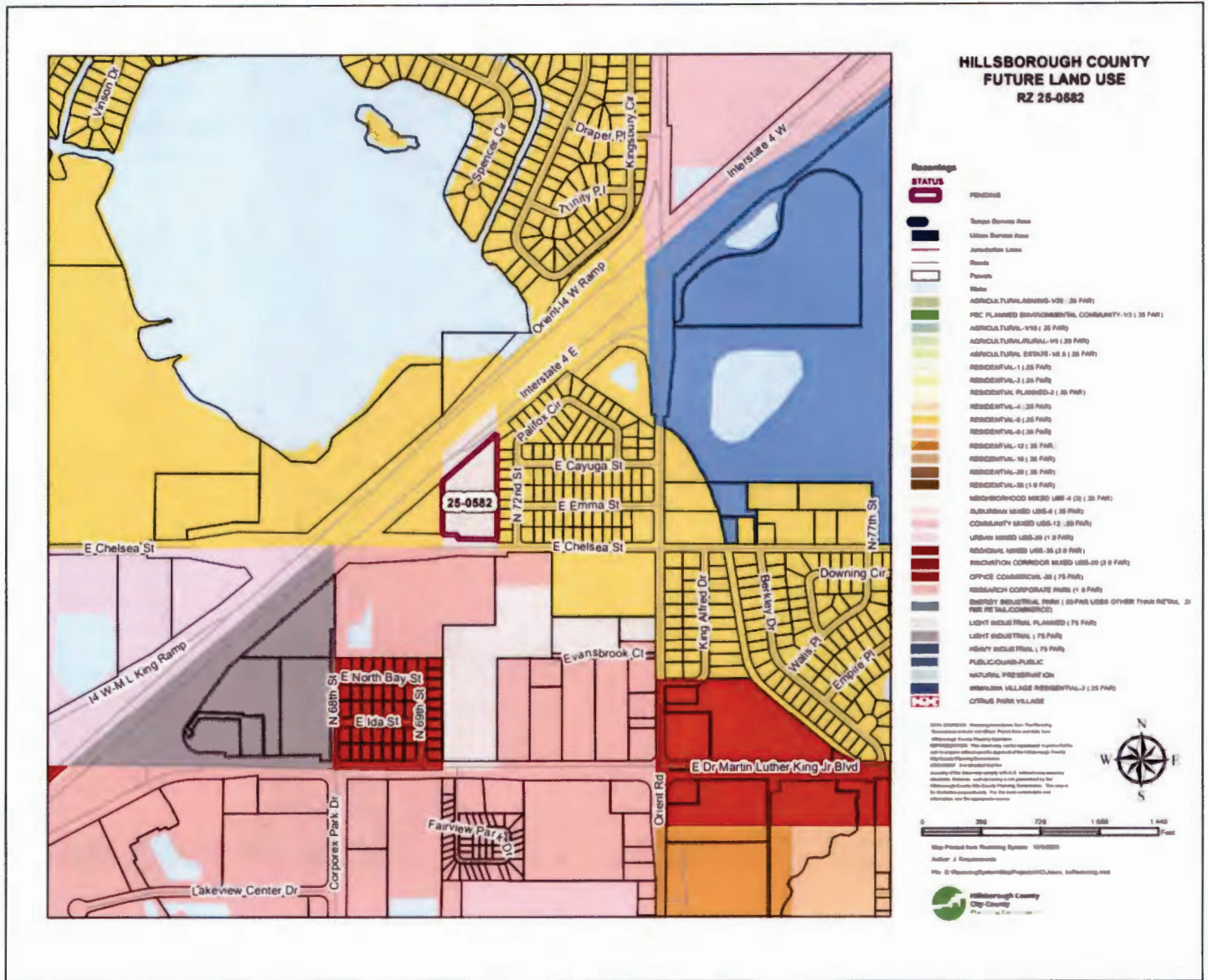


Context of Surrounding Area:

The site is located south of the I-4/I-4 to Orient Road off ramp, north of Chelsea Street, in the East Lake – Orient Park community. The area contains residential, commercial and manufacturing uses. Major thoroughfares include Orient Road to the east and E. Dr. Martin Luther King Jr. Boulevard to the south. Interstate 4 is located immediately north of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	LI-P
Maximum Density/F.A.R.:	0.75 FAR
Typical Uses:	Agricultural, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

