

PD Modification Application: PD 25-0582
Zoning Hearing Master Date: December 15, 2025
BOCC Land Use Meeting Date: February 10, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

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



Introduction Summary:

The applicant requests to rezone property from PD 92-0096, which was approved for a membership organization, to PD 25-0582 to allow for a contractor's office, open storage, warehouse and mini-warehouse uses. A Comprehensive Plan Amendment (25-05) has been approved changing the Future Land Use (FLU) category of this parcel from RES-6 to LI-P.

Zoning:	Existing	Proposed
District(s)	PD	PD
Typical General Use(s)	Membership Organization	Contractor's Office with or without Open Storage, Warehouse and Mini-Warehouse
Acreage	3.74	3.74
Density/Intensity	0.03 FAR	0.52 FAR
Mathematical Maximum*	5,172 sf	81,172 sf
Development Standards:	Existing	Proposed
District(s)	PD	PD
Lot Size / Lot Width	n/a	n/a
Setbacks/Buffering and Screening	As depicted on PD 92-0096 site plan	20' Front 10' Rear 10 and 30" Sides
Height	35'	35'

Additional Information:

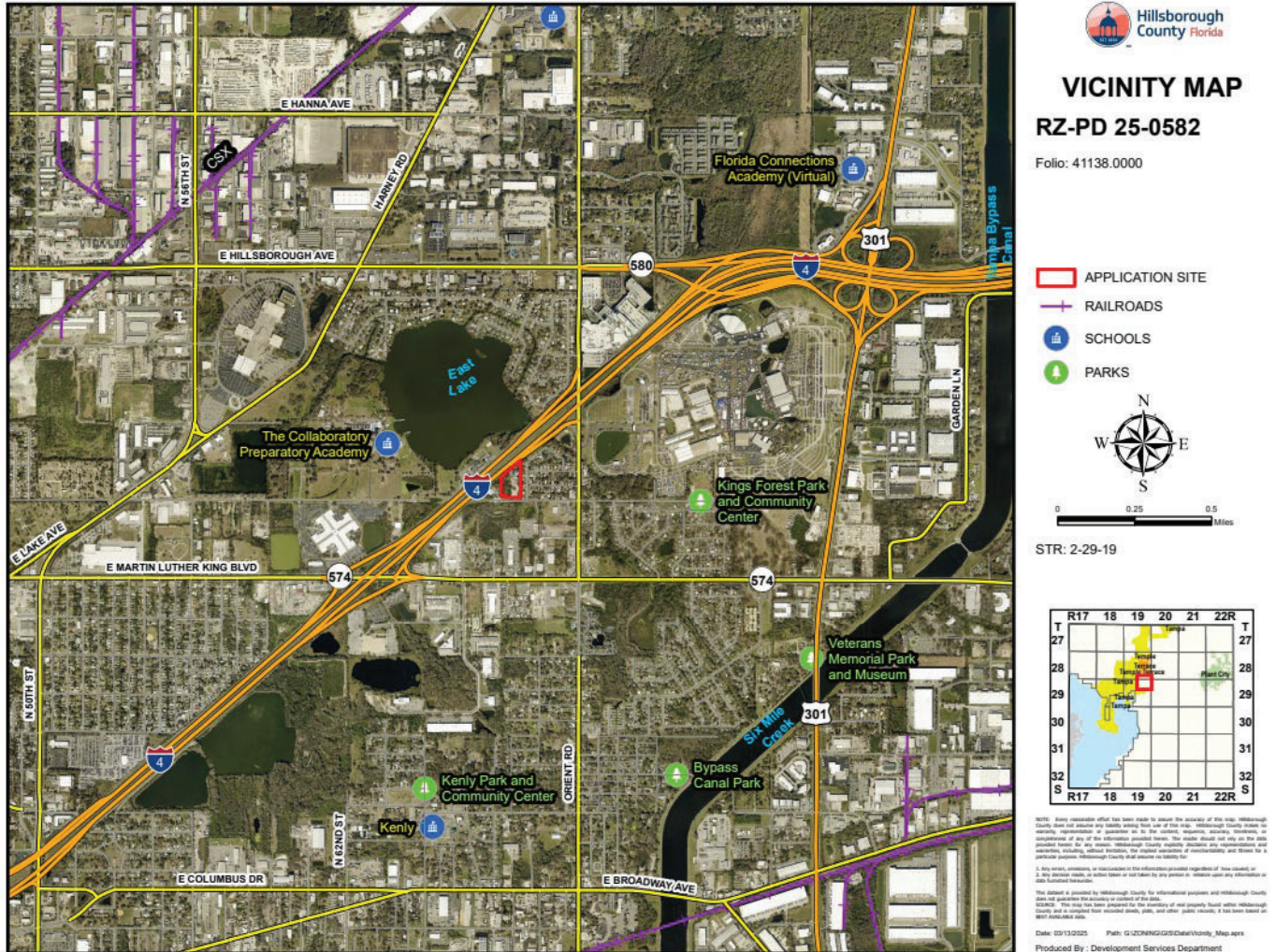
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

