

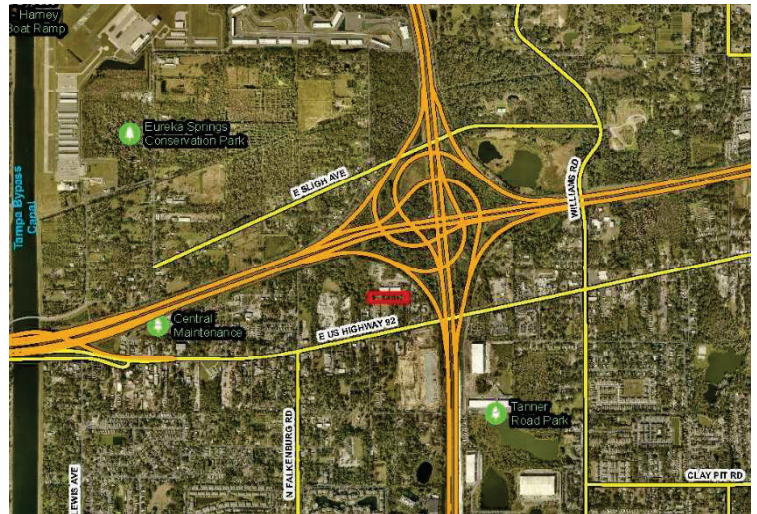
February 10, 2026



Development Services Department

1.0 APPLICATION SUMMARY

| | |
|----------------------|------------------------------|
| Applicant: | DNR Capital, LLC |
| FLU Category: | CMU-12 (Community Mixed Use) |
| Service Area: | Urban |
| Site Acreage: | 2.52 |
| Community Plan Area: | East Lake/Orient Park |
| Overlay: | None |



