

**Rezoning Application:** PD 26-0220  
**Zoning Hearing Master Date:** February 23, 2026  
**BOCC Land Use Meeting Date:** April 7, 2026

**1.0 APPLICATION SUMMARY**

**Applicant:** Jacob T. Cremer – Barbas Cremer, PLLC  
**FLU Category:** UMU-20  
**Service Area:** Urban  
**Site Acreage:** 57.85  
**Community Plan Area:** East Lake/Orient Park  
**Overlay:** None



**Introduction Summary**

The applicant is requesting to rezone 21 properties located at the southwest intersection of I-75 and E US Highway 92 from AS-1, AR, and PD (97-0251 and 22-0692) to accommodate the development of “Phase 2” of 2 of a warehousing, wholesale distribution center, processing, production, and professional services facility. Phase 1 is currently being developed under the requirements of PD 22-0692 for warehousing, distribution, manufacturing, and processing use. The application also includes the vacation of a portion of Tanner Road, which is being considered and reviewed as a related item under application V26-0007.

Zoning	Existing				Proposed
Districts	AR	AS-1	PD 97-0251	PD 22-0692	PD 26-0220
Typical General Uses	Single-Family Residential/Agricultural	Single-Family Residential/Agricultural	Single-Family, detached	Warehousing, with or without distribution center, wholesale distribution, manufacturing, processing, or production.	Warehousing, with or without distribution center, wholesale distribution, manufacturing, processing, or production.
Acreage	22.7	3.0	4.84	27.8 (27.0 after dedications)	58.96
Density/Intensity	1 unit per 5 acres	1 unit per acre	DU/GA: 0.83 FAR NA	N/A FAR: 0.31 (0.33 after dedications)	N/A FAR: 0.31 (0.30 after ROW vacation)
Mathematical Maximum*	4 units	3 units	4	380,000 SF GFA	760,000 SF GFA

\*number represents a pre-development approximation

Development Standards	Existing			Proposed
Districts	AR	AS-1	PD 22-0692	PD 26-0220
Lot Size/Lot Width	5 acres / 150'	1 acre / 150'	NA	NA
Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides	50' Front 50' Rear 15' Sides	30' Front 30' Rear 30' Sides	30' Front 30' Rear 30' Sides
Height	50'	50'	45'	45'

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Additional Information	
PD Variations	LDC Part 6.06.00 (Landscaping/Buffering) Allow slopes of 2:1 or greater within a required buffer Allow for Type "C" screening with a 6-foot PVC fence in place of a masonry wall
Waivers to the Land Development Code	

