

1.0 APPLICATION SUMMARY

Applicant: Jacob T. Cremer – Barbas Cremer, PLLC
 FLU Category: SMU-6
 Service Area: Urban
 Site Acreage: 2.58 +/-
 Community Plan Area: Thonotosassa
 Overlay: None



Introduction Summary:
 The applicant is requesting to modify the exiting PD approved for a Mobile Home/RV Park to allow for light industrial uses including warehousing, distribution, light manufacturing and accessory outdoor storage limited to 20% of the enclosed portions of the principal use. The applicant has submitted a notarized affidavit stating the site is not subject to Florida Statute Chapter 723.

Zoning:	Existing	Proposed
District(s)	PD 92-0195 ZC	MM
Typical General Use(s)	Mobile Home/RV Park and Motel/Restaurant	Warehousing, Distribution, Light Manufacturing, and Accessory Outdoor Storage
Acreage	2.58 +/-	2.58 +/-
Density/Intensity	6 MH spaces 6 RV spaces 2,930 sf non-residential	FAR: 0.35 (40,000 sf)
Mathematical Maximum*	20 u/a for MH spaces 12 u/a for RV spaces 1.0 FAR for non-residential	FAR: 0.50 (56,192 sf)

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	PD 92-0195	PD
Lot Size / Lot Width	N/A	N/A
Setbacks/Buffering and Screening	Front: 5' Rear: 5' Side: 5' Buffering & Screening: NA	Front West: 30' Front South: 10' Side North: 30' Side East: 15' Buffering & Screening: 30'/C, 15'/B
Height	NA	20'

Additional Information:	
PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None

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

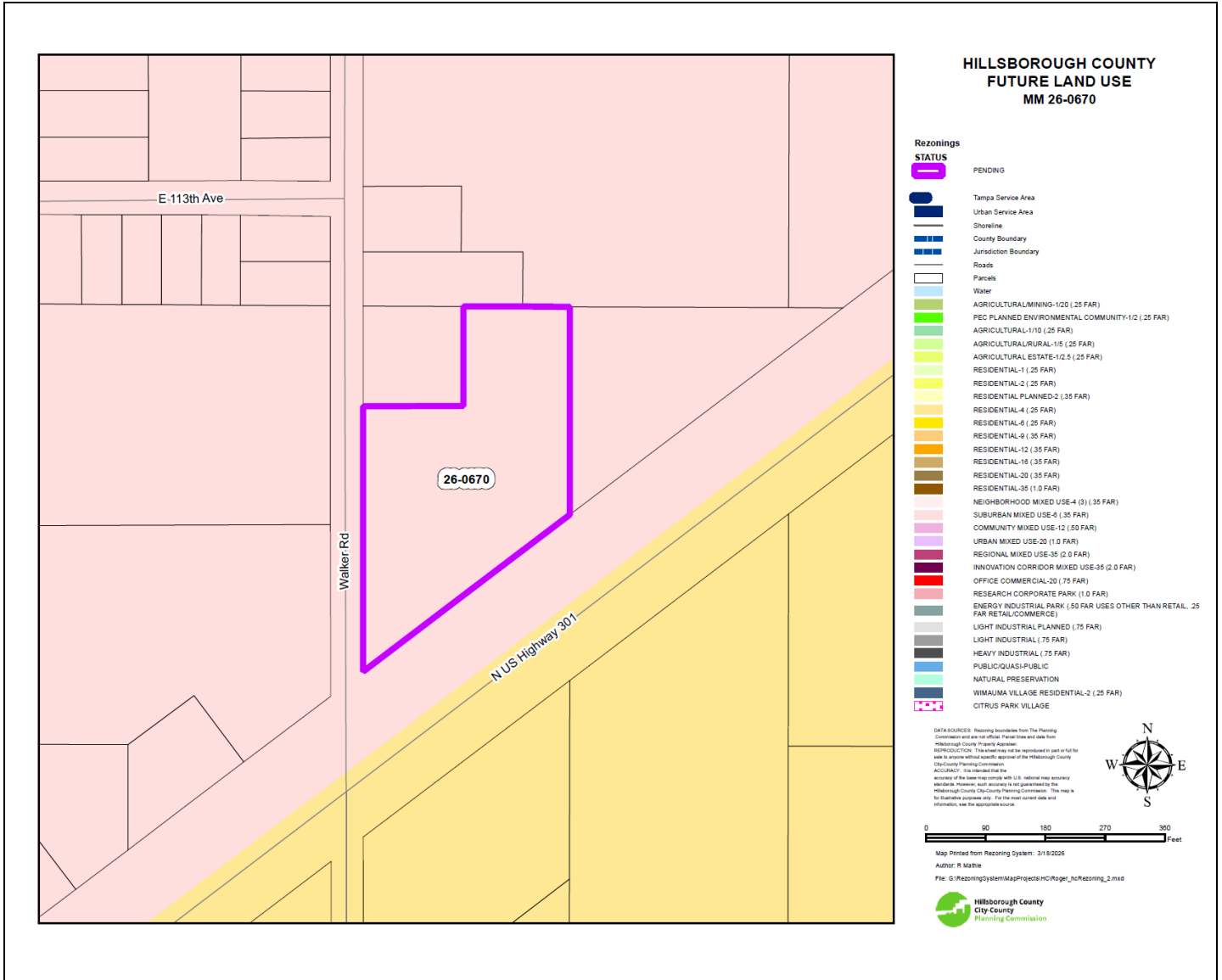


Context of Surrounding Area:

The property is located on the northeastern corner of Walker Road and N US Highway 301 east of Interstate 75. The area is comprised of a mixture of zoning districts and uses at various lot sizes. The adjacent properties to the northeast and east are zoned Planned Development (PD) developed with an RV park and office. The properties to the northwest and west for the subject property are zoned AR and PD developed with residential uses. While the property to the south is zoned CN, developed with office uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