Introduction Summary

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

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

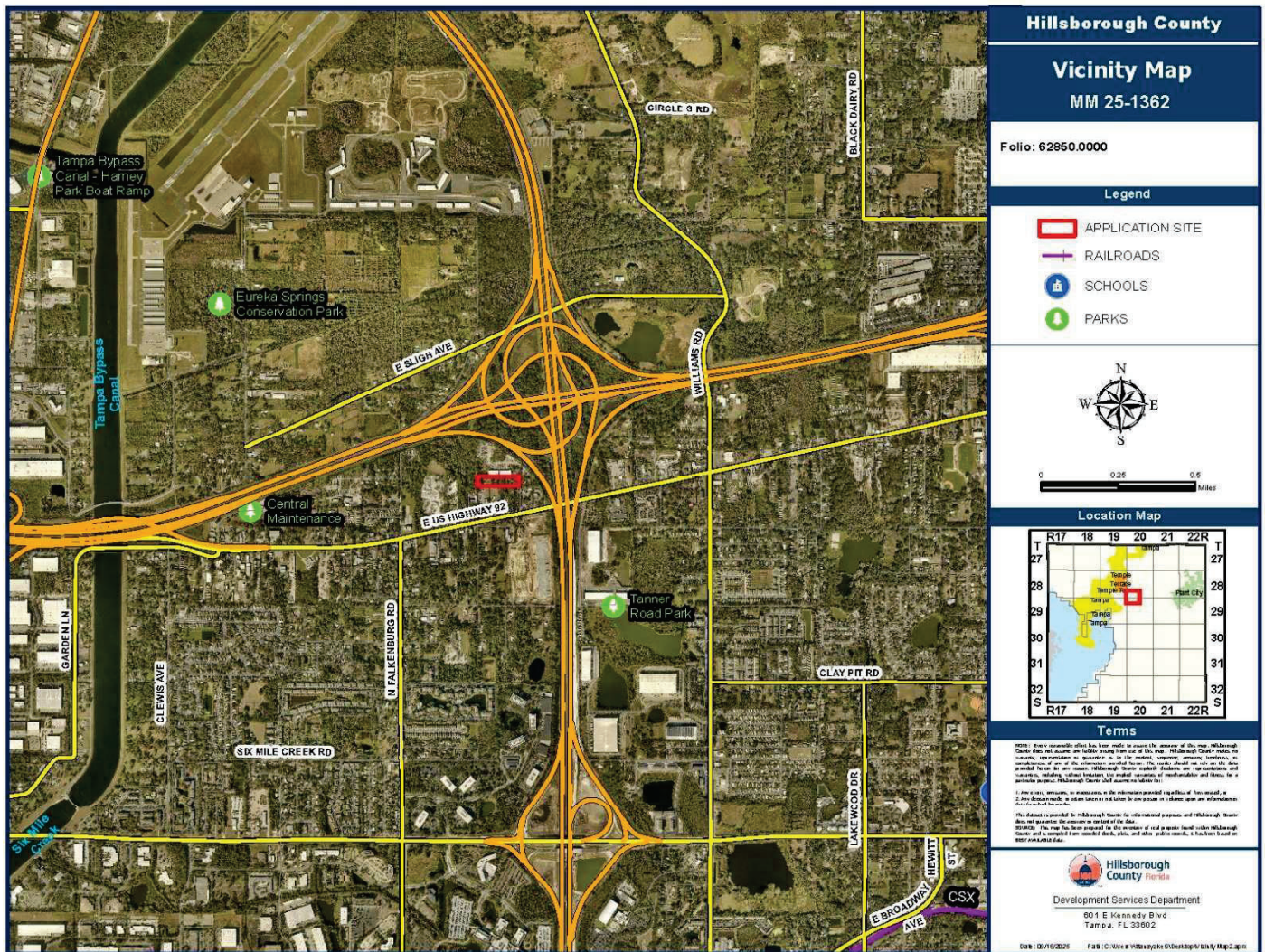
Additional Information

| | |
|--------------------------------------|------|
| PD Variations | None |
| Waivers to the Land Development Code | None |

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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