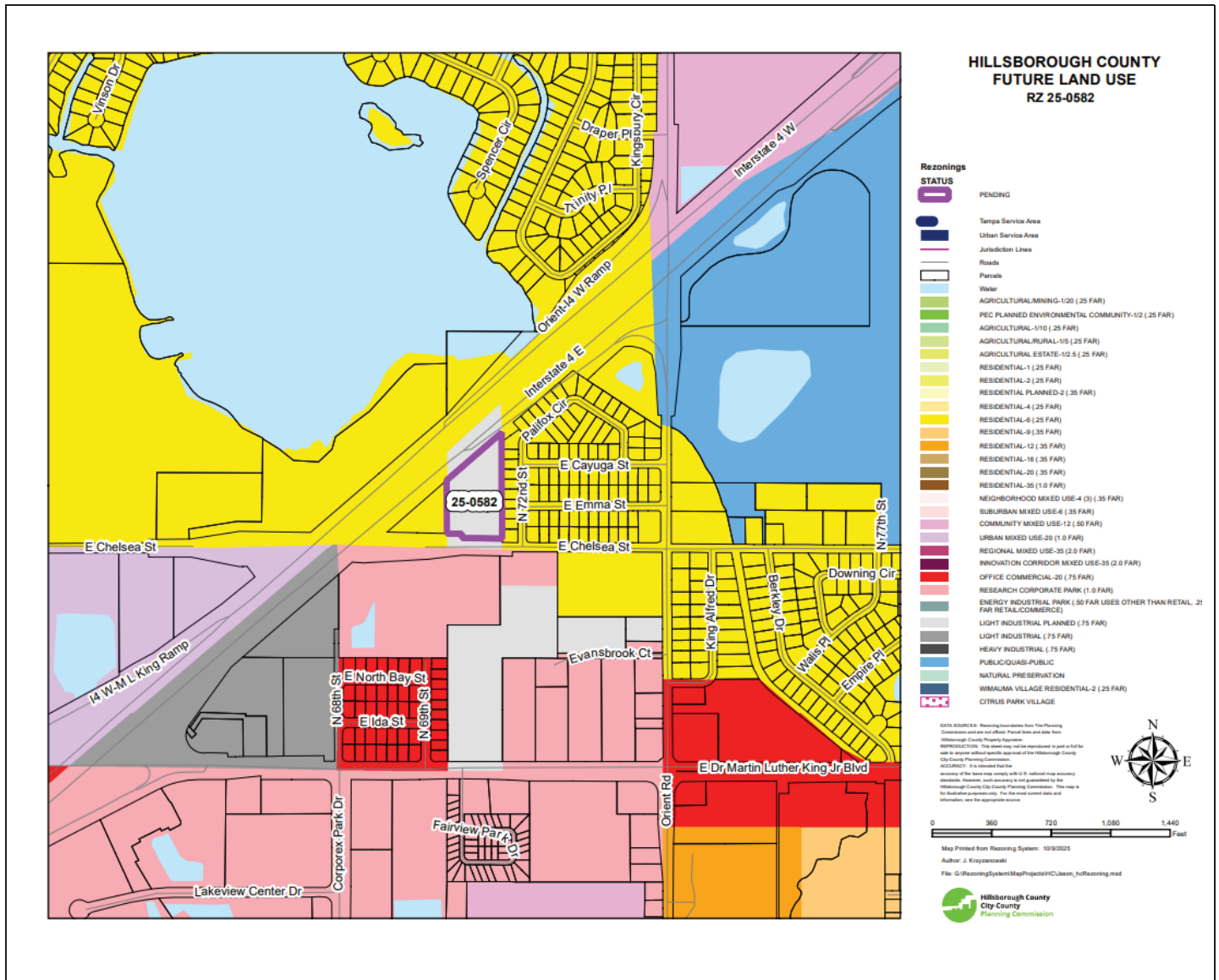


Context of Surrounding Area:

The site is located south of the I-4/I-75 to Orient Road off ramp, north of Chelsea Street, in the East Lake – Orient Park community. The area contains a residential, commercial and manufacturing uses. Major thoroughfares include Orient Road to the east and E. Dr. Martin Luther King Jr. Boulevard to the south. Interstate 4 is located immediately north of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

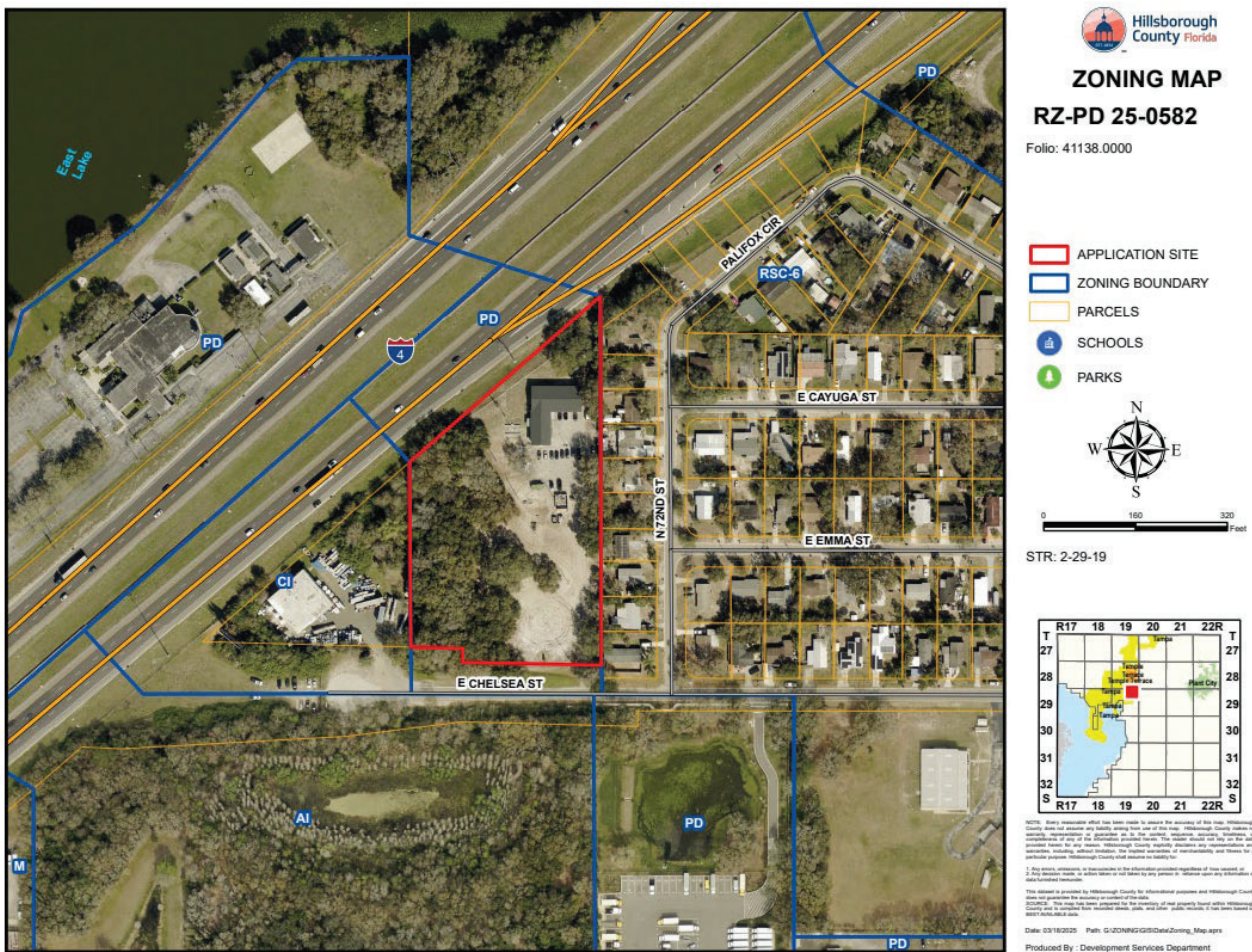
2.2 Future Land Use Map



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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