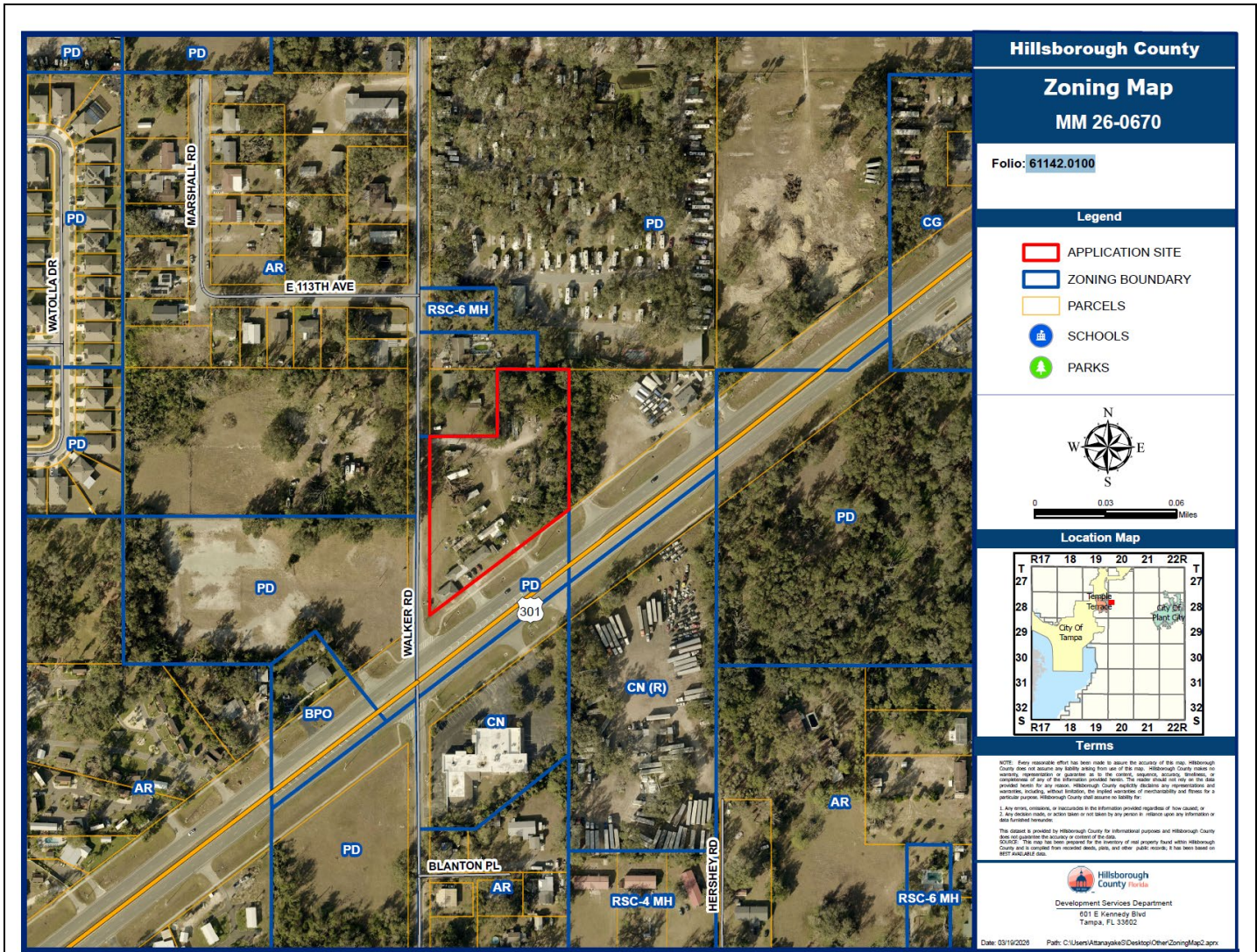
Subject Site Future Land Use Category:	Suburban Mixed-Use – 6 (SMU-6)
Maximum Density/F.A.R.:	6 DU per GA/ FAR: 0.25, 0.35, & 0.50

Typical Uses:

Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:

North	PD 89-0052, AR	Option 1: 12 u/a and 0.29 FAR Option 2: 12 u/a and .14-.18 FAR 1 DU per 5 GA	Option 1: Open Storage, CG, RV Park, Office uses Option 2: limited CG, M, RV Park uses Agricultural Rural	RV PARK, SINGLE FAMILY R
South	CN	FAR: 0.20	Neighborhood Commercial	OFFICE
East	PD 89-0052	Option 1: 12 u/a and 0.29 FAR Option 2: 12 u/a and .14-.18 FAR	Option 1: Open Storage, CG, RV Park, Office uses Option 2: limited CG, M, RV Park uses	Office
West	AR, PD 12-0032	1 DU per 5 GA 0.06 FAR	Agriculture, Single Family Mini-Warehouse / Limited CG uses	Office Vacant

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

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
US Hwy 301	FDOT Arterial - Rural	4 Lanes <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 checked="" type="checkbox"/> Other (TBD by FDOT)
Walker Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements (TBD) <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	401	13	23
Proposed	569	53	45
Difference (+/-)	+168	+40	+22

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Walker Rd./Minimum Access Spacing	Administrative Variance Requested	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 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: <ul style="list-style-type: none"> <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 checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input 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 type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input checked="" 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				
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 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 type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The subject property is located on the northeastern corner of Walker Road and N US Highway 301 (a six lane arterial roadway) east of Interstate 75.