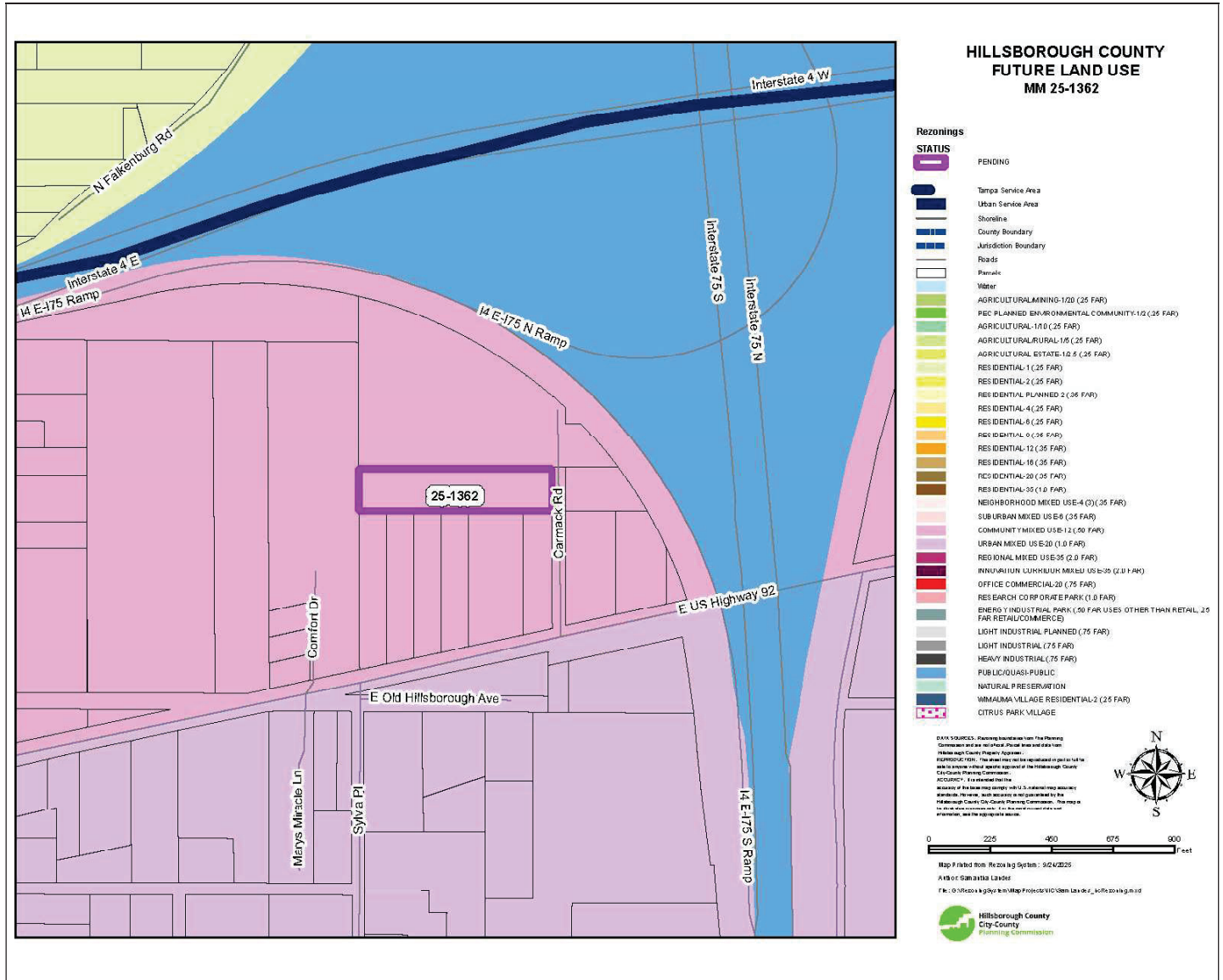


Context of Surrounding Area:

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

2.0 LAND USE MAP SET AND SUMMARY DATA

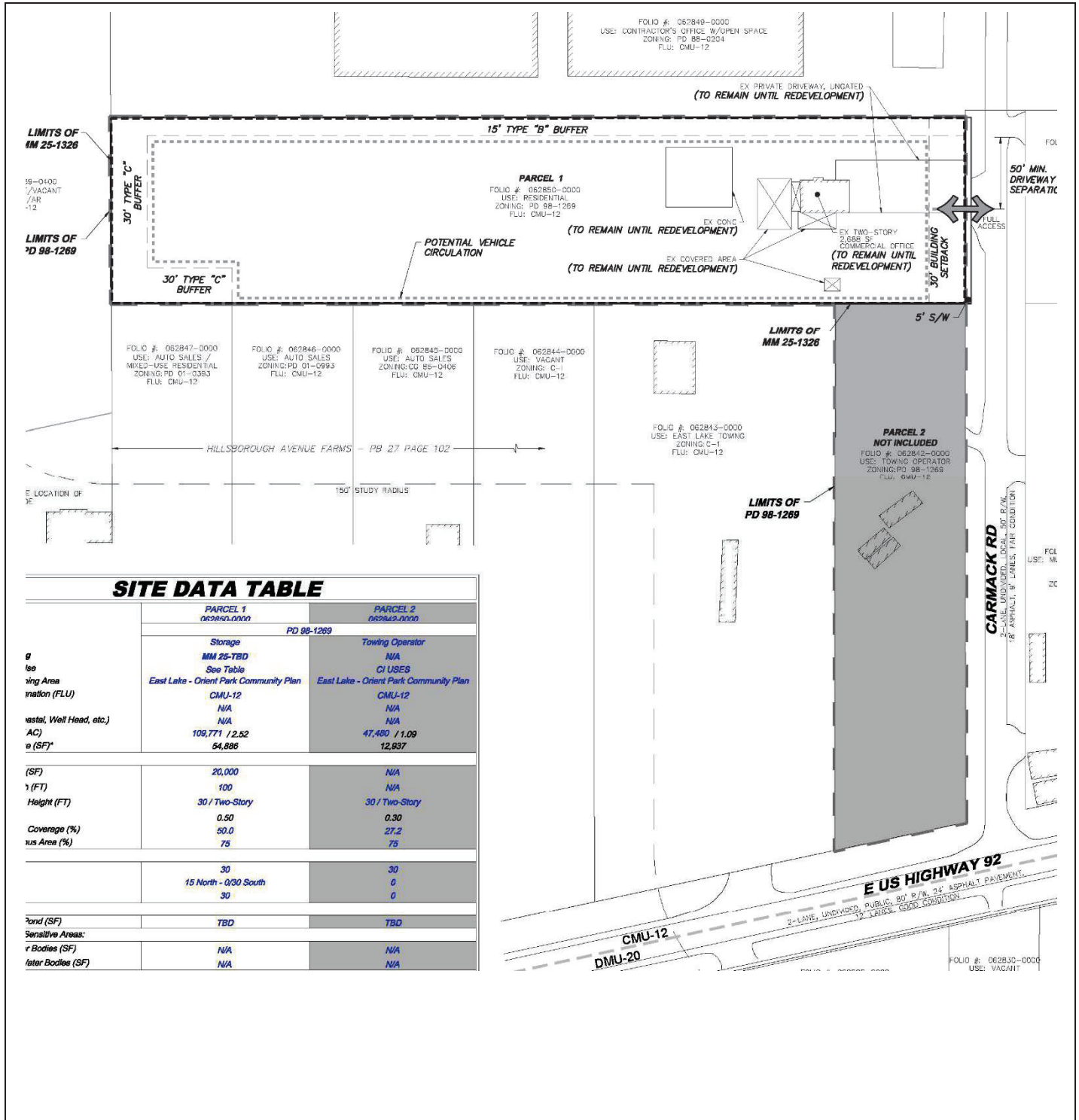
2.2 Future Land Use Map



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

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

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

Project Trip Generation ☐ Not applicable for this request

| | Average Annual Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
|------------------|----------------------------|----------------------|----------------------|
| Existing | 106 | 8 | 12 |
| Proposed | 80 | 5 | 8 |
| Difference (+/-) | -26 | -3 | -4 |

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

Connectivity and Cross Access ☐ Not applicable for this request

| Project Boundary | Primary Access | Additional Connectivity/Access | Cross Access | Finding |
|------------------|----------------|--------------------------------|-----------------|-----------------|
| North | | Choose an item. | Choose an item. | Choose an item. |
| South | | Choose an item. | Choose an item. | Choose an item. |
| East | X | Choose an item. | Choose an item. | Meets LDC |
| West | | Choose an item. | Choose an item. | Choose an item. |

Notes:

Design Exception/Administrative Variance ☒ Not applicable for this request

| Road Name/Nature of Request | Type | Finding |
|-----------------------------|-----------------|-----------------|
| | Choose an item. | Choose an item. |
| | Choose an item. | Choose an item. |
| | Choose an item. | Choose an item. |
| | Choose an item. | Choose an item. |

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

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

ZHM HEARING DATE: DECEMBER 15, 2025
BOCC LUM MEETING DATE: FEBRUARY 10, 2026

CASE REVIEWER: SAM BALL

| | | | | |
|--|---|--|---|---------------------------------|
| Single Tenant Office (Per 1,000 s.f.) Mobility: \$10,005 Fire: \$ 158 | General Office (Per 1,000 s.f.) Mobility: \$8,336 Fire: \$ 158 | | | |
| Comprehensive Plan: | Comments Received | Findings | Conditions Requested | Additional Information/Comments |
| Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A | <input type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent | <input type="checkbox"/> Yes <input type="checkbox"/> No | |

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

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

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS

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

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

1. Development shall be limited to the following:

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

- a. Notwithstanding the foregoing, no proposed development shall be permitted that results in more than 80 gross average daily trips, 5 gross a.m. peak hour trips, or 8 gross p.m. peak hour trips on Parcel 1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development(unless otherwise waived by County staff), and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
- b. As Carmack Road is a substandard local commercial roadway, the developer may be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards), if determined by the County Administrator that the use will generate predominantly large vehicle traffic (i.e. heavy trucks, semi-trailers, RVs, etc.) or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

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

2. The project shall be developed in accordance with CI zoning district height, bulk and placement standards,unless otherwise stated.
3. Buffering and screening shall be provided in accordance with Land Development Code for Parcel 2. Buffering and screening shall be provided as delineated on the general site plan for Parcel 1.
4. The general design, location and number of access points shall be regulated by the Hillsborough County Access Management regulations of the Land Development Code, except where otherwise shown on the PD site plan. The design and construction of curb cuts are subject to approval by ~~the Hillsborough County Planning and Growth Management Department~~ and/or the Florida Department of Transportation (FD01). Final design, if approved, may include left turn lanes, acceleration lane(s) and deceleration lane(s).
5. The applicant shall pave any portion of the access drive(s) which lie within the existing right-of-way.
6. The applicant shall provide internal access to any existing or future outparcels on the site, and shall show the ability