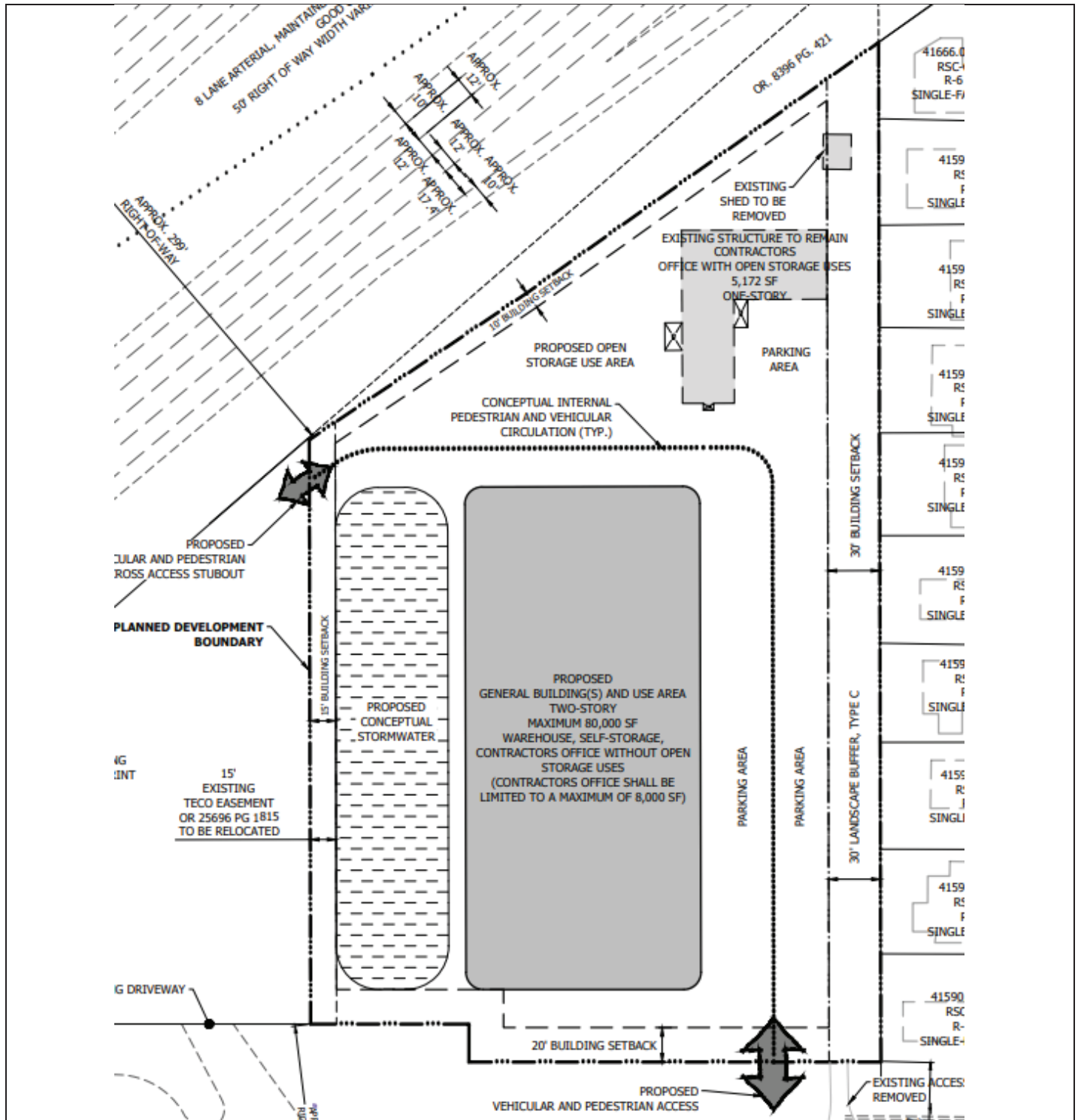


Adjacent Zonings and Uses

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

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

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

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	604	34	43
Proposed	404	60	74
Difference (+/-)	(-) 200	(+) 26	(+) 31

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area	<input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Roadway <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other Airport Height Zone and Noncompatible School Use Area			
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees <div> Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34 </div> <div> Contractor's Office (Per 1,000 s.f.) Mobility: \$8,586 Fire: \$57 </div> <div> Mini-Warehouse/Open Storage (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$32 </div>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

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

Development standards are comparable to the CI zoning district; however, height is limited to 35 feet/2-stories. Property to the east is zoned RSC-6 and developed with single-family homes. The existing structure at 1-story in height will remain and be the closest building to the residential. Proposed uses are centrally located on the site and will maintain a height of 35 feet/2-stories, complying with the 2:1 setback and provide a 30-foot buffer/Type C screening. The proposed eastern buffering and screening exceeds what is required for the uses of warehousing, contractor's office without open storage and mini-warehouse.

Proposed open storage will be accessory only to a Contractor's Office. The proposed Type C screening along the eastern boundary provides the required screening for the accessory open storage.

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

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted November 12, 2025.

1. The project shall be limited to the following uses: Contractor's Office with or without Open Storage, Warehousing, and Mini-Warehouse. A Contractor's Office (maximum of 1,172 sf) with Open Storage shall be developed where shown on the site plan. All other uses (Contractor's Office without Open Storage, Warehousing, and Mini-Warehouse) shall be located within the designated building envelope at a maximum square footage of 80,000 sf.
2. Buildings shall be setback a minimum of 30 from the south (Chelsea Street), a minimum of 30 feet from the east, a minimum of 10 from the north, and a minimum of 15 feet from the west. Open Storage shall be permitted only west of the existing structure/contractor's office, as delineated on the site plan.
3. Maximum building height shall be 35 feet/2-stories unless otherwise stated. The existing structure to be used for the Contractor's Office with Open Storage shall be limited to 35 feet/1-story. With the exception of the existing structure, buildings shall maintain a setback of 2 feet for every 1 foot over 20 feet in height, in addition to any required buffer, from the eastern property boundary.
4. A 30-foot wide buffer with Type C screening shall be provided along the eastern PD boundary, as delineated on the site plan.
5. A six foot high solid PVC fence, solid wooden fence, or masonry wall shall be provided along the northern PD boundary.
6. Any mini-warehouse use shall comply with LDC Section 6.11.60.
7. The developer shall be permitted up to 5,172 g.s.f. of Contractors Office with Open Storage and 80,000 g.s.f. of Warehouse, Self-Storage Uses and Contractors Office without Open Storage Uses (Contractors Office Shall be limited to a maximum of 8,000 g.s.f.). Additionally:
 - 7.1. Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 404 gross average daily trips, 60 gross a.m. peak hour trips, and 74 gross p.m. peak hour trips. Additionally:
 - 7.1.1. Concurrently with each increment of development within the PD, the developer shall provide a list of existing and previously approved uses within those portions of the PD. The list shall contain data including gross floor area, number of students/rooms/seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for each increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
 - 7.2. For purposes of calculating land uses and trip impacts, only open storage associated with Contractors Offices or Mini-Warehouse Facilities (to the extent permitted by LDC Sec. 6.11.60) shall be considered

accessory open storage and are not assumed to generate independent trip impacts. Additionally, when both contractors' office uses and warehousing uses exist or are constructed within the PD, warehouse uses shall not be permitted to utilize open storage within the PD, nor shall contractors offices be permitted to utilize warehousing within the PD (unless those warehouses are accounted for as contractor's offices for purposes of this trip cap).