The proposed project will be below (FAR 0.35) the maximum FAR which can be considered in the SMU-6 Future Land Use category (FAR 0.50.) Building height is limited to 20 feet, which is less than comparable commercial, office and manufacturing standard zoning districts. Accessory open storage will be located to the west/north of the building, shielding it from US Hwy 301 by the building. Required screening on all other property lines will be required. Additionally, the accessory open storage area will be located at least 28 feet from the northern PD boundary.

Land Development Code required buffering and screening will be provided along applicable PD boundaries, with the exception of approximately 77 feet along the north, which is adjacent to an RV Park's recreation area.

Based upon the above, staff finds the project is compatible with the surrounding zonings.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to certification the following changes must be made:

- 1. Please revise the site plan to show that the open storage will not encroach into the 30’ buffer in the northern portion of the property.
- 2. Revise use notation of “light industrial” to “Manufacturing.”
- 3. Revised the 10/B along to the north to 15/B.
- 4. Site plan to remove mezzanine notation regarding FAR.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted - June 02, 2026.

1. ~~The maximum density must not exceed the land use plan category (UL-2 @ 20 DU/GA). The development shall permit a maximum of 40,000 square feet of the following: M zoning district uses, warehousing, distribution, light manufacturing and accessory open storage. Accessory open storage shall be limited to a maximum of 20% of the enclosed portions of the use.~~

1.a. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 569 daily trips, 53 AM or 45 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering’s (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator. If it is determined that the turn lanes are warranted, the developer shall be required to construct the turn lanes concurrent with development.

2. ~~Minimum setbacks for mobile home shall be~~ Development standard shall be as follows:

- Front/Side/Rear: _____ five feet
- Utility Easement: _____ three feet
- Minimum Front (W) Setback: 30 FT (Walker)
- Minimum Front (S) Setback: 10 FT (US Hwy 301)
- Minimum Side (N) Setback: 30 FT (Folio 61062.0000)
- Minimum Side (N) Setback: 15 FT (Folio 61060.0000)
- Minimum Side (NW) Setback: 30 FT (Folio 61142.0000)
- Minimum Side (E) Setback: 15 FT (Folio 061123.0000)
- Maximum Building Height: 20 FT

3. ~~There shall be a 50 ft depth along major street abutting a mobile home or RV park, and a setback of not less than 25 ft in depth between the mobile home units and the park boundaries~~ Buffering and screening shall be provided as follows:

3.1 30-foot wide buffer with Type C screening along the northern PD boundary where depicted on the site plan (adjacent to Folio 61062.0000).

3.2 15-foot wide buffer with Type B screening along the northern PD boundary where depicted on the site plan (adjacent to folio 61060.0000).

- 3.3 30-foot wide buffer with Type C screening along the northwestern PD boundary where depicted on the site plan (adjacent to Folio 61142.0000).
 - 3.4 15-foot wide buffer with Type B screening along the eastern PD boundary where depicted on the site plan (adjacent to Folio 61123.0000).
 - 3.5 Accessory open storage shall be screened in accordance with 6.06.06.C.7.b(1).
4. ~~The following existing uses shall be permitted on-site:~~
- a. ~~All legally permitted principal and accessory mobile home park activities structures, or buildings existing or occurring on the subject parcel on April 9, 1992.~~
 - b. ~~The park total 2.65 acres, is limited to single family mobile homes spaces or RV spaces and new development shall meet the applicable regulations in the Zoning Code as amended.~~
 - c. ~~No loudspeakers shall be used in the mobile home park.~~
 - d. ~~Mobile Home Parks, and Mobile Home Park sections.~~
 - e. ~~Recreational Vehicle Parks and RV park sections shall have a maximum density of 12 units per acre.~~
 - f. ~~Management units, Recreational areas and structures, Service buildings and structures, including boat docks, and ramps for use by park residents only.~~
 - g. ~~Accessory uses and structures which are customarily accessory and clearly incidental to the mobile home park or recreational vehicle park, subject to the Zoning Code, as amended.~~
 - h. ~~Home Occupations, subject to the Zoning Code, as amended.~~
 - i. ~~Convenience establishments which are of a commercial nature, including food stores, snack bars, coin-operated laundry, dry cleaning pick up, beauty shops, and barber shops may be allowed in the park. These uses shall be located and designed to serve only residents of the park and present no visible signs from any area outside the park~~
5. ~~All previous conditions of approval, except those in direct conflict with the conditions above, shall still apply.~~
6. ~~Within 90 days of the zoning conformance zoning approval by the Hillsborough County Board of County Commissioners, the owners shall submit to the Planning and Development Management Department, seven copies of a site plan for certification reflecting all the conditions outlined above which apply.~~
4. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal. This statement should be identified as a condition of the rezoning.
 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.

- 7. The project access shall be served by one full access connection to Walker Rd.
 - Any site access improvements at the intersection of US Hwy 301 and Walker Rd. required by FDOT shall be implemented at the time of the initial increment of site development.
- 8. As Walker Rd. is a collector substandard roadway, the developer will be required to improve Walker Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.
- 9. If PD 26-0670 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated April 8, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.07 – access spacing - which was found approvable on June 15, 2026. Approval of this Administrative Variance will allow the proposed Walker Rd. access connection to be located within +/-92 feet and +/- 174 feet of the next closet access connections to the north.
- 10. 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.
- 11. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:



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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

PD Variations:

1. Variation to allow a 15-foot buffer with Type B screening in lieu of a 30-foot wide buffer with Type C screening (adjacent to folio 61060.0000). This reduction is along only a portion of the northern PD boundary (71.22 feet). Per the applicant, this encroachment is necessary to place the building furthest from the single family residential to the west. Additionally, this portion of the abutting property to the north is developed with the RV park's recreational uses, rather than residential uses. Staff has no objections to the request.