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

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

Zoning Administrator Sign Off:

J. Brian Grady

APPLICATION NUMBER: MM 25-1362

ZHM HEARING DATE: DECEMBER 15, 2025

BOCC LUM MEETING DATE: FEBRUARY 10, 2026

CASE REVIEWER: SAM BALL

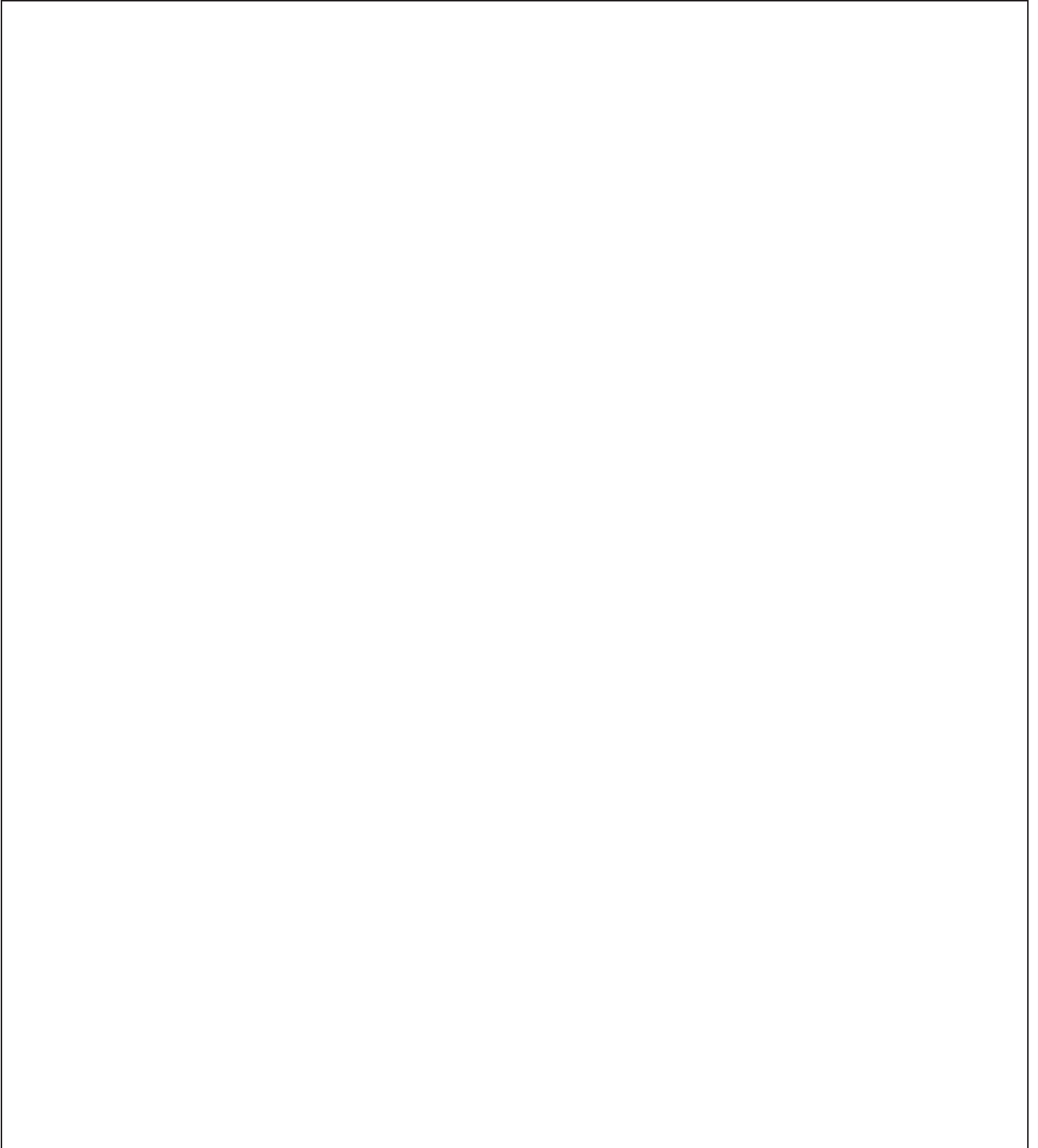
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