8. The project shall be served by and limited to one (1) vehicular access connection to E. Chelsea St. All other existing connections shall be closed, with ditches and sod restored. Additionally, prior to or concurrent with the initial increment of development, the developer shall construct a vehicular and pedestrian cross access stubout along the project's western boundary, as shown on the PD site plan.
9. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
10. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
11. Prior to or concurrent with the initial increment of development, the developer shall construct a northbound to westbound left turn lane on Orient Rd. onto E. Chelsea St. The developer shall dedicate and convey to Hillsborough County and/or otherwise acquire any additional right-of-way necessary to construct such improvements to County standards, if any. The developer shall also be required to concurrently submit a trip generation and site access analysis which calculates minimum queue requirements for the turn lane.
12. If PD 25-0582 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated August 15, 2025) which was approvable by the County Engineer (on December 5, 2025) from the Sec. 6.04.07 LDC requirements governing access spacing for the project's E. Chelsea St. access. Specifically, approval of this variance will grant a variance of 80 ft. from the 245-foot minimum connection spacing, resulting in an access spacing of +/- 165 ft.
13. If PD 25-0582 is approved, the County Engineer will approve a Design Exception (dated December 3, 2025) which was found approvable by the County Engineer (on December 5, 2025) for the E. Chelsea St. substandard roadway improvements. If approved, no substandard roadway improvements will be required.
14. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.
15. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

APPLICATION NUMBER: PD 25-0582

ZHM HEARING DATE: December 15, 2025

BOCC LUM MEETING DATE: February 10, 2026

Case Reviewer: Michelle Heinrich, AICP

Zoning Administrator Sign Off:

J. Brian Grady

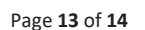
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

None.

8.1 Proposed Site Plan (Full)



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Case Reviewer: Michelle Heinrich, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/08/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/ South

PETITION NO: RZ 25-0582

☐

This agency has no comments.

☐

This agency has no objection.

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

☐

This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

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

1. The developer shall be permitted up to 5,172 g.s.f. of Contractors Office with Open Storage and 80,000 g.s.f. of Warehouse, Self-Storage Uses and Contractors Office without Open Storage Uses (Contractors Office Shall be limited to a maximum of 8,000 g.s.f.). Additionally:

- 1.1. Notwithstanding the above or anything herein these conditions, or the PD site plan, or within the Sec. 6.04.02.B. Administrative Variance (AV) and/or Design Exception (DE) approvals to the contrary, no development shall be permitted which causes cumulative development within the project to exceed 404 gross average daily trips, 60 gross a.m. peak hour trips, and 74 gross p.m. peak hour trips. Additionally:

- 1.1.1. Concurrently with each increment of development within the PD, the developer shall provide a list of existing and previously approved uses within those portions of the PD. The list shall contain data including gross floor area, number of students/rooms/seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross trip generation impacts for each increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- 1.2. For purposes of calculating land uses and trip impacts, only open storage associated with Contractors Offices or Mini-Warehouse Facilities (to the extent permitted by LDC Sec. 6.11.60) shall be considered accessory open storage and are not assumed to generate independent trip impacts. Additionally, when both contractors' office uses and warehousing uses exist or are constructed within the PD, warehouse uses shall not be permitted to utilize open storage within the PD, nor shall contractors

offices be permitted to utilize warehousing within the PD (unless those warehouses are accounted for as contractor's offices for purposes of this trip cap).

2. The project shall be served by and limited to one (1) vehicular access connection to E. Chelsea St. All other existing connections shall be closed, with ditches and sod restored. Additionally, prior to or concurrent with the initial increment of development, the developer shall construct a vehicular and pedestrian cross access stubout along the project's western boundary, as shown on the PD site plan.
3. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
4. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
5. Prior to or concurrent with the initial increment of development, the developer shall construct a northbound to westbound left turn lane on Orient Rd. onto E. Chelsea St. The developer shall dedicate and convey to Hillsborough County and/or otherwise acquire any additional right-of-way necessary to construct such improvements to County standards, if any. The developer shall also be required to concurrently submit a trip generation and site access analysis which calculates minimum queue requirements for the turn lane.
6. If PD 25-0582 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated August 15, 2025) which was approvable by the County Engineer (on December 5, 2025) from the Sec. 6.04.07 LDC requirements governing access spacing for the project's E. Chelsea St. access. Specifically, approval of this variance will grant a variance of 80 ft. from the 245-foot minimum connection spacing, resulting in an access spacing of +/- 165 ft.
7. If PD 25-0582 is approved, the County Engineer will approve a Design Exception (dated December 3, 2025) which was found approvable by the County Engineer (on December 5, 2025) for the E. Chelsea St. substandard roadway improvements. If approved, no substandard roadway improvements will be required.

PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

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

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

The applicant is proposing to modify the existing PD to replace the current approvals with entitlements which would permit up to 5,172 g.s.f. of Contractors Office with Open Storage and 80,000 g.s.f. of Warehouse, Self-Storage Uses and Contractor's Office without Open Storage Uses (Contractor's Office Shall be limited to a maximum of 8,000 g.s.f.).

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. While the analysis provided trip data for the intersection of Orient Rd. and Chelsea St., it did not explicitly address whether turn lanes were required pursuant to Sec.

6.04.04.D. Nevertheless, staff notes from the data provided that such turn lane is required, as the northbound to westbound trips on Orient Rd. onto Chelsea St. exceed the 20-trip threshold. No other turn lanes were found to be warranted. As such, staff has included a condition requiring construction of the turn lane together within the initial increment of development.

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

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

Existing Use:

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

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Uses per Trip Cap	404	60	74

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(-) 200	(+) 26	(+) 31

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

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

SITE ACCESS AND CONNECTIVITY

The project is proposing one (1) vehicular access connection to E. Chelsea St. As further discussed above, because all project traffic comes to/from the site through the Orient Rd. and E. Chelsea St. intersection, the intersection is considered a site access intersection for the purposes of determining whether turn lanes are required. As described above, a northbound to westbound left turn lane is warranted. No other auxiliary (turn) lanes are warranted pursuant to Sec. 6.04.04.D. of the LDC.