Agency	Number	Violation	Status
Code Enforcement*			
<input type="checkbox"/> None current or pending			
<input checked="" type="checkbox"/> Violation(s)	HC-CE-24-005125	General standards for residential structures; structural standards for dwellings; accumulation; nuisance/un-secured structure; property standards; open storage; adequate protective treatment	Non-compliance, accruing fines.
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)			

Received May 07, 2026
Development Services

May 7, 2026

Hillsborough County Development Services
601 E Kennedy Blvd, 16th Floor
Tampa, FL 33602

Re: Bowden Estates – Major Modification Application: MM 26-0670
11302 N. U.S. Hwy. Holdings, LLC
Folio Number: 061142-0100

To Whom It May Concern:

In accordance with Florida Statute Ch. 723, and as required by the Hillsborough County Development Review Procedures Manual (DPRM), please be advised that the existing units within the subject mobile home park are leased and not tenant owned.

For additional questions, please contact the Applicant's Representative, Jacob T. Cremer, Barbas Cremer, PLLC, 2002 W. Cleveland Street, Suite 203, Tampa, FL 33606, e-mail address jcremer@barbascremer, and telephone number (813) 419-3914.

Sincerely,

11302 N. U.S. HWY HOLDINGS, LLC,
a Delaware limited liability company,

By: 

Christopher Minnetian
As President
11302 N US HWY Holding, LLC
1209 N. Orange Street
Wilmington, DE 19801-1120

NOTARY PUBLIC

The foregoing instrument was acknowledged before me this 7 day of ^{May} April, 2026, by Christopher Minnetian, as President of 11302 N. U.S. HWY HOLDINGS, LLC, a Delaware limited liability company, who is personally known to me or who has produced _____ as identification and who did / did not take an oath.

MIKELLE M GREENBERG
NOTARY PUBLIC
STATE OF NEW JERSEY
MY COMMISSION EXPIRES MAY 1, 2030
COMMISSION: #50126348


Notary Signature

[NOTARY STAMP]

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/15/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: THONOTOSSASA

PETITION NO: MM 26-0670

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

CONDITIONS OF APPROVAL

- The project shall be limited to 40,000 square feet floor space for Light Industrial Warehouse/Distribution uses and accessory outdoor storage not to exceed 20% of the total square footage.
 - a. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 569 daily trips, 53 AM or 45 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator. If it is determine that the turn lanes are warranted, the developer shall be required to construct the turn lanes concurrent with development.
- The project access shall be served by one full access connection to Walker Rd.
 - Any site access improvements at the intersection of US Hwy 301 and Walker Rd. required by FDOT shall be implemented at the time of the initial increment of site development.
- As Walker Rd. is a collector substandard roadway, the developer will be required to improve Walker Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.
- If PD 26-0670 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated April 8, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.07 – access spacing - which was found approvable on June 15, 2026. Approval of this Administrative Variance will allow the proposed Walker Rd. access connection to be located within +/-92 feet and +/- 174 feet of the next closet access connections to the north.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification to a Planned Development zoning (PD# 92-0195) of a single parcel totaling +/-2.58-acres located at the northeast corner of US Hwy 301 and Walker Rd. The approved PD zoning allows for a Mobile Home Park. The proposed Modification will allow for up to 40,000 s.f. of Light Industrial Warehouse/Distribution uses and accessory outdoor storage.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not reflect a worst-case analysis that represents the maximum potential trip impacts of the range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g.40,000 s.f. of certain types of applicable uses such as contractor's yard or industrial park, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

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

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the trips potentially generated under the highest trip generation scenario for the approved developments allowed under the current zoning, utilizing a generalized worst-case scenario, and trip generation studied in the applicant's submitted site access analysis for the proposed Planned Development zoning. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: Mobile Home Park – 51 Units (ITE 240)	401	13	23

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 40,000 sf Light Industrial Warehouse/Distribution uses and accessory outdoor storage - Per Applicant's Traffic Study*	569	53	45

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+168	+40	+22

* The trip cap data is based on the figures presented in the applicant's traffic study.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

US 301 is a 4-lane, divided, principal arterial roadway in average condition. The roadway is characterized by +/- 12-foot wide travel lanes, lying within a 200-foot wide right-of-way. There are +/- 5-foot wide bicycle facilities (on paved shoulders) and +/- 5-foot wide sidewalks along both sides of US 301 in the vicinity of the proposed project.

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

The applicant will be required to improve the Walker Rd. to County typical standards at the time of site development, unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

SITE ACCESS AND CONNECTIVITY

The proposed PD site plan shows one (1) full access connection to Walker Rd., aligning with the proposed access connection on the west side of Walker Rd. under proposed PD#26-0558. All existing access shall be removed and stored to the existing roadway section with sod and any applicable edge of pavement treatments.

The applicant's submitted site access analysis finds that no turn lane is warranted at the project access under the proposed trip cap scenario. However, at the time of site development a site access analysis based on the actual proposed uses to be constructed will be required to determine if the specific peak hour trip characteristics will trip a turn lane warrant.

As US Hwy 301 is a FDOT facility immediately abutting the site, the developer will be required to coordinate with FDOT at the time of site development to determine if any site access related improvements (i.e. turn lane improvements) at the intersection of US Hwy 301 and Walker Rd. will be required. County staff notes that the applicant attended a pre-application with FDOT District 7 Permitting staff on May 5, 2026. At the meeting, FDOT staff indicated that a westbound right turn lane warrant analysis would be required at the time of permitting for site construction.

REQUESTED ADMINISTRATIVE VARIANCE: WALKER RD ACCESS SPACING

The applicant submitted a Section 6.04.02.B. Administrative Variance Request (dated April 8, 2026) to allow the Walker Rd. project driveway connection within less than the required minimum 245-foot spacing, pursuant to Section 6.04.07, from existing driveway connections, approximately 92 feet and 174 feet to the north. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on June 15, 2026.