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

#### 2.1 Vicinity Map

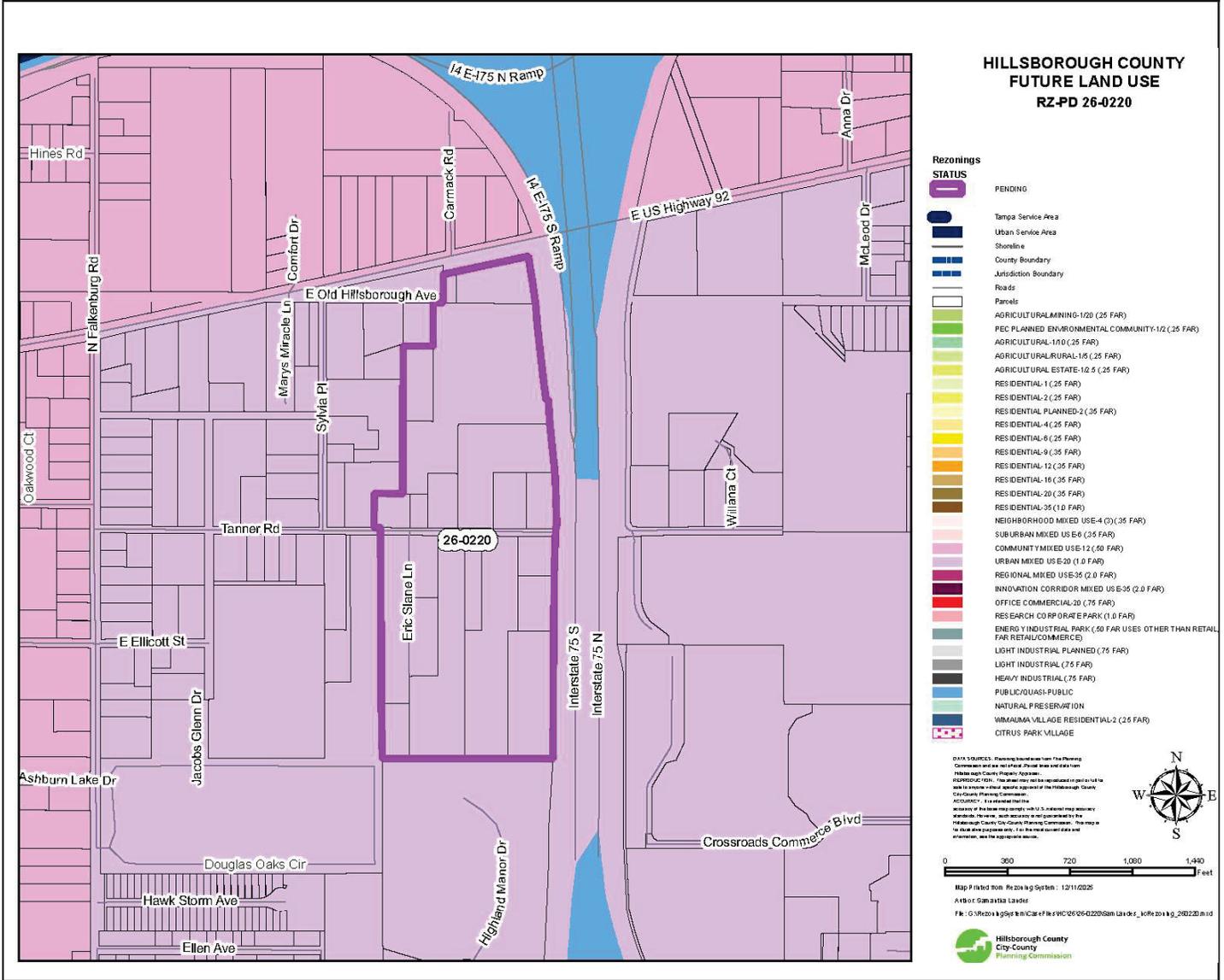


#### Context of Surrounding Area:

The property is located at the southwest corner of E Hillsborough Avenue and Interstate 75. The uses in the immediate vicinity are a mix of residential, office and commercial. The adjoining properties to the west are developed for a mobile home and RV park, single-family, multi-family, auto repair and service, and vacant land. The property to south is developed for corporate office campus use. The Interstate-75 right-of-way abuts the eastern boundary with widths that vary from 431 to 677 feet. To the east of Interstate 75, the property is the subject of a pending rezoning to from AR to PD (22-0683). The properties to the north of E Hillsborough Avenue/E US Hwy 92 are developed as a propane gas supply company, a memorial park, and a mixed use site with residential and commercial activities.

2.0 LAND USE MAP SET AND SUMMARY DATA

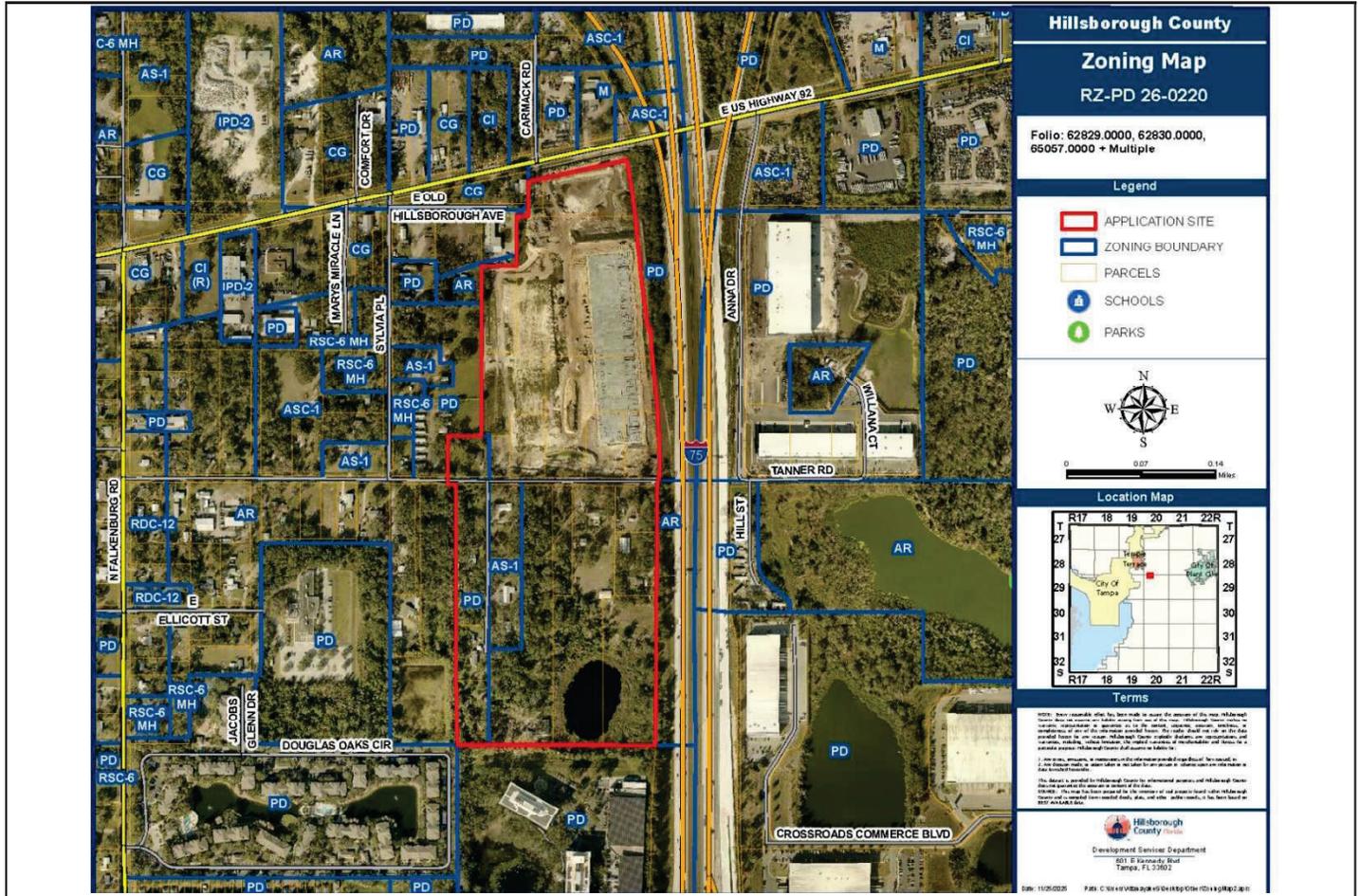
2.2 Future Land Use Map



Subject Site Future Land Use Category	Urban Mixed Use-20 (UMU-20)
Maximum Density/FAR	20 dwellings per gross acre (du/ga)/FAR: 1.0
Typical Uses	Agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