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

The applicant's Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance (dated December 3, 2025) from the Sec. 6.04.07 LDC requirement, governing the project's E. Chelsea St. access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 6 roadway with a posted speed of 45 miles per hour or less. This segment of E. Chelsea St. has a posted speed of 25 mph in the vicinity of the proposed project. The applicant is seeking a variance of +/- 80 feet from the closest driveway to the east on the same side of the roadway, such that the developer will be permitted to construct the project access in a location +/- 165 feet from that driveway. The request was found approvable by the County Engineer (on December 5, 2025).

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

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

As E. Chelsea St. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (December 3, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on December 5, 2025). The developer was not required to make any additional improvements not already required pursuant to Sec. 6.03.02 of the LDC. The Design authorized deviations from the type TS-7 (Typical Section – 7, for 2-lane Rural Local and Collector Roadways) of the TTM. Specifically:

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

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

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

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

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Friday, December 5, 2025 10:04 AM
To: Michael Raysor
Cc: Colin Rice; anthonyj@protekps.com; Heinrich, Michelle; Ratliff, James; Drapach, Alan; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 25-0582 - Administrative Variance & Design Exception Review
Attachments: 25-0582 AVReq 08-18-25.pdf; 25-0582 DEAdd 12-04-25.pdf
Importance: High

Mike,

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

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[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: Thursday, December 4, 2025 5:27 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ-PD 25-0582 - Administrative Variance & Design Exception Review
Importance: High

Hello Mike,

Attached the AV and DE for this case for your final review, please include the following people in your response:

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

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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- 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. Connection Spacing <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
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.			
Project Name/ Phase Protek PD Rezoning 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.			
Folio Number(s) 041138-0000 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers 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").			
Name of Person Submitting Request Michael D. Raysor, P.E. 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.			
Current Property Zoning Designation Planned Development (PD 92-0096) 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.			
Pending Zoning Application Number PD 25-0582 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.			
Related Project Identification Number (Site/Subdivision Application Number) N/A 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".			



August 15, 2025

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

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

Dear Mr. Williams,

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

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

- | | |
|---------------------------------|--------------------------------------------|
| • Warehouse: | 52,000 square feet |
| • Self-Storage (Mini-Warehouse) | 20,000 square feet |
| • Specialty Trade Contractor: | 5,172 square feet <<< EXISTING DEVELOPMENT |
| • Specialty Trade Contractor: | 8,000 square feet |

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

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

The adjacent segment of Chelsea Street is functionally classified as a County collector roadway, with a 25 mph posted speed limit, a C3R context classification, and an estimated post-development daily traffic volume of approximately 1,200 vpd to the east, near Orient Road. Significantly lower traffic volumes will be present to the west (adjacent to the project site), due to a “dead end” condition, with Chelsea Street terminating east of Interstate 4. Along the project site frontage, the eastbound/westbound background peak hour volumes are identified as 4 vph (AM peak hour) and 2 vph (PM peak hour); where using FDOT’s standard K-factor, the resulting AADT is estimated at less than 50 vpd.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
AUGUST 15, 2025
PAGE 2 OF 3

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

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th edition), as documented in **ATTACHMENT D**. The trip generation estimate identified 404 daily trips, with 60 trips during the AM peak hour, and 74 trips during the PM peak hour.

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

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

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

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



RAYSOR Transportation Consulting

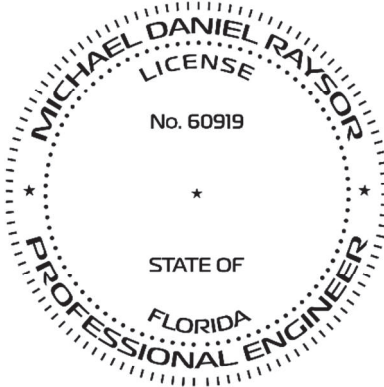
MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
ADMINISTRATIVE VARIANCE – MINIMUM SPACING (CHELSEA STREET)
FOLIO # 041138-0000
AUGUST 15, 2025
PAGE 3 OF 3

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

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President



THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

Michael Raysor Digitally signed by Michael Raysor
Date: 2025.08.17 17:09:00 -04'00'