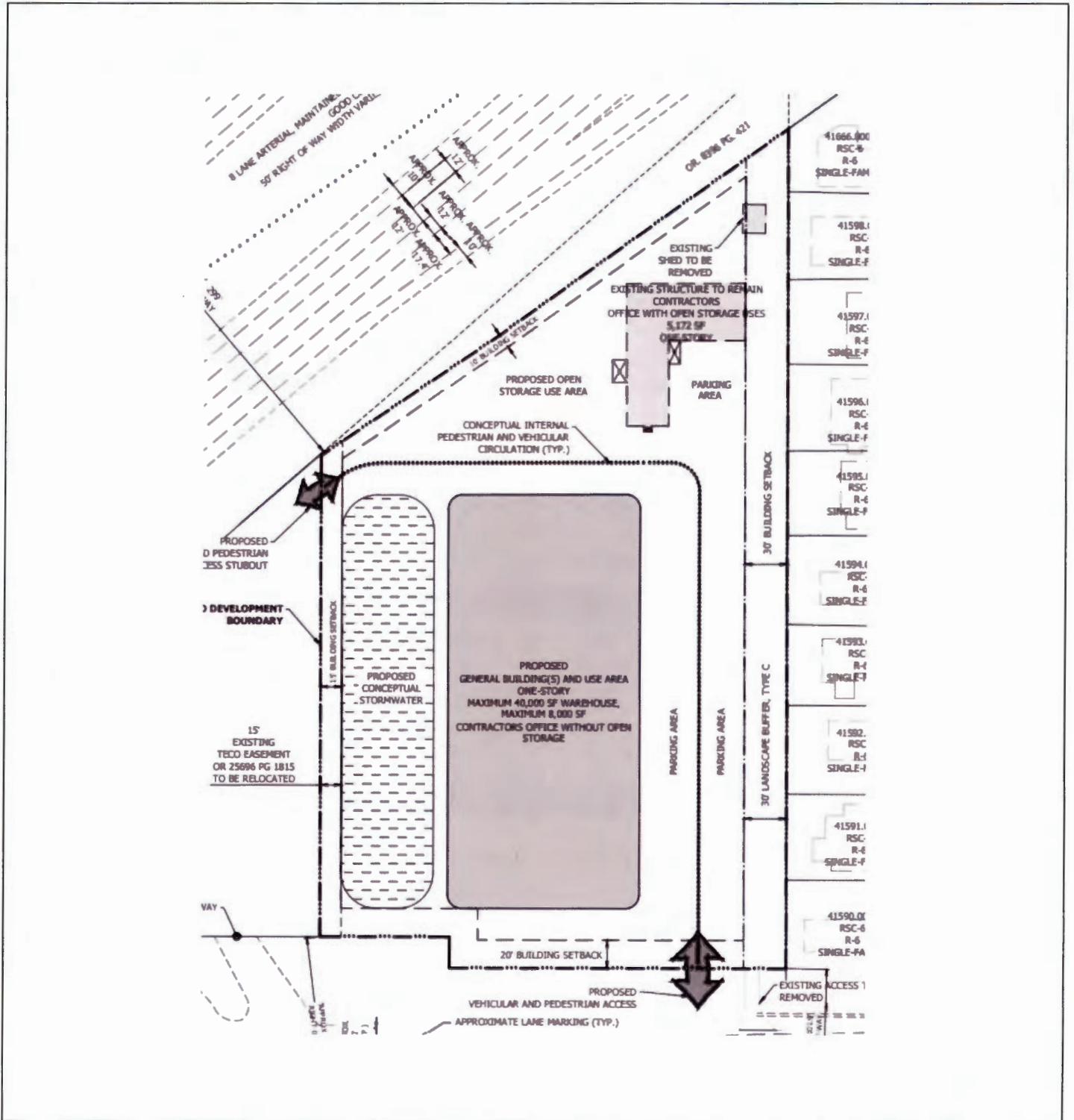


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD/ROW	N/A	N/A	Interstate-4
South	AI	1 unit per acre	Agricultural Industrial	DOT
West	CI	0.27 FAR	Intensive Commercial	Warehouse and Open Storage
East	RSC-6	6 units per acre	Single-Family Residential	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
E. Chelsea St.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Orient Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	604	34	43
Proposed	326	39	49
Difference (+/-)	(-) 278	(+) 5	(+) 6

*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		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC

Notes:

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
E. Chelsea St./ Substandard Road	Design Exception Requested	Approvable
E. Chelsea St./ Access Spacing	Administrative Variance Requested	Approvable
	Choose an item	Choose an item
	Choose an item	Choose an item

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY							
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments			
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Roadway <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other Airport Height Zone and Noncompatible School Use Area							
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments			
Transportation <input checked="" 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				
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
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 type="checkbox"/> Yes <input type="checkbox"/> No				
Impact/Mobility Fees <table border="0" style="width:100%"> <tr> <td style="width:33%">Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34</td> <td style="width:33%">Contractor's Office (Per 1,000 s.f.) Mobility: \$8,586 Fire: \$57</td> <td style="width:33%">Mini-Warehouse/Open Storage (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$32</td> </tr> </table>					Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34	Contractor's Office (Per 1,000 s.f.) Mobility: \$8,586 Fire: \$57	Mini-Warehouse/Open Storage (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$32
Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34	Contractor's Office (Per 1,000 s.f.) Mobility: \$8,586 Fire: \$57	Mini-Warehouse/Open Storage (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$32					
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments			
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located immediately south of I-4 within an area developed with residential, commercial and manufacturing uses. Property adjacent to the west is zoned CI and developed with warehouse and open storage uses. Property to the south is undeveloped and owned by the Department of Transportation. Chelsea Street is a dead end to the west of the subject parcel.

Development standards are comparable to the CI zoning district; however, height is limited to 35 feet/2-stories. Property to the east is zoned RSC-6 and developed with single-family homes. The existing structure at 1-story in height will remain and be the closest building to the residential. Proposed uses are centrally located on the site and will maintain a height of 35 feet/2-stories, complying with the 2:1 setback and provide a 30-foot buffer/Type C screening. The proposed eastern buffering and screening exceeds what is required for the proposed uses by increasing the buffer width from 20-feet to 30-feet and screening which will require a masonry wall without the option for other screening types (wood fence, PVC fence) and tree plantings.

Staff finds the proposal to be compatible with the surrounding development.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted December 15, 2025.

1. The project shall be limited to the following uses: Contractor’s Office with Open Storage (5,172 sq); Contractor’s Office without Open Storage (8,000 sf); and Warehouse (40,000 sf). Uses shall be developed where depicted on the site plan.
2. Open Storage accessory to the Contractor’s Office shall be permitted only west of the existing structure/contractor’s office, as delineated on the site plan.
3. Maximum building height shall be 35 feet/2-stories unless otherwise stated. The existing structure to be used for the Contractor’s Office with Open Storage shall be limited to 35 feet/1-story. With the exception of the existing structure, buildings shall maintain a setback of 2 feet for every 1 foot over 20 feet in height, in addition to any required buffer, from the eastern property boundary.
4. A 30-foot wide buffer with Type C screening shall be provided along the eastern PD boundary, as delineated on the site plan.
5. 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.
6. 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 p
7. The developer shall be permitted up to 5,172 g.s.f. of Contractors Office with Open Storage, 40,000 g.s.f. of Warehouse, and Contractors Office without Open Storage Uses (Contractors Office shall be limited to a maximum of 8,000 g.s.f.).
 - 7.1. ~~Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 404 gross average daily trips, 60 gross a.m. peak hour trips, and 74 gross p.m. peak hour trips. Additionally:~~
 - 7.1. Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 326 gross average daily trips, 39 gross a.m. peak hour trips, and 49 gross p.m. peak hour trips. Additionally:
 - 7.1.1. Concurrently with each increment of development within the PD, the developer shall provide a list of existing and previously approved uses within those portions of the PD. The list shall contain data including gross floor area, number of students/rooms/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 trip generation impacts for each increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- 7.2. For purposes of calculating land uses and trip impacts, only open storage associated with contractors' offices or mini-warehouse facilities shall be considered accessory open storage and are not assumed to generate independent trip impacts. Additionally:
 - 7.2.1. Such exempt open storage shall be equal to or less than 20% of the gross floor area of the primary contractors office or mini-warehouse facility use; and,
 - 7.2.2. When both contractors office uses and warehouse uses exist or are constructed within the same PD, warehouse uses shall not be permitted to utilize open storage within the PD, nor shall contractors offices be permitted to utilize warehousing within the PD (unless those warehouses are accounted for as contractors offices for purposes of this trip cap).
8. The project shall be served by and limited to one (1) vehicular access connection to E. Chelsea St. All other existing connections shall be closed, with ditches and sod restored. Additionally, prior to or concurrent with the initial increment of development, the developer shall construct a vehicular and pedestrian cross access stubout along the project's western boundary, as shown on the PD site plan.
9. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
10. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
11. If PD 25-0582 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025) which was approvable by the County Engineer (on February 13, 2026) from the Sec. 6.04.07 LDC requirements governing access spacing for the project's E. Chelsea St. access. Specifically, approval of this variance will grant a variance of 80 ft. from the 245-foot minimum connection spacing, resulting in an access spacing of +/- 165 ft.
13. If PD 25-0582 is approved, the County Engineer will approve a Design Exception (dated February 13, 2026) which was found approvable by the County Engineer (on February 13, 2025) for the E. Chelsea St. substandard roadway improvements. If approved, the developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC.
14. 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.