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

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US HWY 301	Fowler Ave.	Harney Rd. (S)	D	C

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Vicki Castro](#); [Michael Yates](#)
Cc: [jcremer](#); [cwalden](#); [Heinrich, Michelle](#); [Perez, Richard](#); [Phillips, Charles](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: MM 26-0670 - Administrative variance Review
Date: Monday, June 15, 2026 3:12:23 PM
Attachments: [26-0670 AVReq 04-09-26.pdf](#)
[image001.png](#)
[image002.png](#)

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 26-0670 APPROVABLE.

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

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

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

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

Mike

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

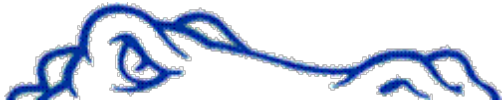
P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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



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

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

Sent: Saturday, June 13, 2026 3:57 PM

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

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

Subject: MM 26-0670 - Administrative variance Review

Hello Mike,

The attached administrative variance is **Approvable** to me. Please include the following people in your response:

vcastro@palmtraffic.com

myates@palmtraffic.com

jcremer@barbascremer.com

cwalden@barbascremer.com

heinrichm@hcfl.gov

perezrl@hcfl.gov

phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services

E: TiradoS@HCFL.gov

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

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County Florida

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**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 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 checked="" type="checkbox"/> New Request <input 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. AV-Access Spacing - WalkerRd <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	Bowden Estates
<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)	061142-0100
<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	Vicki Castro, 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	PD
<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	MM 26-0670
<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)	
<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>	



April 08, 2026

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

RE: Bowden Estates – MM 26-0670
Folio: 061142-0100
Administrative Variance Request – Minimum Spacing – Walker Road
Palm Traffic Project No. T26017

Dear Mr. Williams:

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

The proposed rezoning will allow for up to 57,103 square feet of Business Park. The project proposes having one (1) full access to Walker Road. Walker Road is identified in the Hillsborough County Functional Classification Map as a local roadway with a posted speed limit of 35 mph, however, the AADT is anticipated to be above 5,000, so it was considered a collector roadway.

The request is for an Administrative Variance to Section 6.04.08 of the Hillsborough County LDC for the access spacing to Walker Road. Based on Section 6.04.08, the connection spacing for Walker Road is 245 feet. As shown in Figure 2, the driveway spacing provided ranges from approximately 92 feet to 174 feet, all low volume residential driveways.

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

a) There is unreasonable burden on the applicant

The request is to have one (1) full access to Walker Road to serve the proposed development. This property currently has two (2) accesses to US 301 and one (1) access to Walker Road that will be removed. The proposed driveway location will align with the proposed rezoning application to the west (PD 26-0558). The proposed driveway location meets the connection spacing requirement of 245 feet from US 301. Given the singular access and location of the proposed driveway connection to the west, meeting the connection spacing standard to the low volume residential driveways to the north is not possible, and therefore, not approving the variance would be an unreasonable burden on the applicant.

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

The proposed full access driveway on Walker Road is approximately 92 feet south of the proposed dirt driveway that is proposed to be removed in conjunction with the PD 26-0558 rezoning, approximately 109 feet south of the southern driveway for 11407 Walker Road and approximately 174 feet south of the northern driveway for 11407 Walker Road, as shown in Figure 2 on the site plan. All these driveways are low volume residential driveways, and the proposed driveway location was selected to minimize the impacts to these driveways and to align with the proposed driveway to the west. In addition, the design removes potential conflicting movements at the project driveway and therefore would not be detrimental to the public health, safety and welfare of the motoring public.

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

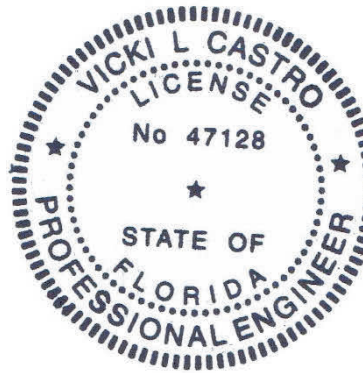
The access spacing variance is requested to provide a functional access to the site. Access to US 301 was not feasible due to connection spacing standards. Without the variance, reasonable access to the property could not be provided.

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

Sincerely,

**Vicki L
Castro**

Digitally signed
by Vicki L Castro
Date: 2026.04.08
19:27:44 -04'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.
Principal