ON THE DATE ADJACENT TO THE SEAL

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

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

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

APPROVED ☐

APPROVED WITH CONDITIONS ☐

DENIED ☐

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

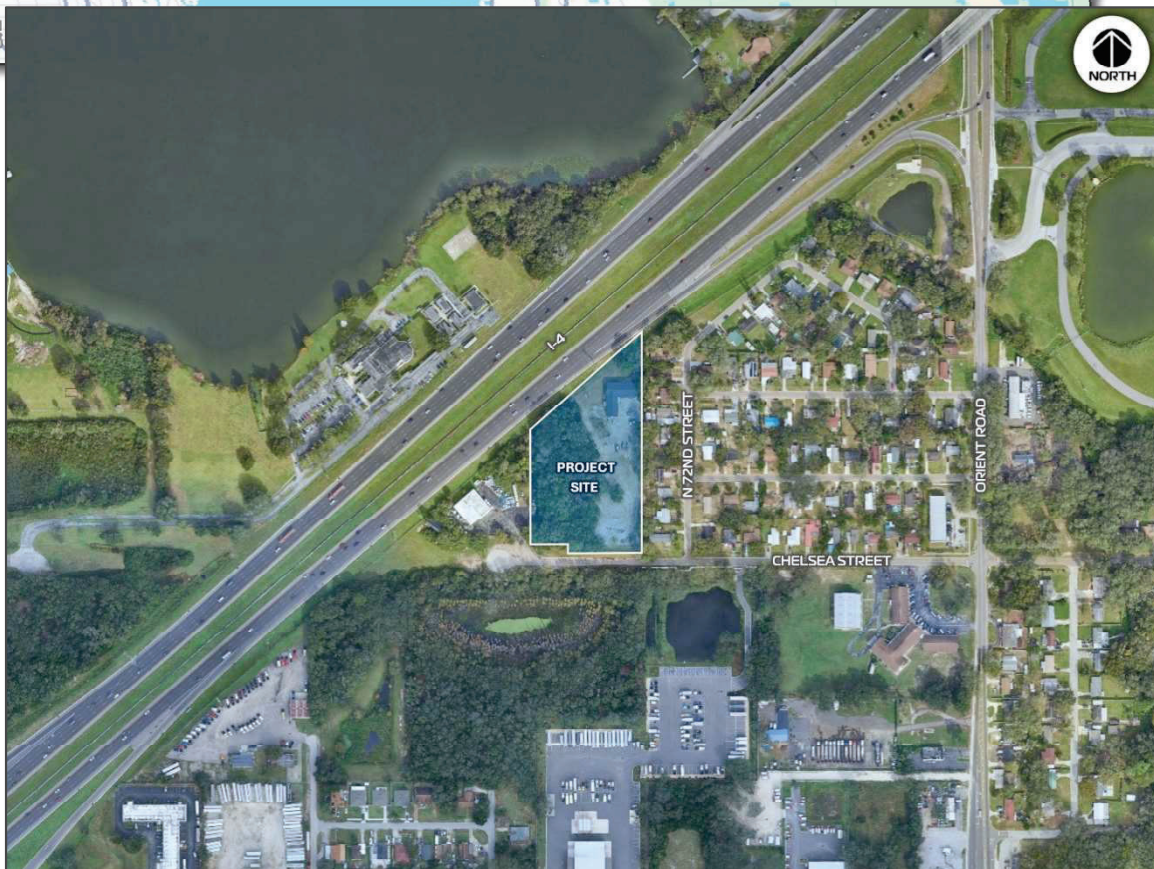
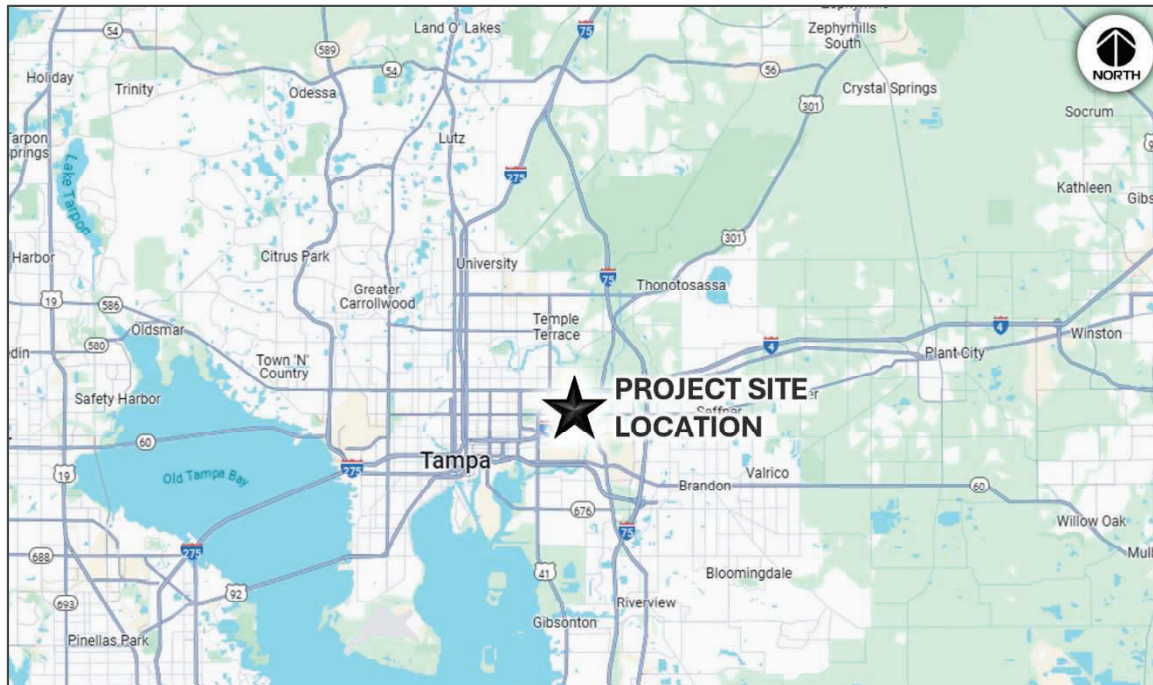
DATE

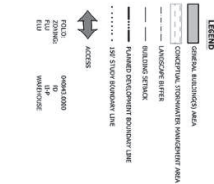
ATTACHMENT A



PROTEK PD REZONING (PD 25-0582)

Project Site Location Map





Q20	Q20	111,000
Q21	Q21	111,000
Q22	Q22	111,000
Q23	Q23	111,000
Q24	Q24	111,000
Q25	Q25	111,000
Q26	Q26	111,000
Q27	Q27	111,000
Q28	Q28	111,000
Q29	Q29	111,000
Q30	Q30	111,000
Q31	Q31	111,000
Q32	Q32	111,000
Q33	Q33	111,000
Q34	Q34	111,000
Q35	Q35	111,000
Q36	Q36	111,000
Q37	Q37	111,000
Q38	Q38	111,000
Q39	Q39	111,000
Q40	Q40	111,000
Q41	Q41	111,000
Q42	Q42	111,000
Q43	Q43	111,000
Q44	Q44	111,000
Q45	Q45	111,000
Q46	Q46	111,000
Q47	Q47	111,000
Q48	Q48	111,000
Q49	Q49	111,000
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Q91	Q91	111,000
Q92	Q92	111,000
Q93	Q93	111,000
Q94	Q94	111,000
Q95	Q95	111,000
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Q98	Q98	111,000
Q99	Q99	111,000
Q100	Q100	111,000

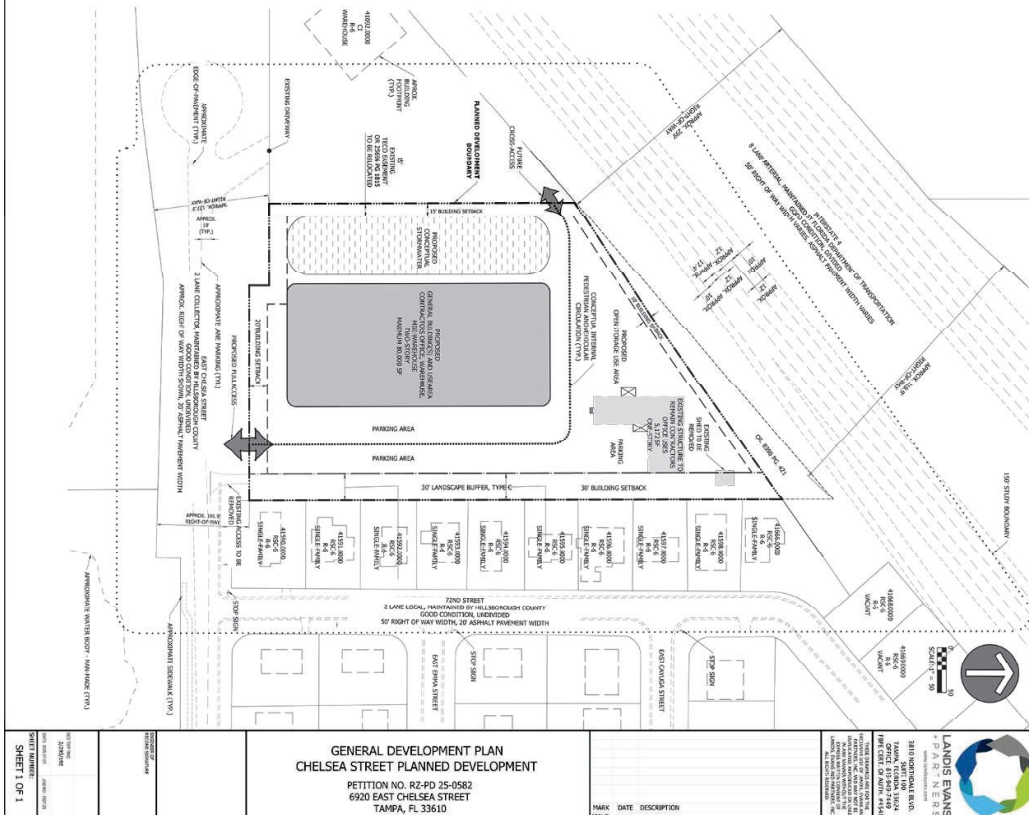
- [illegible]