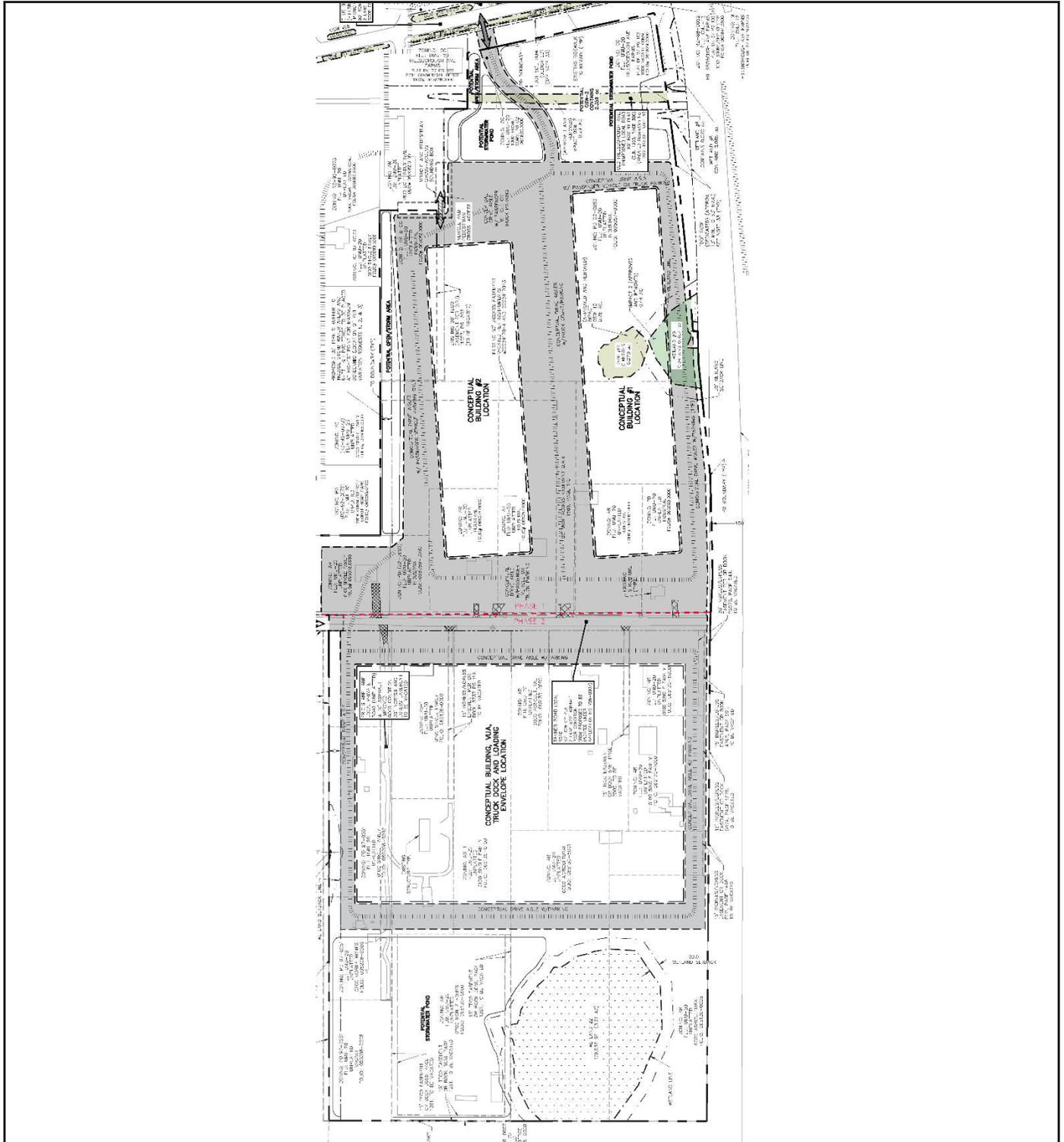
Adjacent Zonings and Uses

Location	Zoning	Maximum Density/ FAR Permitted by Zoning District	Allowable Use	Existing Use
North	M	NA/FAR: 0.75	Manufacturing, Processing, Assembling, Intensive Commercial, & Industrial	Propane Supply
	PD 88-0052	2 DU/GA/FAR: 0.20	Mixed Use Residential & Commercial	Mixed Use Residential & Commercial
	ASC-1	1 DU/GA/FAR: NA	Agricultural & Single-Family	Memorial Park
South	PD 96-0097 (Pod 10)	20 DU/GA/FAR: 1.0	Office, Multi-family	Office
East	PD 22-0683	NA/ FAR: 0.22	Warehousing, Wholesale Distribution, Manufacturing, Processing, Production, & Professional Services)	Pasture
	PD 92-0074	12 DU/GA/FAR: NA	Mobile Home & RV Park	Mobile Home Park

	PD 12-0196 (Parcel B)	20 DU/GA/ FAR: 1.0 up to 650,000 SF	BPO, CG, Light Industrial, warehousing, single-family & multi-family	Warehousing
West	CG	NA/ FAR: 0.27	Commercial & Service	Auto Repair & Service
	AR	1 DU/5 GA/ FAR: NA	Agricultural & Single-Family	Single-Family
	PD 92-0072	12 DU/GA/ FAR: NA	Mobile Home & RV Park	Pasture & Mobile Home Park
	AR/ PD 00-1191	1 DU/5 GA/FAR: NA 16.8 DU/GA/FAR: NA	Agricultural & Single-Family Multi-family	Undeveloped/ Multi-family

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



**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
Hillsborough Ave.	FDOT Arterial - Urban	2 Lanes <input checked="" 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
Tanner Rd.	County Local - Urban	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
Interstate 75	FDOT Limited Access Arterial	8 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input 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	1,684	188	184
Proposed	3,686	289	274
Difference (+/-)	+2,002	+101	+90

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

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.