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

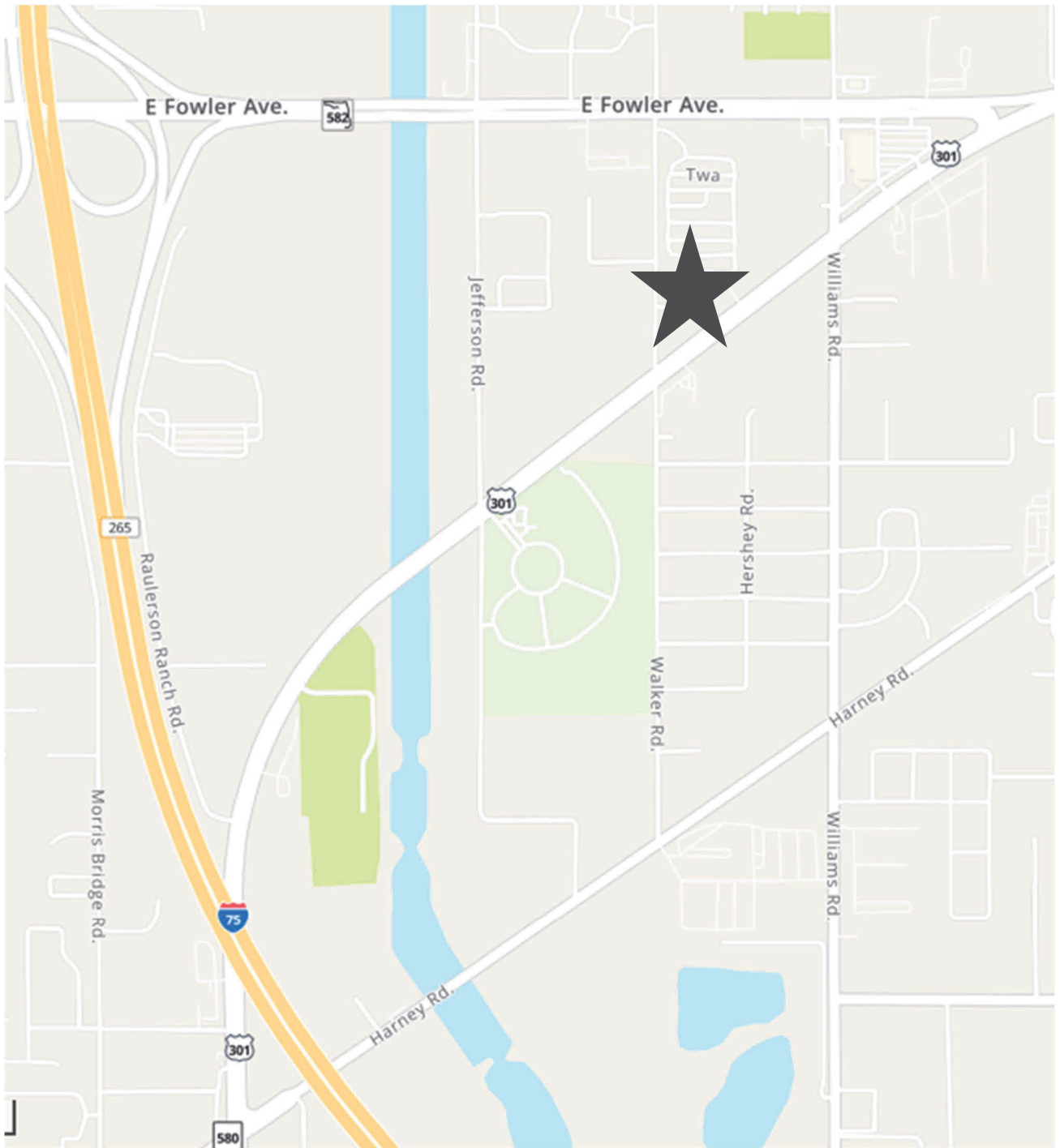
_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



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**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: June 22, 2026 Report Prepared: June 11, 2026	Case Number: MM 26-0670 Folio(s): 61142.0100 General Location: Northwest of Fort King Highway, east of Walker Road, and south of East Fowler Avenue
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed-Use-6 (6 du/ga; 0.25/0.35/0.50 FAR)
Service Area	Urban
Community Plan(s)	Thonotosassa
Rezoning Request	Major Modification (MM) to Planned Development (PD 92-0195) to develop a 40,000 square foot light industrial warehouse.
Parcel Size	+/- 2.58 acres
Street Functional Classification	East Fowler Avenue – State Principal Arterial Walker Road – Local Fort King Highway – State Principal Arterial
Commercial Locational Criteria	Not applicable

Evacuation Area	None
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed-Use-6	PD 92-0195	Light Commercial
North	Suburban Mixed-Use-6	AR + PD + RSC-6	Single-Family Residential + Mobile-Home Park
South	Residential-4 + Residential-12	CN + PD + AR + RSC-4	Light Commercial + Single-Family Residential + Vacant
East	Suburban Mixed-Use-6 + Residential-4	PD + AR + CG + CN	Light Commercial + Vacant
West	Suburban Mixed-Use-6 + Public/Quasi-Public	PD + AR + BPO	Single-Family Residential + Vacant + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The ±2.58-acre site is generally located northwest of Fort King Highway, east of Walker Road, and south of East Fowler Avenue. The site is located within the Urban Service Area (USA) and is within the limits of the Thonotosassa Community Plan. The Future Land Use category of the site is Suburban Mixed-Use-6 (SMU-6), which is intended for areas urban or suburban in intensity and density of uses. Rezoning is required to be approved through a site planned controlled zoning district. The applicant is requesting a Major Modification (MM) to modify the current Planned Development (PD 92-0195) to develop a 40,000 square foot light industrial warehouse. The proposed uses include light industrial uses such as warehousing, distribution, light manufacturing and outdoor storage which is accessory and limited to 20% of the enclosed portions of the principal use. Specifically, the proposed use does not include retail, restaurants, or recreational uses.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), at least 80 percent of new population growth is to be directed. FLUS Objective 3.1 states that new developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood. Specifically, Policy 3.1.2 states that gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques, and control of specific land uses. Additionally, Policy 3.1.3 requires all new

developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” Some elements affecting compatibility include height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise odor, and architecture. According to the Hillsborough County Property Appraiser, the site is currently designated as a light commercial use. The surrounding area contains a mix of commercial and residential uses. Light commercial uses are located immediately east of the site and south of Fort King Highway. Across Walker Road to the west are single-family residences and vacant land, while properties to the north consist of additional single-family homes and a mobile-home park. Given the proximity of these residential uses, the introduction of a warehouse use on the subject site has the potential to create compatibility concerns related to building scale, operational characteristics, noise, lighting, and traffic. However, potential compatibility impacts can be mitigated through appropriate site design measures, including buffering and screening, setbacks, and landscaping. The site plan, most recently submitted to Optix on June 2, 2026, demonstrates an intentional building orientation designed to minimize impacts on adjacent residential properties to the north. The majority of the proposed building envelope is located along the US Highway 301 frontage, with only a limited portion of the building situated adjacent to the northern property boundary.