LOCAL ORDINANCE (PER SUBJECT PARAGRAPH 202.06-22)
THE FIRST 33.50 FEET OF THE NW 1/4 OF THE SE 1/4 OF SECTION 2,
TOWNSHIP 20S, RANGE 19E, ALTHOROUGH COUNTY, FLORIDA, LYING SOUTHEAST OF
STATE ROAD NO. 14
LESS RIGHT OF WAY FOR CHELSEA AVE.
AND LESS AND EXCEPT THAT PORTION SET FORTH IN THAT CERTAIN
O.A. BOOK 8204, PAGE 421, PUBLIC RECORDS OF ALTHOROUGH COUNTY,
FLORIDA

OWNER/DEVELOPER:
PETER ATTHOFF/DRS
6020 E CHESTER ST
DENVER, CO 80230
PETER.ATTHOFF@ATTHOFF.COM
(313) 855-2303

ATTORNEY:
CHANDLER, FRODO & MORTON
1000 W CLAY ST
TAMPA, FL 33606
ATTN:COLIN FICE
COLIN.FICE@CHANDLERFRODO.COM
(813) 234-0099

ENGINEER:
LAWRENCE EVANS AND PARTNERS
3630 NORTH 10TH AVE, SUITE 100
DENVER, COLORADO P.E.
VINCE@LAWRENCEEVANS.COM
(313) 746-7469

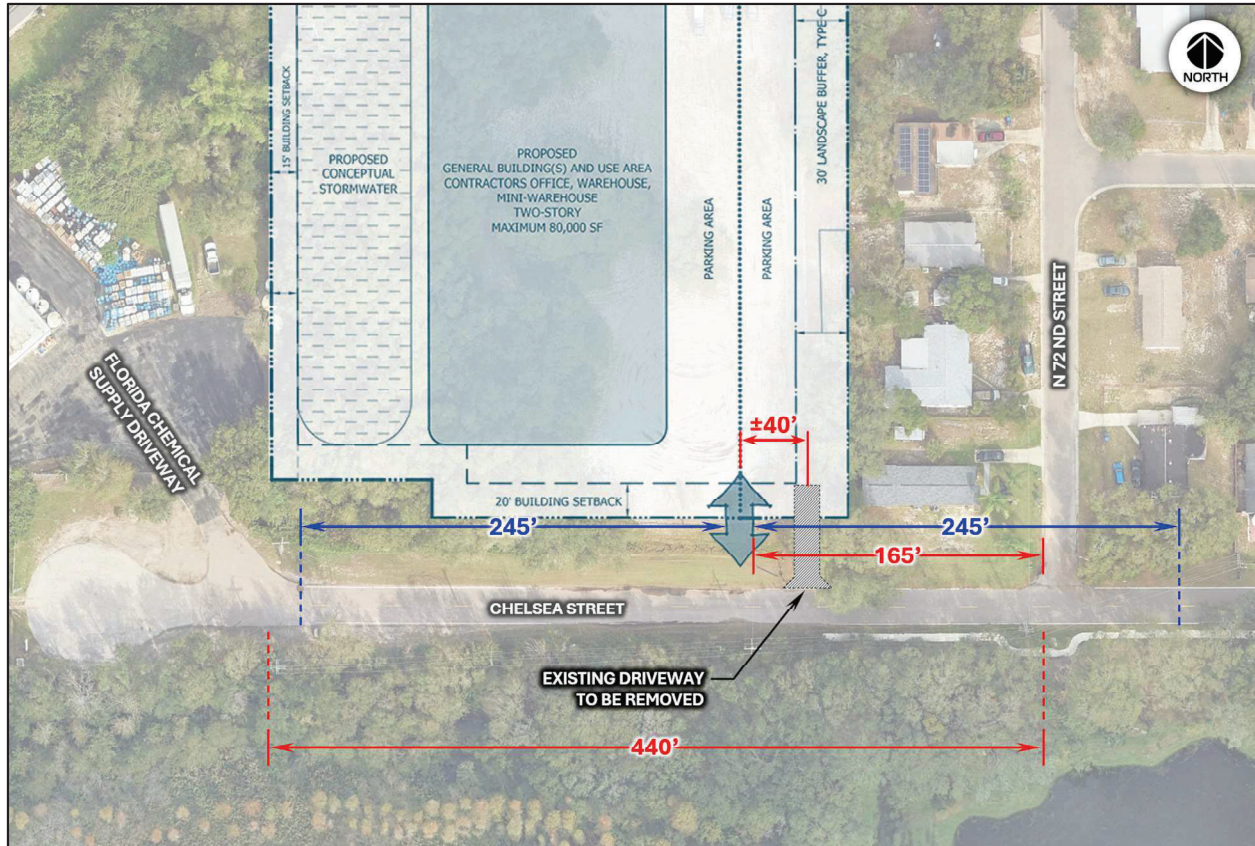


ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)

Connection Spacing Exhibit



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Project Site Trip Generation