15. 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.

Zoning Administrator Sign Off:



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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Property Violation History

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

*past 12 months from intake date

APPLICATION NUMBER: PD 25-0582

ZHM HEARING DATE: February 23, 2026

BOCC LUM MEETING DATE: April 7, 2026

Case Reviewer: Michelle Heinrich, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/08/2025

Revised: 2/13/2026

Revised: 2/16/2026

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/ Central

PETITION NO: RZ 25-0582

- This agency has no comments.

- This agency has no objection.

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

- This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

Note: Given that this is a PD being zoned to a new PD, the existing zoning conditions (which were minor in scope and dealing with land use and regulatory issues not directly of a transportation related nature) are not shown as being amended below.

1. The developer shall be permitted up to 5,172 g.s.f. of Contractors Office with Open Storage and 40,000 g.s.f. of Warehouse, and 8,000 g.s.f. of Contractors Office without Open Storage Uses.
 - 1.1. Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 326 gross average daily trips, 39 gross a.m. peak hour trips, and 49 gross p.m. peak hour trips. Additionally:
 - 1.1.1. Concurrently with each increment of development within the PD, the developer shall provide a list of existing and previously approved uses within those portions of the PD. The list shall contain data including gross floor area, number of students/rooms/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 trip generation impacts for each increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
 - 1.2. For purposes of calculating land uses and trip impacts, only open storage associated with contractors' offices or mini-warehouse facilities shall be considered accessory open storage and are not assumed to generate independent trip impacts. Additionally:

- 1.2.1. Such exempt open storage shall be equal to or less than 20% of the gross floor area of the primary contractors office or mini-warehouse facility use; and,
 - 1.2.2. When both contractors office uses and warehouse uses exist or are constructed within the same PD, warehouse uses shall not be permitted to utilize open storage within the PD, nor shall contractors offices be permitted to utilize warehousing within the PD (unless those warehouses are accounted for as contractors offices for purposes of this trip cap).
2. The project shall be served by and limited to one (1) vehicular access connection to E. Chelsea St. All other existing connections shall be closed, with ditches and sod restored. Additionally, prior to or concurrent with the initial increment of development, the developer shall construct a vehicular and pedestrian cross access stubout along the project's western boundary, as shown on the PD site plan.
3. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
4. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
5. If PD 25-0582 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025), and which was found approvable by the County Engineer (on February 13, 2025), from the Sec. 6.04.07 LDC requirements governing access spacing for the project's E. Chelsea St. access. Specifically, approval of this variance will grant a variance of +/- 80 ft. from the 245-foot minimum connection spacing, resulting in an access spacing of +/- 165 ft.
6. If PD 25-0582 is approved, the County Engineer will approve a Design Exception (dated February 13, 2026) which was found approvable by the County Engineer (on February 13, 2025) for the E. Chelsea St. substandard roadway improvements. If approved, the developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC.

PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

The applicant is requesting to rezone a +/- 3.54 acre parcel, from Planned Development (PD) to PD. It is unclear why the applicant is filing a new PD rather than a major or minor modification request.

Regardless, the existing PD, approved via 92-0096, is currently approved for the following uses:

1. Permitted uses shall be limited to the following:
 - a) A membership organization facility located on the parcel with the folio no. 41138.0000, and any accessory uses and structures which are customarily accessory and clearly incidental to a membership organization facility, subject to the Zoning code, as amended.
 - b) The RMC-12 zoning district, subject to the Zoning code, as amended.

The applicant is proposing to modify the existing PD to replace the current approvals with entitlements which would permit up to 5,172 g.s.f. of Contractors Office with Open Storage and 40,000 g.s.f. of Warehouse, and 8,000 g.s.f. of Contractor's Office without Open Storage Uses.

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. The analysis provided trip data for the revised development proposal, which now indicates that no turn lanes are required at the intersection of Orient Rd. and Chelsea St., pursuant to Sec. 6.04.04.D, given the lower trip impacts associated with this revised proposal.

Staff has proposed a trip cap condition, based on the applicant’s analysis, due to the mixture of land uses proposed. Specifically, the applicant is seeking warehouse, open storage uses and contractor’s office uses. Staff notes that contractor’s office uses generate more trip impacts than typical office or warehouse uses. As such, and in order to fairly account for the impacts to area roadways, it is important that contractor’s offices (which traditionally have appurtenant storage under the same roof as – or in close proximity to – the dispatch office, and which are visited more frequently than other warehousing according to ITE data) be accurately designated and analyzed. As such, staff has proposed a condition addressing how impacts for such uses should be addressed.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Staff notes that ITE does not contain trip data for the membership use, and so the below comparison was based on a residential option under the RMC-12 district (despite the fact that such use would not appear to be permissible under the existing LI-P (Light Industrial Planned) Future Land Use (FLU) designation. Transportation Review Section staff has no data as to when or how the FLU district was implemented, whether it predates the existing PD zoning, and if so, how a PD zoning was approved with residential uses which would appear to not be permitted by the FLU district. Data shown below is based on the 12th Edition of the Institute of Transportation Engineer’s Trip Generation Manual.

Existing Zoning (Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 92-0096, 42 single-family dwelling units (ITE LUC 210)	604	34	43

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Uses per Trip Cap	326	39	49

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(-) 278	(+) 5	(+) 6

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

E. Chelsea St. is a publicly maintained, 2-lane, undivided, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. The roadway lies within a +/- 50-foot-wide right-of-way. There are no bicycle facilities along the roadway in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along a small portion of the north and south sides of the roadway in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The project is proposing one (1) vehicular access connection to E. Chelsea St. As further discussed above, because all project traffic comes to/from the site through the Orient Rd. and E. Chelsea St. intersection, the intersection is considered a site access intersection for the purposes of determining whether turn lanes are required. As described above, turn lanes were not found to be warranted based on the applicant's revised development program. Likewise, no other auxiliary (turn) lanes were found to be warranted at the project's access, pursuant to Sec. 6.04.04.D. of the LDC.

ADMINISTRATIVE VARIANCE –ACCESS SPACING -- E. CHELSEA ST.

The applicant's Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance (dated December 10, 2025) from the Sec. 6.04.07 LDC requirement, governing the project's E. Chelsea St. access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 6 roadway with a posted speed of 45 miles per hour or less. This segment of E. Chelsea St. has a posted speed of 25 mph in the vicinity of the proposed project. The applicant is seeking a variance of +/- 80 feet from the closest driveway to the east on the same side of the roadway, such that the developer will be permitted to construct the project access in a location +/- 165 feet from that driveway. The request was found approvable by the County Engineer (on February 13, 2026).

If PD 25-0582 is approved by the Hillsborough County BOCC, the County Engineer will approve the Administrative Variance.