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AR
Δ

C-G
C-2

IPD-1

PD-I

LIMITS OF
MM 25-1362

700. I M.D.L.

SEE SHEET 2 OF 2
FOR THIS AREA

ASC-1

"SITE PLAN"

"PARCEL #2"

22' ADD. ROW

Hwy. 92- E. Hillsborough Ave.

C-0
C-1

M
C-3

C-3

“Location Map”

LEGEND

| Definition | Existing | Proposed |
|-------------|------------|------------|
| • Site Area | 1.09 acres | 1.09 acres |
| • Land Use | CMU-12 | CMU-12 |

SHADED AREAS FOR REFERENCE ONLY.
REFER TO SHEET 2 OF 2 FOR PARCEL 1 MODIFICATION.

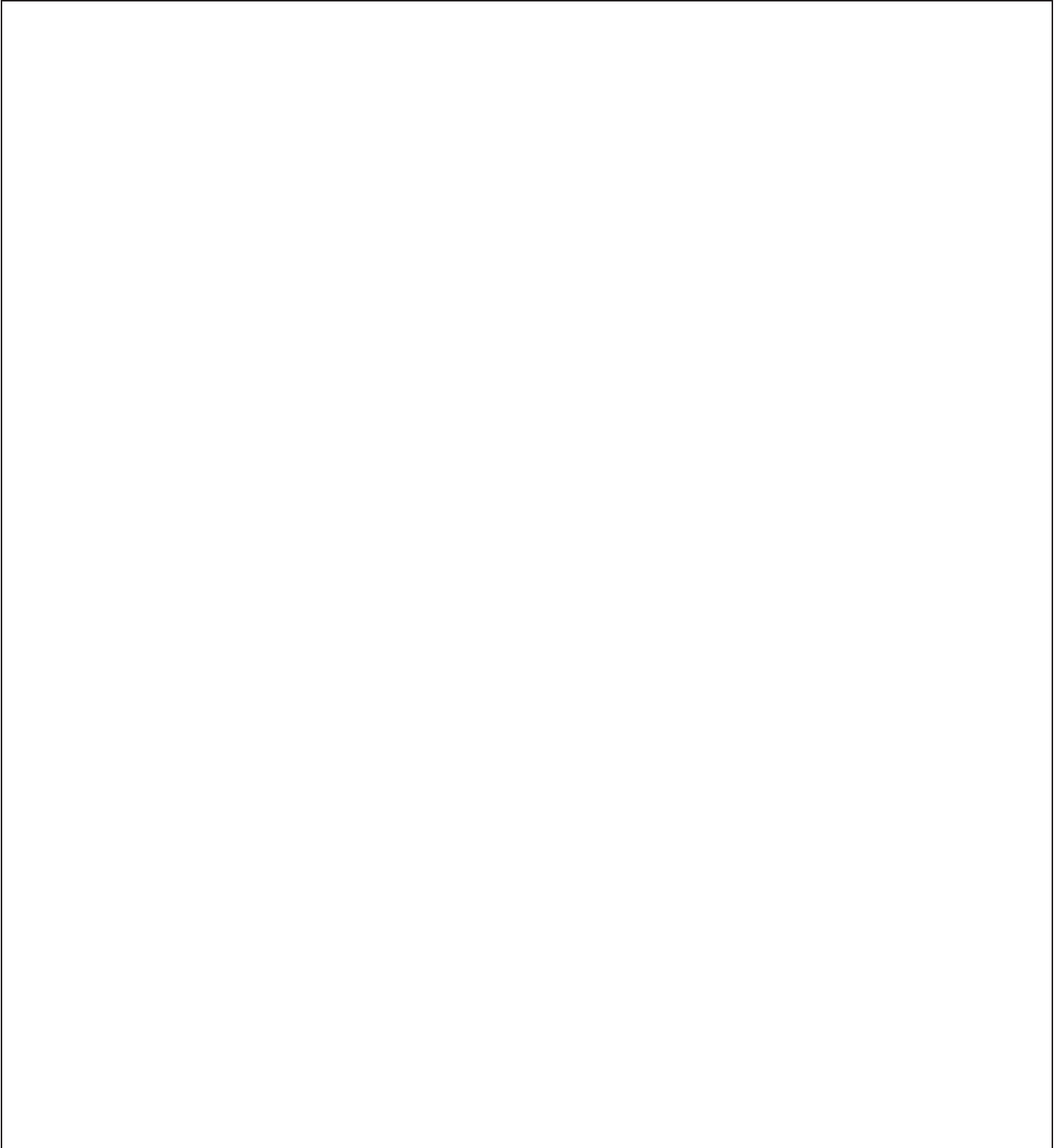
Mix Design

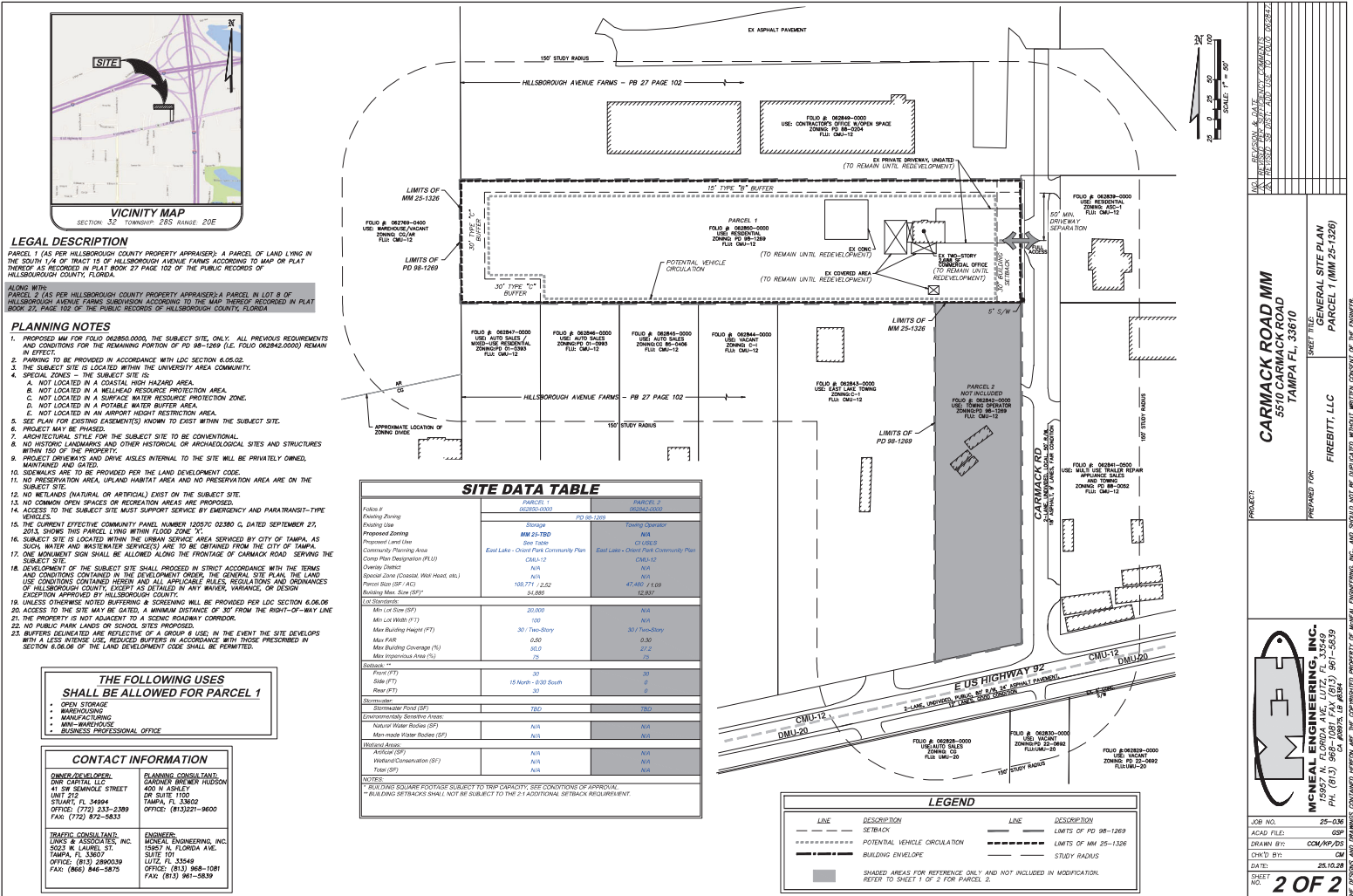
| USE | SIZE |
|-----|------|
| | |

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

8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)

A large, empty rectangular box with a thin black border, intended for the submission of the Proposed Site Plan. It occupies the majority of the page below the section header.



APPLICATION NUMBER: MM 25-1362

ZHM HEARING DATE: DECEMBER 15, 2025

BOCC LUM MEETING DATE: FEBRUARY 10, 2026

CASE REVIEWER: SAM BALL

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/04/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EAST LAKE ORIENT PARK (ELOP)

PETITION NO: MM 25-1362

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

NEW AND REVISED CONDITIONS

Revised Conditions

1. Development shall be limited to the following:

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

i. Notwithstanding the foregoing, no proposed development shall be permitted that results in more than 80 gross average daily trips, 5 gross a.m. peak hour trips, or 8 gross p.m. peak hour trips on Parcel 1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development (unless otherwise waived by County staff), and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

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

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

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

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

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

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

PROJECT SUMMARY AND ANALYSIS

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

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