Notes:

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

<b>INFORMATION/REVIEWING AGENCY</b>													
<b>Environmental:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>									
Environmental Protection Commission	<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										
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 checked="" type="checkbox"/> Yes <input 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: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>													
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>									
<b>Transportation</b> <input 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	See report									
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No										
<b>Impact/Mobility Fees: Per 1,000 SF -- Urban Mobility, Northeast Fire (add to existing PD 380,000 SF warehouse, manufacturing, industrial, and distribution. Revised PD totals 760,000 SF)</b> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Warehouse</td> <td style="width: 33%;">Manufacturing</td> <td style="width: 33%;">Light Industrial</td> </tr> <tr> <td>Mobility: \$1,337</td> <td>Mobility: \$3,315</td> <td>Mobility: \$4,230</td> </tr> <tr> <td>Fire: \$ 34</td> <td>Fire: \$ 34</td> <td>Fire: \$ 57</td> </tr> </table>					Warehouse	Manufacturing	Light Industrial	Mobility: \$1,337	Mobility: \$3,315	Mobility: \$4,230	Fire: \$ 34	Fire: \$ 34	Fire: \$ 57
Warehouse	Manufacturing	Light Industrial											
Mobility: \$1,337	Mobility: \$3,315	Mobility: \$4,230											
Fire: \$ 34	Fire: \$ 34	Fire: \$ 57											
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>									
<b>Planning Commission</b> <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 checked="" type="checkbox"/> No										

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The proposed development would be developed with a maximum building coverage and floor area ratios of 0.30 (after the Tanner Road Right-of-Way vacation). The proposed buffering and screening would include with 30-foot buffer with Type C screening with a 6-foot-tall PVC fence in lieu of a masonry wall (variation requested) where the site adjoins the residential properties to the west in Phase 1 and undeveloped AR-zoned property in Phase 2. The minimum requirements of a Type-C screening include:

- a. A row of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum of two-inch caliper, and are spaced not more than 20 feet apart. The trees are to be planted within ten feet of the property line;
- b. A masonry wall six feet in height and finished on all sides with brick, stone or painted/pigmented stucco. A variation to allow a 6-foot-tall vinyl fence in lieu of a masonry wall is included with this request. This variation request was approved for Phase 1 under PD 22-0692; and
- c. Lawn, low growing evergreen plants, evergreen ground cover, or rock mulch covering the balance of the buffer.

In addition to the 30-foot Type C buffer, the building envelopes are also separated from the abutting properties to the west by a drive aisles that are approximately 70 feet wide in Phase 1 and 35 feet wide in Phase 2. The remaining boundaries of the subject property abut commercial properties used for vehicle repair and customization, 130 feet of right-of-way to the north, and 431 to 677 feet of right-of-way to east, a corporate office campus to the south. The corporate office campus to the south would be separated from the building envelope by more than 550 feet. Direct access to Tanner Road would also be restricted to emergency ingress and egress. Except for emergency ingress and egress, access will be restricted to E Hillsborough Avenue and routed away from the neighboring residential properties.

The building envelope in Phase 1 of the development is separated from the residential properties to the east by more than 150 feet, making the 2:1 setback requirements for buildings taller than 20 feet irrelevant. The building envelope in Phase 2 is approximately 73 feet from the nearest property that could be developed for residential use, which would limit the maximum building height to 41.3 feet. However, due to the extensive planting requirements required by a Type "C" screening Staff finds that the 3.5 feet off additional height would have minimal adverse impacts on the neighboring properties. As such, the additional 2:1 setback requirement shall not apply.

The proposed variations to accommodate a storm pond and to allow a PVC fence in lieu of a masonry wall would apply to the western boundary of the property. Due to the 30-foot Type C landscape buffer and additional building envelope separation, and the allowance of passenger vehicle parking only, staff finds the use of a 6-foot-tall PVC fence would provide adequate screening between the proposed development and the residential properties. Additionally, the required landscaping plantings would be installed within the remaining reduced-width buffer area and would be able to achieve the similarly effective screening results.

### 5.2 Recommendation

Basen on the above considerations, staff recommends approval of the request subject to conditions.

## 6.0 PROPOSED CONDITIONS

Prior to site plan certification, the applicant shall make the following changes to the general site plan: revise maximum and proposed FAR tabulations to 0.31 before vacated ROW – Tanner and 0.30 after vacated ROW - Tanner and revise maximum building coverage to 31% before vacated ROW – Tanner and to 30% after vacated ROW – Tanner.

**Approval**- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 23, 2025.

1. Development of the project shall proceed in strict accordance with the terms and conditions contained in the General Site Plan.
2. Development of the project shall be limited to no more than 760,000 square feet of gross floor area. Allowable uses are restricted to warehousing, with or without distribution center, wholesale distribution (trade), manufacturing, processing, production, and professional services. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 3,686 gross average daily trips, 289 gross a.m. peak hour trips, or 274 gross p.m. peak hour trips. Additionally:
  - 2.1 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, 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.
3. Building setbacks shall be as follows:
  - Front: 30 feet;
  - Side: 30 feet; and
  - Rear: 30 feet
4. The maximum FAR shall be 0.30 before FDOT right-of-way preservation and 0.31 after FDOT right-of-way preservation.
5. The maximum building height shall be 45 feet. (The additional 2:1 setback requirement shall not apply.)
6. The maximum impervious surface area of the project shall be 80 percent.
7. The maximum building coverage shall be 30 percent before FDOT right-of-way preservation and 31 percent after FDOT right-of-way preservation.
8. The 30-foot buffers with Type “C” screening located along the western side of the development site may use a 6-foot PVC fence in lieu of a masonry wall, and the slopes of the stormwater facilities may exceed 2:1 within the required buffer area of phase 1.
9. The site shall have one vehicular access connection on Hillsborough Avenue and one gated emergency access connection to Tanner Road.
10. With the initial increment of development, the developer shall implement the following site access improvements on Hillsborough Avenue at the project access connection, unless otherwise approved by FDOT:
  - a. Construct an eastbound right turn lane;
  - b. Construct a westbound left turn lane; and

- c. Construct the driveway connection to have 3 lanes: one inbound and two outbound with one left out and one right out.
11. The project shall provide vehicular and pedestrian cross access to folio: #65082.0100 within the bounding box shown on the PD site plan.
  12. Notwithstanding anything shown on the site plan, ADA/sidewalk connections shall be provided from all site arrival points to all building entrances and parking areas.
  13. Minimum off-street parking spaces shall be provided for per Sec. 6.05.02 of the LDC.
  14. The applicant will be required to construct a sidewalk along the site roadway frontages consistent with Section 6.03.03 of the Land Development Code.
  15. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
  16. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
  17. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
  18. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
  19. 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.
  20. This site contains trees that qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan/plat through the Site Development/Subdivision Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees.
  21. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
  22. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
  23. 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.