DESIGN EXCEPTION REQUEST –SUBSTANDARD RD. – E. CHELSEA ST.

As E. Chelsea St. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (February 13, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on February 13, 2026). The developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Chelsea St. between the eastern project boundary and the existing sidewalk terminus located approximately 820 east of the site. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC. The Design authorized deviations from the type TS-7 (Typical Section – 7, for 2-lane Rural Local and Collector Roadways) of the TTM. Specifically:

1. The developer shall be permitted to maintain the 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes required by TS-7;
2. The developer shall be permitted to leave the existing unpaved shoulders in their current condition, rather than the 8-foot-wide stabilized shoulders, of which 5-feet is paved (and which provides for on-street bicycle facilities) required per TS-7;
3. The existing right-of-way is being permitted to remain in its existing state, in lieu of the 96 feet of right-of-way required per TS-7.

If PD 25-0582 is approved, the County Engineer will approve the Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for E. Chelsea St. is not available, since the facility was not included in the LOS report. Information for the next closest segment is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Orient Rd.	E. MLK Jr. Blvd.	I-4	D	D

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Friday, February 13, 2026 5:16 PM
To: Michael Raysor
Cc: Colin Rice; Anthony Jaramillo; Heinrich, Michelle; Ratliff, James; Drapach, Alan; De Leon, Eleonor; Tirado, Sheida; PW-CEIntake
Subject: FW: RZ-PD 25-0582 - Administrative Variance & Design Exception Review
Attachments: 25-0582 AVAdd 12-15-25.pdf; 25-0582 DEAdd 02-13-26.pdf

Mike,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-0582 APPROVABLE.

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

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

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

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

Mike

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

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

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Friday, February 13, 2026 4:41 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ-PD 25-0582 - Administrative Variance & Design Exception Review

Hello Mike,

The attached AV and DE are **Approvable** to me. Please include the following people in your response:

mdr@raysor-transportation.com
crice@olderlundylaw.com
anthonyj@protekps.com
heinrichm@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

Hillsborough County Florida

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



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Connection Spacing <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Protek PD Rezoning
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	041138-0000
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>	
Name of Person Submitting Request	Michael D. Raysor, P.E.
<p>Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</p>	
Current Property Zoning Designation	Planned Development (PD 92-0096)
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PD 25-0582
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



December 10, 2025 (REVISION #1)

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

**SUBJECT: PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000**

Dear Mr. Williams,

This letter documents a request for a Section 6.04.02.B Administrative Variance to Hillsborough County Land Development Code (LDC) §6.04.07 (Minimum Spacing) for Chelsea Street in association with PD 25-0582 (Protek PD Rezoning).

The subject project site is located at 6920 East Chelsea Street (north of Chelsea Street and east of Interstate 4), in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject ±3.74 acre project site is currently zoned Planned Development (PD 92-0096). A Planned Development (PD) rezoning is proposed which would allow for the following entitlements:

- Warehouse: 40,000 square feet
- Specialty Trade Contractor: 5,172 square feet <<< EXISTING DEVELOPMENT
- Specialty Trade Contractor: 8,000 square feet

Access to the project site is planned to be provided via Chelsea Street with one (1) full access driveway connection; as shown in **ATTACHMENT B**. A driveway connection to Chelsea Street currently exists for the subject project, which will be removed and relocated approximately 40 feet westerly upon site development.

The purpose of this variance is to ensure that the subject project is provided with reasonable access.

The adjacent segment of Chelsea Street is functionally classified as a County collector roadway, with a 25 mph posted speed limit, a C3R context classification, and an estimated post-development daily traffic volume of approximately 910 vpd to the east, near Orient Road. Significantly lower traffic volumes will be present to the west (adjacent to the project site), due to a “dead end” condition, with Chelsea Street terminating east of Interstate 4. Along the project site frontage, the eastbound/westbound background peak hour volumes are identified as 4 vph (AM peak hour) and 2 vph (PM peak hour); where using FDOT’s standard K-factor, the resulting AADT is estimated at less than 50 vpd.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
DECEMBER 10, 2025
PAGE 2 OF 3

In consideration that Chelsea Street is a collector roadway, the applicable minimum connection spacing criteria is identified as 245 feet pursuant to LDC §6.04.07 for an Access Class 6 facility (for posted speeds ≤ 45 mph). Within 245 feet from the location of the planned (relocated) site access driveway connection to Chelsea Street there is one existing connection. The referenced existing connection (N 72nd Street) is located ±165 feet east of the planned project site driveway, on the north side of Chelsea Street; as shown in **ATTACHMENT C**.

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (12TH EDITION), as documented in **ATTACHMENT D**. The trip generation estimate identified 326 daily trips, with 39 trips during the AM peak hour, and 49 trips during the PM peak hour.

This request has been prepared in accordance with LDC §6.04.02.B., to address the following: (a) there is an unreasonable burden on the applicant, (b) the exception would not be detrimental to the public health, safety, and welfare, and (c) without the exception, reasonable access cannot be provided; as discussed herein.

THERE IS AN UNREASONABLE BURDEN ON THE APPLICANT The project site has approximately 330 feet of frontage along Chelsea Street, therefore, a conforming site access driveway connection to Chelsea Street cannot be accommodated, as the distance between the next westerly connection (Florida Chemical Supply Driveway) and the next easterly connection (N 72nd Street) is only ±440 feet. Shifting the site access driveway connection to the west to increase the spacing from N 72nd Street would result in non-conforming connection spacing to the west, and would conflict with the planned building envelope and stormwater pond for the site. Therefore, approval of this Administrative Variance is necessary such that an unreasonable burden is not unduly imparted upon the applicant.

THE ADMINISTRATIVE VARIANCE WOULD NOT BE DETRIMENTAL TO THE PUBLIC HEALTH, SAFETY, AND WELFARE The rationale for establishing minimum connection spacing is to minimize and frequency and severity of traffic conflicts, in consideration of traffic interference (i.e., frequent interruption of traffic flows), traffic conflicts, and sight distance/visibility. Given the low speed (25 mph) and low volume (AADT of 50 vph) characteristics of Chelsea Street along the project site frontage, the provided connection spacing is not anticipated to compromise traffic safety. In addition, the existing project site driveway connection to Chelsea Street is planned for removal upon construction of the new project site driveway, which will increase the spacing between the project site driveway and N 72nd Street by approximately 40 feet. Therefore, approval of this Administrative Variance would not adversely affect public health, safety, or welfare.