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project modification area and proposes a condition restricting development within the modification area to the number of trips studied in the submitted transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 54,886 s.f. of manufacturing uses (ITE LUC 140), office uses (ITE LUC 710), etc), although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses that are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine trip generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

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

Approved Uses (Modification Area Only):

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

Proposed Uses (Modification Area Only):

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

Trip Generation Difference:

| | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|------------|------------------------|-----------------------|------|
| | | AM | PM |
| Difference | (-) 26 | (-)3 | (-)4 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

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

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

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

SITE ACCESS

The proposed PD site plan for the modification includes a full access connection from the subject parcel to Carmack Rd. However, because Carmack Rd. is dead-end road with all project traffic travelling through the US Hwy 92 and Carmack Rd intersection, the applicant’s site access analysis was required to study turn lane warrants at the intersection. The applicant’s site access analysis recommends an eastbound to northbound left turn lane at the intersection of US Hwy 92 and Carmack Rd., subject to FDOT approval.

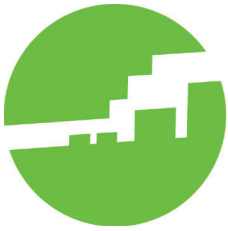
The applicant was advised that coordination with FDOT will be required to implement any site access improvements on US Hwy 92. The applicant has not provided any documentation that such coordination has occurred.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

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

Source: Hillsborough County 2024 Level of Service Report.



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

Table 1: COMPARISON OF SURROUNDING PROPERTIES

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

Staff Analysis of Goals, Objectives and Policies:

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

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

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

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

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

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

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

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

Recommendation

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

FUTURE LAND USE SECTION

Urban Service Area

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

Compatibility

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

Land Use Categories

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

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

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

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

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

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

Office, Industrial and Target Industries

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

LIVABLE COMMUNITIES ELEMENT: EAST LAKE-ORIENT PARK COMMUNITY PLAN

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

HILLSBOROUGH COUNTY
FUTURE LAND USE
MM 25-1362

Rezonings
STATUS

PENDING

Tampa Service Area

Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

Water

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

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

AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (9) (.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

N

E

S

W

0

225

450

675

900

Feet

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended for use as a legal document. It is intended that the City-County Planning Commission. ACCURACY: It is intended that the City-County Planning Commission. Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, use the appropriate source.

Map Printed from Rezoning System: 9/24/2025
Author: Samantha Lurdes
File: G:\Rezoning\System\Map\Projects\HCS\Sam.Lurdes_HCSRezoning.mxd

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