Planning Commission staff finds this site design favorable from a compatibility standpoint, as no drive aisles are proposed along the northern property line and the building orientation reduces the potential for adverse impacts on surrounding residential uses. Additionally, a proposed man-made pond west of the building provides additional separation between the warehouse and the properties to the west. The pond also serves as an effective buffer between the building envelope and the single-family residence located northwest of the proposed structure. The applicant has committed to providing the required 30-foot buffer along the northern property line, with the exception of a limited area where a variation has been requested to allow a 15-foot type B buffer. The requested variation extends only along the portion of the northern property line abutting the building and does not apply to the area adjacent to the proposed open storage. The western portion of the building area, where open storage is proposed, will maintain the required 30-foot Type C buffer. As a result, the reduced buffer is limited in scope and is confined to a limited portion of the building area. Additionally, the portion of the northern property line where the buffer variation is requested abuts a mobile home park that is under the same ownership as the site. There are no mobile home units located directly adjacent to this shared property line. Instead, the area consists of a wooded area of trees that provides an existing natural buffer between the two uses. Beyond the wooded area is a shuffleboard court for residents. Given the absence of residential units immediately adjacent to the shared boundary, the existing tree cover, and the intervening recreational area, the potential impacts associated with the reduced buffer are minimal. Therefore, the request is consistent with Objective 3.1 and its associated policies related to compatibility.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. As outlined in FLUS Policy 2.2.1, Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category, allowing for the consideration of uses such as agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The proposed use of a light industrial warehouse is consistent with what is permitted in the SMU-6 Future Land Use category. With the site being 2.58 acres, the total square footage permitted on site is 56,192 square feet ($2.58 \text{ ac} \times 43,560 = 112,384 \text{ sq ft} \times 0.50 \text{ FAR} = 56,192 \text{ sq ft}$). The proposed

square footage of the building is 40,000 square feet, which is well within the maximum permitted for the site. The request is therefore consistent with FLUS Objective 2.2 and FLUS Policy 2.2.1.

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

FLUS Objective 4.4 and FLUS Policy 4.4.1 require new development to be compatible to the surrounding neighborhood. Specifically, any density or intensity increases shall be compatible with existing, proposed, or planned surrounding development. Development and redevelopment must be integrated with the adjacent land uses through the creation of like uses, creation of complementary uses, mitigation of adverse impacts, transportation and pedestrian connections, and gradual transitions of intensity. For the subject site, the proposed rezoning does not result in an increase in density, and the requested intensity is well within the range permitted in the currently approved SMU-6 Future Land Use category. Additionally, the SMU-6 category requires development to occur through a site planned controlled rezoning district, allowing for the evaluation of site-specific compatibility issues and the incorporation of appropriate mitigation measures. The proposed PD site plan demonstrates sensitivity to adjacent residential uses through building placement, buffering, landscaping, and other compatibility measures. In addition, the proposed warehouse is limited to a maximum building height of 20 feet, further reducing the potential for adverse visual impacts on nearby residential properties. The requested buffer variation along the northern property boundary is also limited in scope and is located adjacent to property that is under the same ownership. The variation is also consistent with a previously approved County buffer variation request associated with the industrial development located to the west of the site, which also abuts the mobile home park. Collectively, these design features support a finding of consistency with Objective 4.4 and Policy 4.4.1.

FLUS Objective 6.1 encourages growth that is both sustainable and resilient while protecting environmentally sensitive resources. FLUS Policy 6.1.1 specifically states to regulate land development to protect the attributes, functions, and amenities of the natural environment. This policy seeks to review, amend, and implement land development regulations to ensure the protection of the attributes, functions, and amenities of the natural environment under all projected growth scenarios. On June 3rd, 2026, the Natural Resources (NR) department submitted an objection to the request based on the proposed reduction area of the required 30-foot buffer along the variation northern portion of the property. Natural Resources stated that a minimum width acceptable is a 15-foot buffer to maintain the incompatible land use buffer and for spacing of the trees. The applicant's original request proposed a 10-foot total buffer for that requested variation area; however, since those comments were received, the applicant has agreed to increase the buffer to 15-feet. Due to this change occurring after the site plan revision deadline, it will be included as a prior-to-certification condition. A revised approval from the Natural Resources Department is integral to Planning Commission staff finding this request consistent with Objective 6.1 and Policy 6.1.1.

FLUS Objective 7.1 encourages the County to pursue a thriving economy through the promotion of target industries, as defined in Florida Statutes, which are focused on national and international competitiveness. Additionally, the County will promote businesses that provide diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population. FLUS Policy 7.1.3 outlines the importance of competitive sites and existing office/industrial uses to the economic future of

Unincorporated Hillsborough County. In addition, having targeted industry jobs located proximate to residential development for the workforce and site design flexibility shall be considered to support this effort. The proposed warehouse use advances these goals by facilitating employment generating development within an area that has been redeveloping as an industrial corridor. The site is also located within a federally designated Opportunity Zone, which are designed to recognize distressed areas that provide tax incentives to encourage private long-term investments with a goal of redeveloping and creating jobs to people who live and work in the distressed area. Development of the site with a warehouse use has the potential to contribute to these objectives by expanding employment opportunities and supporting continued investment in the surrounding area. With the site's proximity to US Highway 301, the warehouse is well suited for this area. US Highway 301 serves as a major transportation corridor and designated County truck route, which provides efficient access for truck movement while minimizing the need for truck traffic on residential roadways. With all these factors, the proposed use of a warehouse is consistent with Objective 7.1 and its associated policies on economic development.

Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the Thonotosassa Community Plan. Goal 4 of the Plan seeks to provide for commerce and jobs but protect the community identity and limit the location, type, and size of new businesses to fit the surrounding area. The proposed rezoning is consistent with this goal in that it facilitates an employment generating use within an area that already contains a mix of commercial development, while incorporating site design and buffering measures intended to reduce potential impacts on adjacent residential properties.