WITHOUT THE ADMINISTRATIVE VARIANCE, REASONABLE ACCESS CANNOT BE PROVIDED The subject planned site access driveway connection to Chelsea Street cannot be located in conformance with the applicable connection spacing requirements, and the project site does not have frontage along any other roadways. Therefore, the subject driveway connection to Chelsea Street is necessary to provide reasonable access to the external roadway network. Therefore, approval of this Administrative Variance is necessary to provide reasonable access for the subject project.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
DECEMBER 10, 2025
PAGE 3 OF 3

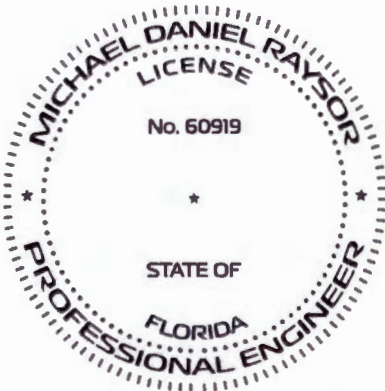
The foregoing documents a request for an Administrative Variance to Hillsborough County Land Development Code (LDC) §6.04.07 (Minimum Spacing) for Chelsea Street in association with PD 25-0582 (Protek PD Rezoning), to allow for a project site driveway connection to Chelsea Street with a connection spacing that is less than the applicable minimum LDC requirement (i.e., ±165' vs. 245'), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.

President



THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

Michael Raysor Digitally signed by Michael Raysor
Date: 2025.12.10 11:45:59 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT
CONSIDERED SIGNED AND SEALED AND THE
SIGNATURE MUST BE VERIFIED ON ANY
ELECTRONIC COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC
19046 BRUCE B. DOWNS BOULEVARD, #308
TAMPA, FL 33647
ENB NO. 27789
MICHAEL D. RAYSOR, P.E. NO. 60919

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY:

APPROVED

APPROVED WITH CONDITIONS

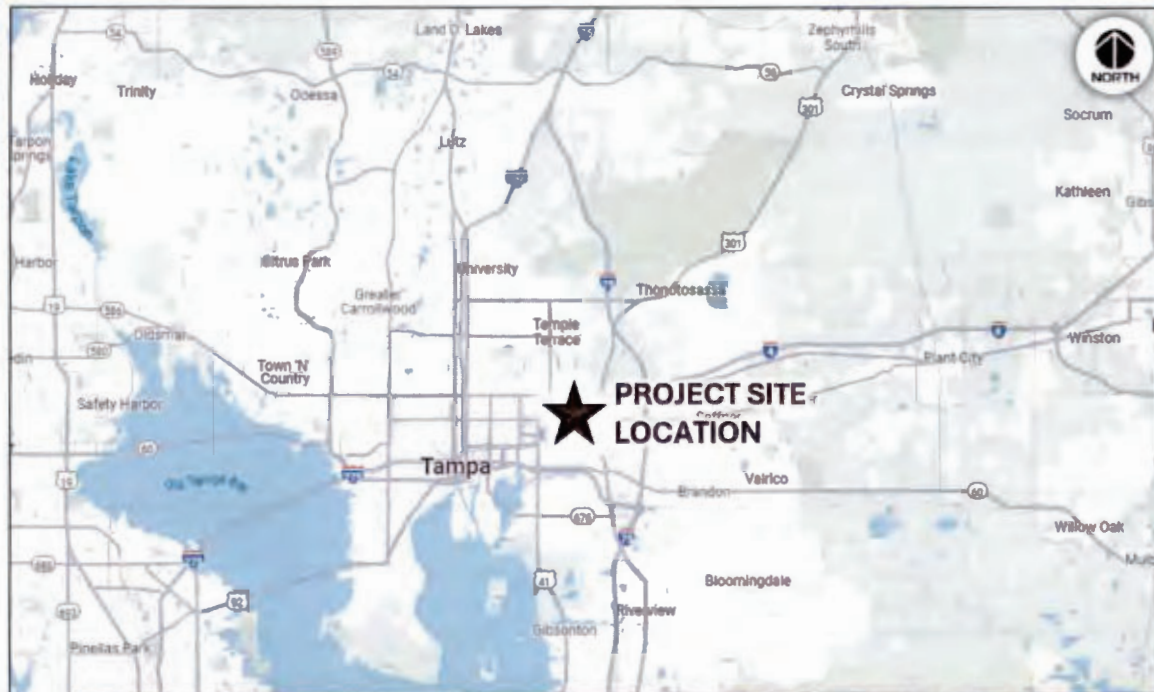
DENIED

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER DATE
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

ATTACHMENT A



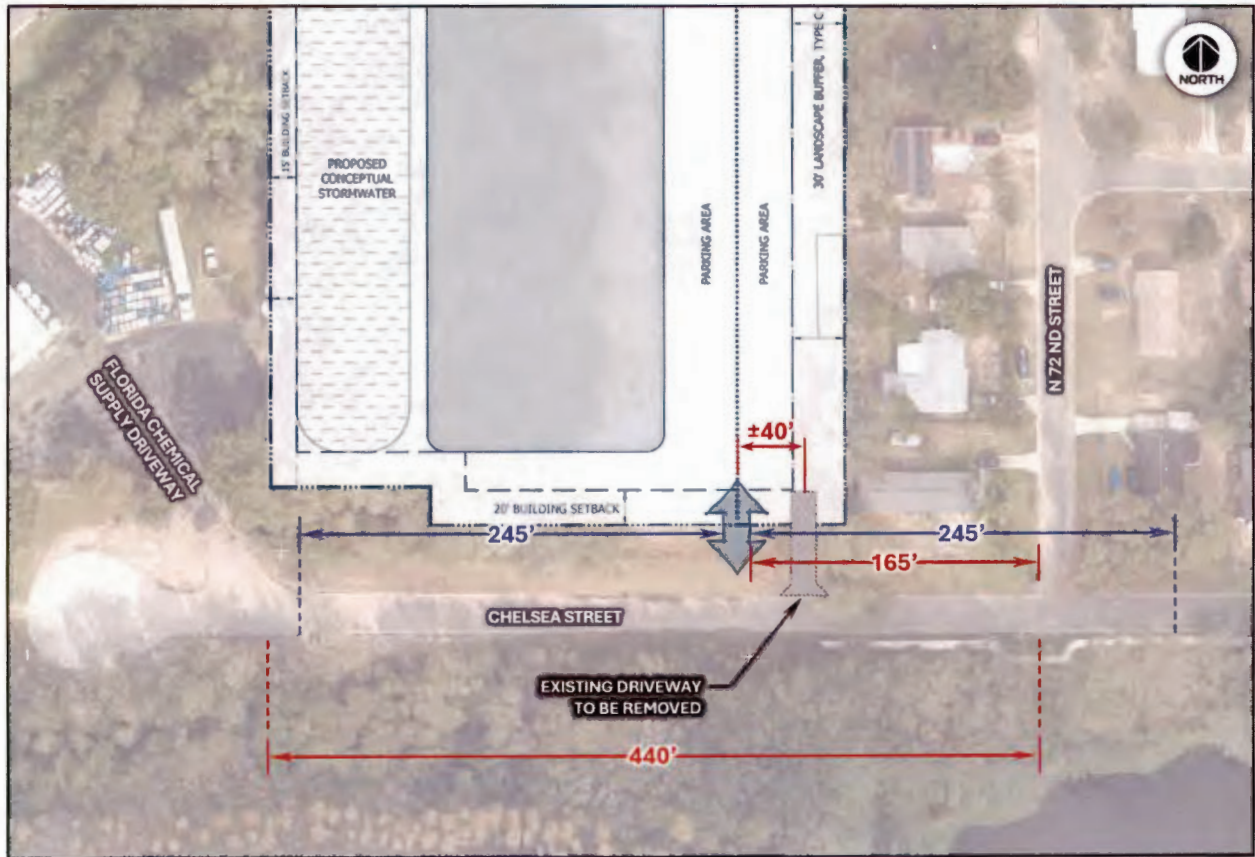
PROTEK PD REZONING (PD 25-0582)
Project Site Location Map



ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)
Connection Spacing Exhibit



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)
Project Site Trip Generation

General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	40,000 sf	1.38	55	T=0.10(X) +13.43	17	13	4	T=0.10(X) +13.62	24	7	17
	154	High Cube Warehouse	40,000 sf	1.40	57	0.08	3	2	1	0.10	4	1	3
	155	High Cube Fulfillment Center Warehouse	40,000 sf	1.77	71	0.12	5	4	1	0.14	6	2	4
	156	High Cube Parcel Hub Warehouse	40,000 sf	4.85	194	0.38	15	9	6	0.36	14	7	7
	157	High Cube Cold Storage Warehouse	40,000 sf	2.23	89	0.11	4	3	1	0.11	4	2	2
	Worst-Case				--	194	--	17	13	4	--	24	7
Contractors Office (Existing)	180	Specialty Trade Contractor	5,172 sf	9.82	52	1.66	9	7	2	1.93	10	3	7
Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	326	--	39	30	9	--	49	15	34
Total ITE Trips (Excluding Existing Contractor Office)				--	274	--	30	23	7	--	39	12	27
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	33	25	8	--	42	15	27



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Road - Chelsea Street <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Protek PD Rezoning
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	041138-0000 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>	
Name of Person Submitting Request	Michael D. Raysor, P.E.
<p>Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</p>	
Current Property Zoning Designation	Planned Development (PD 92-0096)
<p>Important: For Example, type "Residential Multi-Family Conventional - 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PD 25-0582
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	

February 13, 2026 (REVISION #3)

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

SUBJECT: PROTEK PD REZONING (PD 25-0582)
DESIGN EXCEPTION – CHELSEA STREET
FOLIO # 041138-0000

Dear Mr. Williams,

This letter documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 25-0582 (Protek PD Rezoning).

1.0 | INTRODUCTION

The subject project site is located at 6920 East Chelsea Street (north of Chelsea Street and east of Interstate 4), in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The subject ±3.74 acre project site is currently zoned Planned Development (PD 92-0096). A Planned Development (PD) rezoning is proposed which would allow for the following entitlements:

- Warehouse: 40,000 square feet
- Specialty Trade Contractor: 5,172 square feet <<< EXISTING DEVELOPMENT
- Specialty Trade Contractor: 8,000 square feet

Access to the project site is planned to be provided via Chelsea Street with one (1) full access driveway connection; as shown in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L (Existing Facilities), the following is applicable to Chelsea Street:

Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.

The adjacent segment of Chelsea Street is functionally classified as a County collector roadway, with a 25 mph posted speed limit, a C3R context classification, and an estimated post-development daily traffic volume of approximately 1,200 vpd. A Design Exception is requested for relief from the above-referenced requirement to improve Chelsea Street to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of approval; where in lieu of meeting the requirements of the TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided collector roadway (TS-7) is provided as **ATTACHMENT C**.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
 PROTEK PD REZONING (PD 25-0582)
 DESIGN EXCEPTION – CHELSEA STREET
 FOLIO # 041138-0000
 FEBRUARY 13, 2026 (REVISION #3)
 PAGE 2 OF 3

2.0 | ROADWAY CHARACTERISTICS

The characteristics of the adjacent segment of Chelsea Street are summarized below. Photographs showing Chelsea Street in the vicinity of the subject project site are provided in [ATTACHMENT D](#).

RIGHT-OF-WAY WIDTH: The adjacent segment of Chelsea Street has an existing typical right-of-way width of ± 60 feet, which widens to ± 100 feet near the project site, and further widening to ± 200 feet near Interstate 4. The foregoing indicates that Chelsea Street does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet.

LANE WIDTH: The adjacent segment of Chelsea Street has a typical lane width of 11 feet. The foregoing indicates that Chelsea Street does not meet the standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet. The AASHTO Green Book (A Policy on Geometric Design of Highways & Streets, 7th edition, 2018) supports a 10 foot lane width for collector roads for AADT traffic volumes between 400 to 2,000 vpd (refer to AASHTO Green Book Table 6-5) at the applicable design speed for Chelsea Street of 25 mph (refer to [ATTACHMENT E](#) for supporting information from the AASHTO Green Book). Although the existing 11-foot lane width deviates from the TS-7 standard lane width, which may provide a marginally safer condition, it exceeds AASHTO standards and thus would not result in adverse safety or operational conditions.

SHOULDERS: The adjacent segment of Chelsea Street does not have paved shoulders. The foregoing indicates that Chelsea Street does not meet the standard shoulder condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved. It is noted that the existing typical shoulder condition for Chelsea Street is ± 8 -foot unpaved; however, pursuant to the AASHTO Green Book (A Policy on Geometric Design of Highways & Streets, 7th edition, 2018), the minimum shoulder width design criteria is 4 feet (for AADT traffic volumes between 400 to 2,000 vpd), without a requirement or recommendation for a portion of the shoulder to be paved (refer to [ATTACHMENT F](#) for supporting information from the AASHTO Green Book). Therefore, the existing shoulder conditions along Chelsea Street exceed AASHTO design guidelines.

SIDEWALK: The adjacent segment of Chelsea Street does not have continuous sidewalks on both sides of the road. The foregoing indicates that Chelsea Street does not meet the standard sidewalk condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard sidewalk condition is identified as continuous sidewalks on both sides of the road.

Two segments of sidewalk currently exist along the adjacent segment of Chelsea Street, as follows: (a) a ± 350 foot segment of sidewalk currently exists along the south side of Chelsea Street along the frontage of Folio #041100-0000, and (b) a ± 150 foot segment of sidewalk currently exists along the north side of Chelsea Street along the frontage of Folio # 041132-0000.