- 24. 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.
- 25. If the notes and/or graphics 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.
- 26. 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*

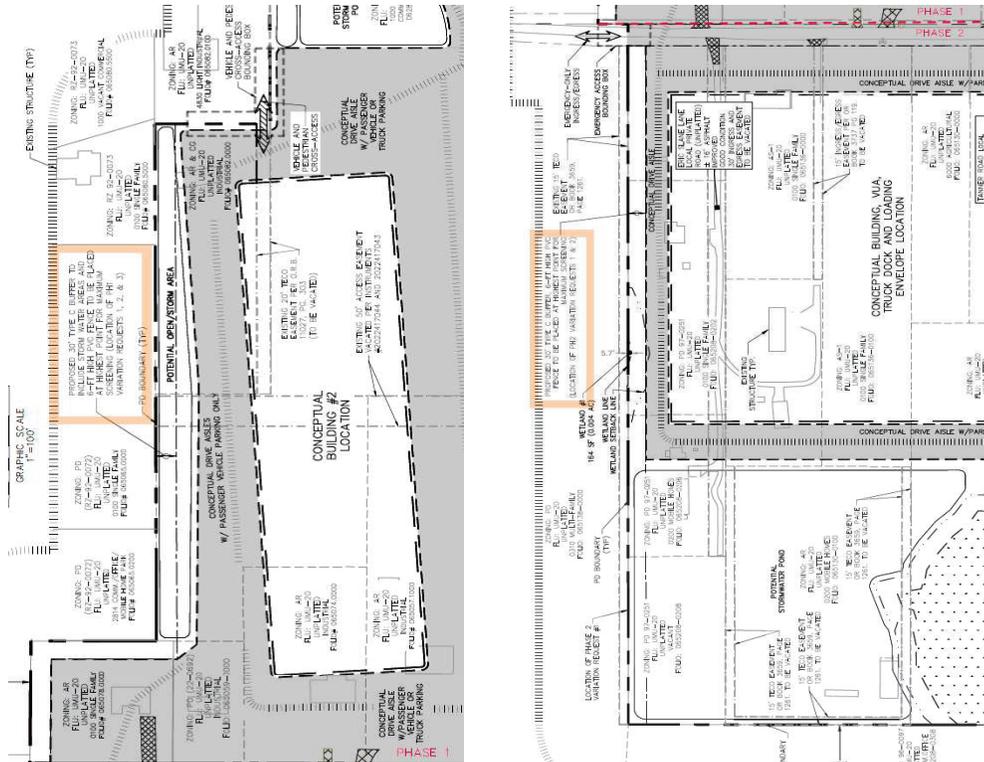
**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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

7.1 Variation Request

VARIATIONS SUMMARY			
Location	Code Section	Requirement	Variation
Phase 1, western boundary	6.06.06	Masonry walls are required for Type "C" screening.	The applicant is requesting approval of a 6-foot PVC fence in lieu of the masonry wall.
	6.06.06	To prevent the littoral shelf from sloughing, the slope below the shelf should be no greater than 2:1.	The applicant is requesting approval to allow stormwater ponds within a required buffer to exceed a 2:1 slope.
Phase 2, western boundary	6.06.06	Masonry walls are required for Type "C" screening.	The applicant is proposing a 6-foot PVC fence in lieu of the masonry wall.



The applicant provided the following reasons to justify the approval of the variation requests:

1. The fence variations are requested to provide a fence material that is more compatible and aesthetically pleasing to the surrounding residential development.
2. The variation is necessary to achieve a creative and innovative development (warehouse and warehouse distribution) and the variation is mitigated through other design features such as a PVC fence instead of a masonry wall.
3. Further, the variation is in harmony with the Hillsborough County Land Development Code because adequate screening will still be provided; the applicant is providing a different fence material that is more aesthetically pleasing and common in residential areas.
4. The variation will not interfere with the rights of adjacent property owners because a PVC fence will be provided.