Overall, staff finds that the proposed use is an allowable use in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category, is compatible with the existing development pattern found within the surrounding area and supports the vision of the Thonotosassa 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 Hillsborough County 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.

Future Land Use Categories

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

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

Compatibility

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

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

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

Community Planning

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

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

Development

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

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

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

Neighborhood/Community Development

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

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

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

Environmental Protection and Resiliency

Objective 6.1: Encourage growth that is both sustainable and resilient while protecting environmentally sensitive resources.

Policy 6.1.1: Regulate land development to protect the attributes, functions and amenities of the natural environment. Continue to review, amend and implement land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

Economic Development

Objective 7.1: The County shall pursue a thriving economy through the promotion of target industries, as defined in Florida Statutes, which are focused on national and international competitiveness. Additionally, the County will promote businesses that provide diverse employment opportunities that promote an appropriate jobs and housing balance, where people can live near their workplace and that there are enough jobs in the area to support the local population.

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

LIVABLE COMMUNITIES ELEMENT: THONOTOSASSA

Goal 4: Diversity of People, Housing and Uses

- Maintain the existing diversity of housing types and styles. Provide for commerce and jobs but protect the community identity and limit the location, type and size of new businesses to fit the surrounding area.

HILLSBOROUGH COUNTY FUTURE LAND USE MM 26-0670

Rezoning
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 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-.35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

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

LIGHT INDUSTRIAL (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASH-PUBLIC

NATURAL PRESERVATION

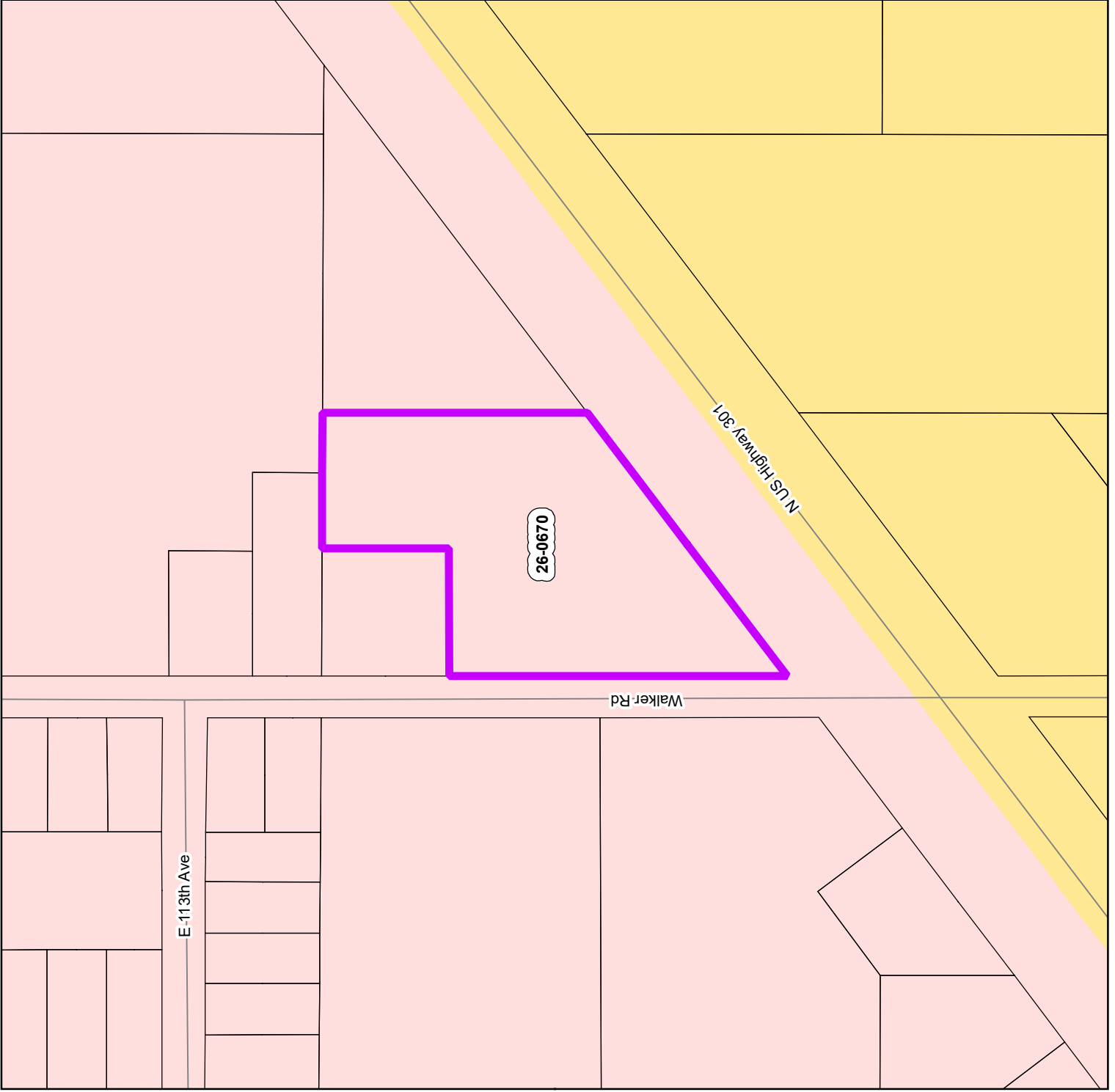
WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official Parcel lines and data from Hillsborough County Property Appraiser. Parcel boundaries are not guaranteed to be 100% accurate and are subject to change without notice. Approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that this U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, use the appropriate local data.



Map Printed from Rezoning System: 3/18/2026
 Author: R. Mathie
 File: G:\Rezoning\System\MapProject\HCPRegr_lic\Rezoning_2.mxd



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