3.0 | PROJECT GENERATED TRAFFIC VOLUMES

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (12TH EDITION), as documented in [ATTACHMENT G](#). The trip generation estimate identified 326 daily trips, with 39 trips during the AM peak hour, and 49 trips during the PM peak hour.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
DESIGN EXCEPTION – CHELSEA STREET
FOLIO # 041138-0000
FEBRUARY 13, 2026 (REVISION #3)
PAGE 3 OF 3

4.0 | ALTERNATIVE IMPROVEMENTS

As discussed in Section 2.0 herein, Chelsea Street was found to be substandard in regard to sidewalk coverage. To address the subject project’s impact to substandard sidewalk conditions, the applicant proposes to extend the LDC required sidewalk along the project site frontage approximately 820’ to the east resulting in a continuous sidewalk along Chelsea Street from the western project site frontage to Orient Road. This improvement would provide a pedestrian safety & mobility benefit. Refer to **ATTACHMENT H** for a conceptual graphic depicting the referenced sidewalk improvement.

5.0 | CONCLUSION

The foregoing documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2. to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with PD 25-0582 (Protek PD Rezoning), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.

President

MICHAEL DANIEL RAYSOR
LICENSE
No. 60919
*
STATE OF
FLORIDA
PROFESSIONAL ENGINEER

THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

**Michael
Raysor**

Digitally signed by
Michael Raysor
Date: 2026.02.13
12:49:25 -05'00'

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT
ARE NOT CONSIDERED SIGNED AND
SEALED AND THE SIGNATURE MUST
BE VERIFIED ON ANY ELECTRONIC
COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC
19046 BRUCE B. DOWNS BOULEVARD, #308
TAMPA, FL 33647
ENB NO. 27789
MICHAEL D. RAYSOR, P.E. NO. 60919

BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY:

- APPROVED
- APPROVED WITH CONDITIONS
- DENIED

MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

DATE

ATTACHMENT A



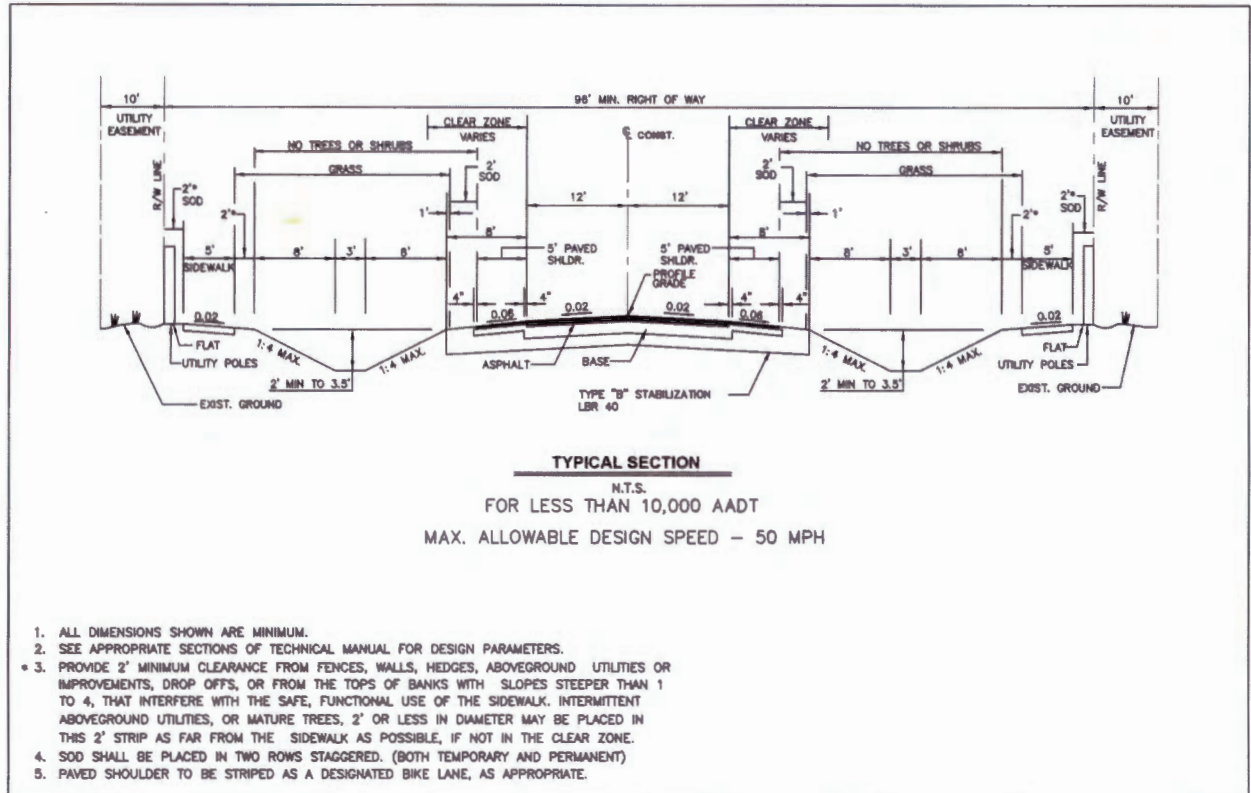
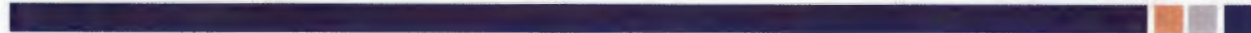
PROTEK PD REZONING (PD 25-0582)
Project Site Location Map



ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)
 Hillsborough County TS-7 Typical Section



TYPICAL SECTION
 N.T.S.
 FOR LESS THAN 10,000 AADT
 MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-7 SHEET NO. 1 OF 1
-------------------------	---------------------------------------	--	--	--------------------------------------

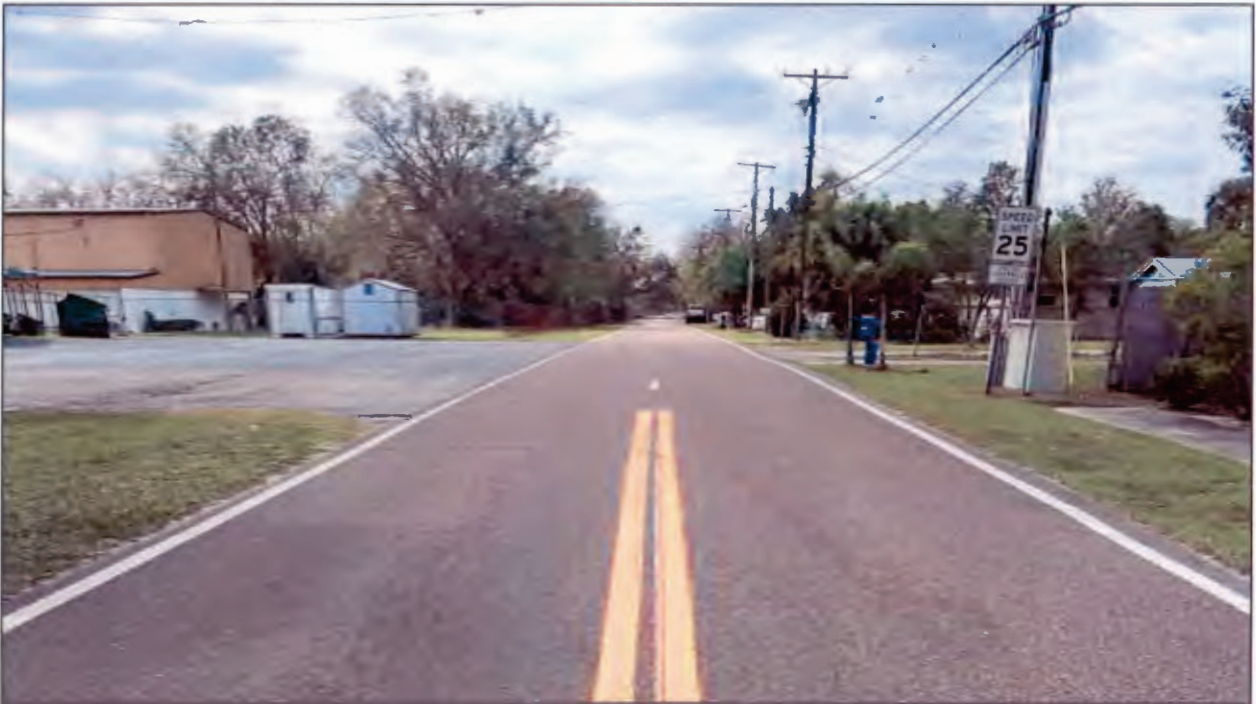
ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)
Chelsea Street Photograph (1 OF 3)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING EAST)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING WEST)

ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)
Chelsea Street Photograph (2 OF 3)



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)
Chelsea Street Photograph (3 OF 3)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING EAST)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING WEST)

ATTACHMENT E



PROTEK PD REZONING (PD 25-0582)
AASHTO Green Book Excerpt (Lane Width)

6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

For paved roadways, the minimum roadway width is the sum of the traveled way and shoulder widths shown in Table 6-5. Graded shoulder width is measured from the edge of the traveled way to the point of intersection of shoulder slope and foreslope. Where roadside barriers are included, a minimum offset of 4 ft [1.2 m] from the traveled way to the barrier should be provided, wherever practical. For further information, see Section 4.4, "Shoulders," Section 4.10.2, "Longitudinal Barriers," and Section 3.3.10, "Traveled-Way Widening on Horizontal Curves" for vehicle offtracking information.

Table 6-5. Minimum Width of Traveled Way and Shoulders

U.S. Customary				Metric				
Design Speed (mph)	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)			Design Speed (km/h)	Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)			
	under 400	400 to 2000	over 2000		Under 400	400 to 2000	over 2000	
20	20 ^a	20	22	30	6.0 ^a	6.0	6.6	
25	20 ^a	20	22	40	6.0 ^a	6.0	6.6	
30	20 ^a	20	22	50	6.0 ^a	6.0	6.6	
35	20 ^a	22	22	60	6.0 ^a	6.6	6.6	
40	20 ^a	22	22	70	6.0	6.6	6.6	
45	20	22	22	80	6.0	6.6	6.6	
50	20	22	22	90	6.6	6.6	6.6 ^b	
55	22	22	22 ^b	100	6.6	6.6	6.6 ^b	
60	22	22	22 ^b	All Speeds Width of Shoulder on Each Side of Road (m)				
65	22	22	22 ^b					
All Speeds	Width of Shoulder on Each Side of Road (ft)			0.6			1.5	2.4
	2	4	6					

^a An 18-ft [5.4-m] minimum width may be used for roadways with design volumes under 250 veh/day.

^b Consider using lane width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road.

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

The number of lanes should be sufficient to accommodate the design traffic volumes for the desired level of service. Normally, capacity conditions do not govern rural collector roads, and two lanes are appropriate. For further information, see Section 2.4, "Highway Capacity."

ATTACHMENT F



6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

For paved roadways, the minimum roadway width is the sum of the traveled way and shoulder widths shown in Table 6-5. Graded shoulder width is measured from the edge of the traveled way to the point of intersection of shoulder slope and foreslope. Where roadside barriers are included, a minimum offset of 4 ft [1.2 m] from the traveled way to the barrier should be provided, wherever practical. For further information, see Section 4.4, "Shoulders," Section 4.10.2, "Longitudinal Barriers," and Section 3.3.10, "Traveled-Way Widening on Horizontal Curves" for vehicle offtracking information.

Table 6-5. Minimum Width of Traveled Way and Shoulders

Design Speed (mph)	U.S. Customary			Design Speed (km/h)	Metric		
	Minimum Width of Traveled Way (ft) for Specified Design Volume (veh/day)				Minimum Width of Traveled Way (m) for Specified Design Volume (veh/day)		
	under 400	400 to 2000	over 2000		Under 400	400 to 2000	over 2000
20	20 ^a	20	22	30	6.0 ^a	6.0	6.6
25	20 ^a	20	22	40	6.0 ^a	6.0	6.6
30	20 ^a	20	22	50	6.0 ^a	6.0	6.6
35	20 ^a	22	22	60	6.0 ^a	6.6	6.6
40	20 ^a	22	22	70	6.0	6.6	6.6
45	20	22	22	80	6.0	6.6	6.6
50	20	22	22	90	6.6	6.6	6.6 ^b
55	22	22	22 ^b	100	6.6	6.6	6.6 ^b
60	22	22	22 ^b	All Speeds	Width of Shoulder on Each Side of Road (m)		
65	22	22	22 ^b		0.6	1.5	2.4
All Speeds	Width of Shoulder on Each Side of Road (ft)						
	2	4	6				

^a An 18-ft [5.4-m] minimum width may be used for roadways with design volumes under 250 veh/day.

^b Consider using lane width of 24 ft [7.2 m] where substantial truck volumes are present or agricultural equipment frequently uses the road.

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

The number of lanes should be sufficient to accommodate the design traffic volumes for the desired level of service. Normally, capacity conditions do not govern rural collector roads, and two lanes are appropriate. For further information, see Section 2.4, "Highway Capacity."

ATTACHMENT G



PROTEK PD REZONING (PD 25-0582)

Project Site Trip Generation

General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	40,000 sf	1.38	55	T=0.10(X) +13.43	17	13	4	T=0.11(X) +19.62	24	7	17
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	156	High Cube Parcel Hub Warehouse	40,000 sf	4.85	194	0.38	15	9	6	0.36	14	7	7
	157	High Cube Cold Storage Warehouse	40,000 sf	2.23	89	0.11	4	3	1	0.11	4	2	2
	Worst-Case				--	194	--	17	13	4	--	24	7
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Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	326	--	39	30	9	--	49	15	34
Total ITE Trips (Excluding Existing Contractor Office)				--	274	--	30	23	7	--	39	12	27
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	33	25	8	--	42	15	27

ATTACHMENT H



PROTEK PD REZONING (PD 25-0582)
Sidewalk Improvement Concept





**PARTY OF
RECORD**

NONE