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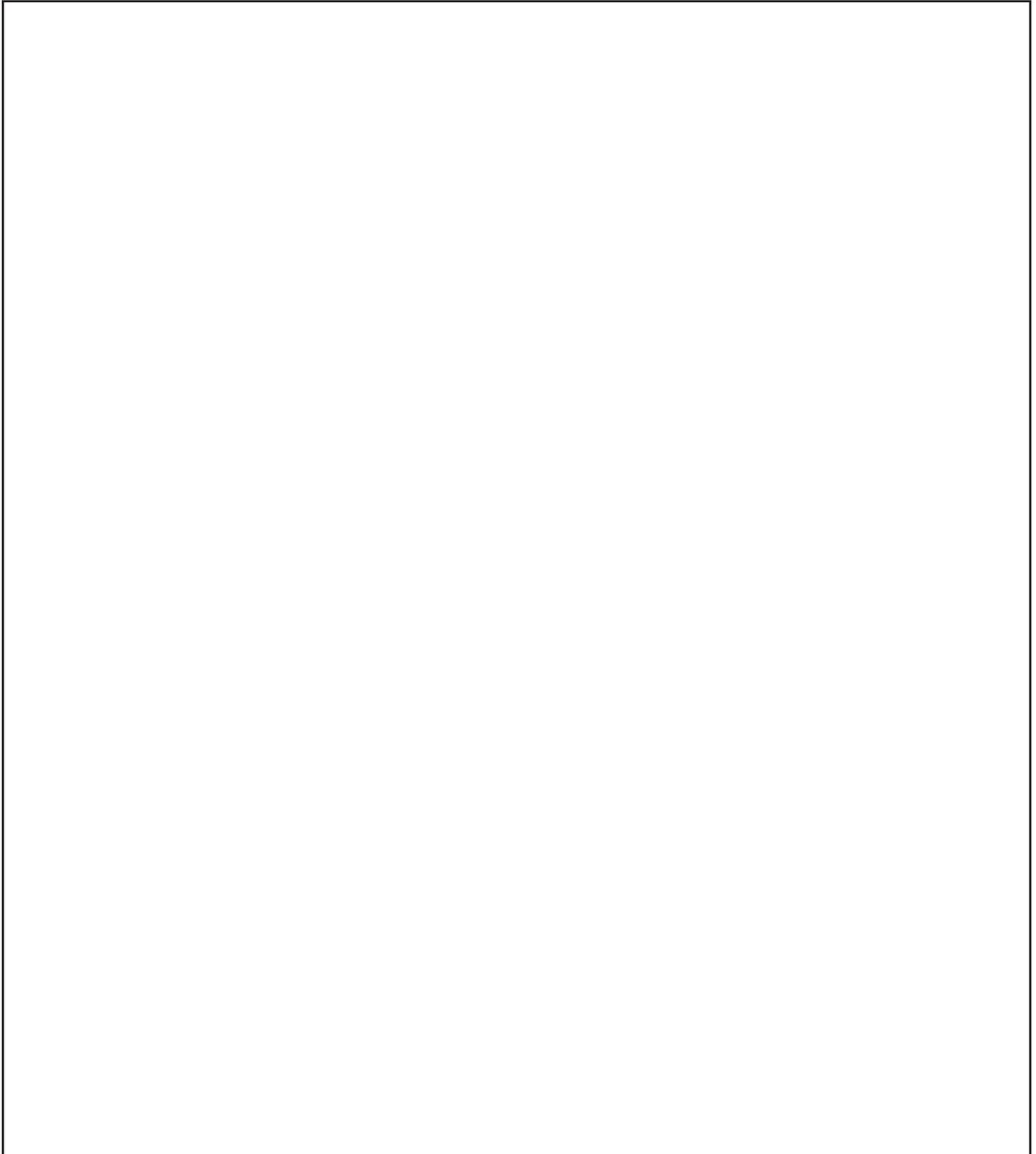
Case Reviewer: Sam Ball

### 7.2 Property Violations

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

\*past 12 months from intake date

**8.0 PROPOSED SITE PLAN (FULL)**







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

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 2/16/2026

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA: ELOP

PETITION NO: PD 26-0220

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- 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 development shall permit a maximum of 760,000 s.f. of warehousing, with or without distribution center, wholesale distribution (trade), manufacturing, processing, production, and professional service uses. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 3,686 gross average daily trips, 289 gross a.m. peak hour trips, or 274 gross p.m. peak hour trips. Additionally:
  - a. 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, 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.
- The site shall have one (1) vehicular access connection on Hillsborough Ave. and one (1) gated emergency access connection to Tanner Rd.
- With the initial increment of development, the developer shall implement the following site access improvements on Hillsborough Ave. at the project access connection, unless otherwise approved by FDOT:
  - a. Construct an eastbound right turn lane;
  - b. Construct a westbound left turn lane; and
  - c. Construct the driveway connection to have 3 lanes: one (1) inbound and two (2) outbound with one left out and one right out.
- The project shall provide vehicular and pedestrian cross access to folio#65082.0100 within the bounding box shown on the PD site plan.
- Notwithstanding anything shown on the site plan, ADA/sidewalk connections shall be provided from all site arrival points to all building entrances and parking areas.
- Minimum off-street parking spaces shall be provided for per Sec. 6.05.02 of the LDC.

- The applicant will be required to construct a sidewalk along the site roadway frontages consistent with Section 6.03.03 of the Land Development Code.

### **PROJECT SUMMARY AND ANALYSIS**

The subject property fronts Hillsborough Ave. and is bounded by Interstate 75 to the west and Tanner Rd. to the south. The applicant is requesting to rezone the +/- 58.95-acre site (57.85 acres plus 1.11 acres of Tanner Road, which is proposed to be vacated) from Planned Development (PD 22-0692 and 97-0251), Agricultural Rural (AR), and Agricultural, Single Family 1 (AS-1) to Planned Development (PD). The proposed PD is seeking approval of 760,000 square feet of warehouse, with or without distribution center, wholesale distribution (trade), manufacturing, processing, production and professional service uses. The future land use designation is Urban Mixed Use 20 (UMU-20).

The approved PD 22-0692 allows for 380,000 square feet of warehouse, with or without distribution center, wholesale distribution (trade), manufacturing, processing, and production (currently under construction); and the approved PD 97-0251 is approved for single family residential development.

The proposed rezoning encompasses a +/- 1,000-foot segment of Tanner Rd., totaling a +/-1.11-acre area, which must be vacated prior to development. Proposed Tanner Rd. vacation of right of way, petition # VR26-0007, is concurrently under review.

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 will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 760,000 s.f. of manufacturing uses (ITE LUC 140) or professional services (ITE LUC 710), 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.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (daily, 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 wide 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 in 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 Section 6.04.02.B Administrative Variance process.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the potential trips generated by development permitted, based upon the Institute of Transportation Engineer’s Trip Generation Manual, 12th Edition, under the existing and proposed zoning designations utilizing a generalized worst-case scenario.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 22-0692: 380,000 Sq Ft Industrial Park (ITE LUC 130)	1,584	179	175
PD 97-025: 4 Single Family Detached Units (ITE 210)	36	3	3
AS-1: 3 Single Family Detached Units (ITE LUC 210)	28	3	3
AR: 4 Single Family Detached Units (ITE LUC 210)	36	3	3
<b>Total Trips</b>	<b>1,684</b>	<b>188</b>	<b>184</b>

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 760,000 Sq Ft Various Industrial and Professional Services (ITE LUC 156), Per Applicant’s Traffic Study *	3,686	289	274

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference (+/-)</b>	<b>+2,002</b>	<b>+101</b>	<b>+90</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND SITE ACCESS**

Hillsborough Ave. is an undivided 2-lane, arterial roadway maintained by FDOT. The roadway consists of +/- 12-foot lanes and a total of +/- 35 feet of pavement, lying within a +/- 130-foot wide right-of-way along the project’s northern boundary. There is a sidewalk on the south side and bicycle lanes on both sides along project frontage.

Hillsborough Ave. is identified in the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. No additional right of way is needed per FDOT.

Tanner Rd. is a substandard local roadway, maintained by the County, that is characterized by an +/- 20-foot paved surface lying within +/- 50 feet of right-of-way. There are no sidewalks or bicycle facilities present along Tanner Rd. in the vicinity of the proposed project.

Per the Transportation Technical Manual (TTM) a Local Urban Road Typical Section (TS-3) requires 12’ travel lanes within 54’ minimum right of way for a non-Residential Development. The proposed PD site plan includes only a gated emergency access to Tanner Rd. Therefore, the developer will not be required to improve Tanner Rd. to standard.

**SITE ACCESS AND CONNECTIVITY**

The PD site plan proposes a full access connection on Hillsborough Ave. and a gated emergency access to Tanner Rd.

As per FDOT comments and the applicant’s submitted site access analysis, the developer will be required to make the following site access improvements at the Hillsborough Ave. access connection:

- a. Construct an eastbound right turn lane;
- b. Construct a westbound left turn lane; and
- c. Construct the driveway connection to have 3 lanes: one (1) inbound and two (2) outbound with one left out and one right out.

Staff notes that the above site access improvements are under construction.

Cross access is proposed to the foilo#65082.0100 to the west within a cross access bounding box identified in the PD site plan.

At the time of construction/site plan review, the applicant will be required to show ADA/sidewalk connections from all site access points to all building entrances and parking areas consistent with Section 6.02.03. B. of the LDC.

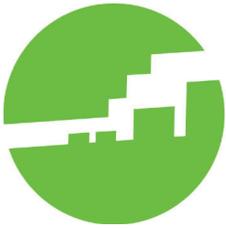
Additionally, parking shall be provided consistent with Section 6.05.02 of the LDC.

**ROADWAY LEVEL OF SERVICE**

Tanner Rd. is not a roadway included in the 2024 Hillsborough County Level of Service (LOS) Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
US HWY 92	WILLIAMS RD	US HWY 301	D	F

Source: 2024 Hillsborough County Level of Service (LOS) Report



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
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<b>Unincorporated Hillsborough County Rezoning Consistency Review</b>	
<b>Hearing Date:</b> February 23, 2026 <b>Report Prepared:</b> February 12, 2026	<b>Case Number:</b> PD 26-0220 <b>Folio(s):</b> 65078.000, 65208.0202, 65208.0206, 65208.0208, 65136.0000, 65136.0100, 65130.0000, 65130.0025, 65130.5001, 65130.5000, 65130.7000, 62829.0000, 62830.0000, 65057.0000, 65057.1000, 65067.0000, 650969.0000, 65074.0000, 65079.0000, 65082.0000 <b>General Location:</b> South of East Hillsborough Avenue and west of Interstate-75
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Urban Mixed Use-20 (20 du/ga; 0.50 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	East Lake-Orient Park
<b>Rezoning Request</b>	Rezone to Planned Development (PD) to add additional acreage into an existing Planned Development and add 2 additional buildings for warehousing, with or without a distribution center.
<b>Parcel Size</b>	57.85 ± acres
<b>Street Functional Classification</b>	East Hillsborough Avenue – <b>State Principal Arterial</b>

	Interstate-75 – <b>State Principal Arterial</b>
<b>Commercial Locational Criteria</b>	N/A
<b>Evacuation Area</b>	A portion is in E

<b>Table 1: COMPARISON OF SURROUNDING PROPERTIES</b>			
<b>Vicinity</b>	<b>Future Land Use Designation</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Property</b>	Urban Mixed Use-20	AR + PD + AS-1	Single Family, Agricultural, Light Industrial + Vacant
<b>North</b>	Urban Mixed Use-20 + Community Mixed Use-12	PD + ASC-1 + CG + CI + M + IPD-1 + IPD-2	Light Commercial + Heavy Commercial + Light Industrial + Heavy Industrial + Single Family
<b>South</b>	Urban Mixed Use-20	PD + RSC-6 + RDC-12 + CN + BPO	Light Commercial + Multi-Family
<b>East</b>	Urban Mixed Use-20 + Residential-9	AR + AS-1 + RSC-6 + RSC-9 + PD	Mobile Home Park + Vacant + Public/Quasi-Public/Institutional + Single Family
<b>West</b>	Urban Mixed Use-20 + Community Mixed Use-12	AR + ASC-1 + RSC-6 + RDC-12 + CG + CI + PD	Single Family + Multi-Family + Educational

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

The 57.85 ± acre subject site is south of East Hillsborough Avenue and west of Interstate-75. The subject site is in the Urban Service Area and is within the East Lake-Orient Park Community Plan. The applicant is requesting a rezoning to a Planned Development (PD) to add additional acreage into an existing Planned Development and add 2 additional buildings for warehousing, with or without a distribution center.

The subject site is located within the Urban Service Area, where Objective 1.1 of the Future Land Use Section (FLUS) directs 80 percent of the County’s anticipated growth. Consistent with this objective, FLUS Policy 3.1.3 requires that new development be compatible with surrounding uses, recognizing that

“compatibility does not mean ‘the same as,’ but rather refers to the sensitivity of development proposals in preserving the character of existing development.” The subject property currently consists of vacant land and has approved light industrial warehousing uses under the previous Planned Development approval 22-0692. Similar light industrial uses are located to the north along East Hillsborough Avenue and east across Interstate-75. Residential development is predominantly located to the south and west, while the commercial and industrial uses are oriented along East Hillsborough Avenue and Interstate-75 corridors. Considered collectively, this mix of surrounding land uses establishes a development pattern that supports the proposed use, especially as it is located at the southwest corner of the intersection of East Hillsborough Avenue and Interstate-75, where similar uses are found. Accordingly, the proposed development is compatible with the surrounding area and consistent with FLUS Objective 1.1 and FLUS Policy 3.1.3.

FLUS Goal 2 and FLUS Objective 2.1 and 2.2, and their respective policies, establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. 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. The Urban Mixed Use-20 (UMU-20) Future Land Use category allows for the consideration of agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations. The UMU-20 Future Land Use designation allows for a maximum of 20 dwelling units per gross acre and a maximum intensity of 1.00 Floor Area Ratio (FAR). With 57.85 acres, the subject site may be considered for a maximum of 2,519,946 square feet (57.85 acres x 43,560 square feet/acre = 2,519,946 square feet X 1.00 FAR = 2,519,946 square feet). The proposed Planned Development will have a maximum of 760,000 square feet, which is well under the maximum allowable FAR on the site.

FLUS Policy 4.2.1 requires that projects proposed in all mixed-use plan categories shall be required to develop with a minimum of two land uses within a single building or within a single project in separate buildings in accordance with specific criteria. The requirements for two land uses applies to properties that are 10 acres or greater in the RMU-35, UMU-20, and CMU-12 land use categories, unless the project is exclusively industrial. Based on the proposed use of the Planned Development of warehousing, with or without distribution, the project is exclusively a light industrial use and, therefore, is not required to meet the two land use criteria and is consistent with FLUS Policy 4.2.1.

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, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request. The Florida Department of Transportation (FDOT) recommended that the applicant schedule a pre-application meeting with them via a memo dated December 4<sup>th</sup>, 2025. No further FDOT comments have been provided.

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. The immediate vicinity of the subject site includes a mix of light industrial, light and heavy commercial, residential, vacant, and public/quasi-public/institutional uses, establishing a diverse development context. FLUS Policy 4.4.1 provides that any increase in density or intensity must be compatible with existing, proposed, or planned development and that new development or redevelopment should be integrated with adjacent uses through the

establishment of like or complementary uses, mitigation of potential adverse impacts, the provision of adequate transportation and pedestrian connections, and the incorporation of a gradual transition of intensity. The proposed Planned Development adheres to the compatibility criteria by complementing the surrounding development pattern and appropriately integrating with adjacent land uses by providing adequate buffering and screening. The southeastern portion of the site abuts a multi-family use; however, the proposed buildings are oriented to be along the stormwater and open space areas of the adjacent site away from the existing residential buildings. Additionally, along the southern portion of the site, there are wetlands to be preserved as well as stormwater areas to provide additional buffering between any adjacent residential uses. The proposed access to the site is located on East Hillsborough Avenue with access along Tanner Road being for emergency access only. Accordingly, the proposal is consistent with FLUS Objective 4.4 and FLUS Policy 4.4.1.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the County be consistent with the Comprehensive Plan. The subject site is located within the boundaries of the East Lake-Orient Park Community Plan. The Economic Development Goal of the East Lake-Orient Park Community Plan seeks to provide opportunities for business growth and jobs in the East Lake-Orient Park community. The expansion of the previously approved Planned Development will increase the current economic opportunity on the site and create additional job opportunities within this area of the East Lake-Orient Park Community. Additionally, FLUS Objective 7.1 states the County shall pursue a thriving economy through the promotion of target industries. Industrial uses are included within the targeted industries, and given the location, compatibility, and Community Plan goals, the proposed Planned Development is consistent with FLUS Objectives 3.2 and 7.1, FLUS Policy 3.2.4, the East Lake-Orient Park Community Plan, and the Livable Communities Element.

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

### **Recommendation**

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

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## **FUTURE LAND USE SECTION**

### ***Urban Service Area***

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

### ***Compatibility***

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

### **Land Use Categories**

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

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

### **Relationship to Land Development Regulations**

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

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

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

### **Mixed-Use Land Categories**

**Policy 4.2.1:** *Projects proposed in all mixed-use plan categories shall be required to develop with a minimum of two land uses within a single building or within a single project in separate buildings in accordance with the following:*

- *Requirements for two (2) land uses will apply to properties 10 acres or greater in the RMU-35, UMU-20 and CMU-12 land use categories and to properties 20 acres or greater in the SMU-6 and NMU-4 land use categories.*
- *For primarily non-residential projects, at least 10% of the total building square footage in the project shall be used for uses other than for the primary use.*
- *For primarily residential projects, at least 10% of the land area (shall be used for a non-residential use or 10% of the density for a different housing type.*

- *The mix of uses may be achieved by utilizing off-site uses of a different type located within ¼ mile of the project, on the same side of the street of a collector or arterial roadway connected by a continuous pedestrian sidewalk.*
- *The land uses that may be included in a mixed-use project include: retail commercial, office, light industrial, residential, residential support uses and civic uses provided that the use is permitted in the land use category. Different housing types (multi-family, attached single-family or detached single-family) may be considered as separate/different uses.*
- *These requirements do not apply within ½ mile of an identified Center or Connection (see Objective 2.4) or when the project is exclusively industrial.*

### **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*

### **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.*

### **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.*

- *Establish higher density mixed use employment/activity center as identified along Harney Road adjacent to Davis Road and US 301.*
- *Establish design guidelines and protection of adjacent residential uses prior to granting higher densities in mixed use employment/activity centers.*
- *Business uses are encouraged along US 301 from the Tampa By-Pass Canal to Hillsborough Avenue. Appropriate land use and zoning changes should be allowed to accomplish this strategy.*
- *Create a commercial redevelopment area along 56th Street from the Temple Terrace boundary to Harney Road and along Hillsborough Avenue from 56th Street to Orient Road.*
- *Existing industrial uses and employment should be preserved and protected.*
- *Create a commercial/mixed-use district along Orient Road from Hillsborough Avenue to Columbus Drive.*