General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	52,000 sf	$T=1.58(X) + 38.29$	120	$T=0.12(X) + 23.62$	30	23	7	$T=0.12(X) + 26.48$	33	9	24
	154	High Cube Warehouse	52,000 sf	1.40	74	0.08	4	3	1	0.10	5	1	4
	155	High Cube Fulfillment Center Warehouse	52,000 sf	1.81	94	0.15	8	6	2	0.16	8	3	5
	156	High Cube Parcel Hub Warehouse	52,000 sf	4.63	242	0.70	36	18	18	0.64	33	22	11
	157	High Cube Cold Storage Warehouse	52,000 sf	2.12	110	0.11	6	5	1	0.12	6	2	4
	Worst-Case			--	242	--	36	23	18	--	46	22	24
Self-Storage	151	Mini-Warehouse	20,000 sf	1.45	30	0.09	2	1	1	0.15	3	1	2
Contractors Office (Existing)	180	Specialty Trade Contractor	5,172 sf	9.82	52	1.66	9	7	2	1.93	10	3	7
Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	404	--	60	41	24	--	74	31	43
Total ITE Trips (Excluding Existing Contractor Office)				--	352	--	51	34	22	--	64	28	36
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	54	36	23	--	67	31	36



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Road - Chelsea Street <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
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.	
Project Name/ Phase	Protek PD Rezoning
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.	
Folio Number(s)	041138-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
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").	
Name of Person Submitting Request	Michael D. Raysor, P.E.
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.	
Current Property Zoning Designation	Planned Development (PD 92-0096)
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.	
Pending Zoning Application Number	PD 25-0582
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.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
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".	



December 3, 2025 (REVISION #1)

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

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

Dear Mr. Williams,

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

1.0 | INTRODUCTION

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

- Warehouse: 52,000 square feet
- Self-Storage (Mini-Warehouse) 20,000 square feet
- Specialty Trade Contractor: 5,172 square feet <<< EXISTING DEVELOPMENT
- Specialty Trade Contractor: 8,000 square feet

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

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

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

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



2.0 | ROADWAY CHARACTERISTICS

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

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

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

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

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

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

3.0 | PROJECT GENERATED TRAFFIC VOLUMES

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th edition), as documented in [ATTACHMENT E](#). The trip generation estimate identified 404 daily trips, with 60 trips during the AM peak hour, and 74 trips during the PM peak hour.



RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.
PROTEK PD REZONING (PD 25-0582)
DESIGN EXCEPTION – CHELSEA STREET
FOLIO # 041138-0000
DECEMBER 3, 2025 (REVISION #1)
PAGE 3 OF 3

4.0 | ALTERNATIVE IMPROVEMENTS

As discussed in Section 2.0 herein, Chelsea Street was found to be substandard in regard to sidewalk coverage. To address the subject project's impact to substandard sidewalk conditions, the applicant proposes to construct a sidewalk along the project site frontage ($\pm 330'$). Refer to **ATTACHMENT H** for a conceptual graphic depicting the referenced sidewalk improvement.

5.0 | CONCLUSION

The foregoing documents a request for a Design Exception per Hillsborough County Transportation Manual (TTM) Section 1.7.2. to meet Hillsborough County Land Development Code (LDC) 86.04.03.L (Existing Facilities) in association with PD 25-0582 (Protek PD Rezoning), and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.
President

THIS ITEM HAS BEEN DIGITALLY
SIGNED AND SEALED BY

Michael Raysor
Digitally signed by Michael
Raysor
Date: 2025.12.03 16:52:35
-05'00'

ON THE DATE ADJACENT TO THE SEAL

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

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

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

APPROVED ☐

APPROVED WITH CONDITIONS ☐

DENIED ☐

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

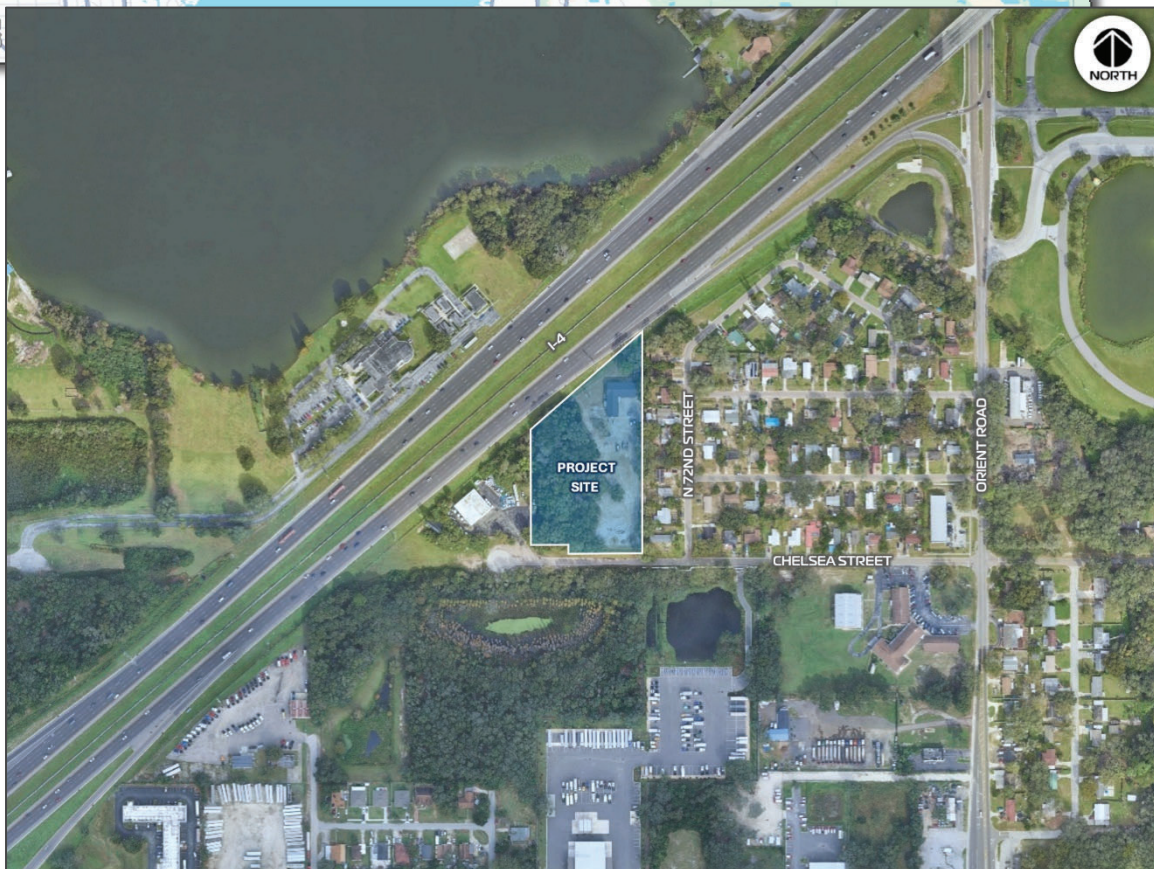
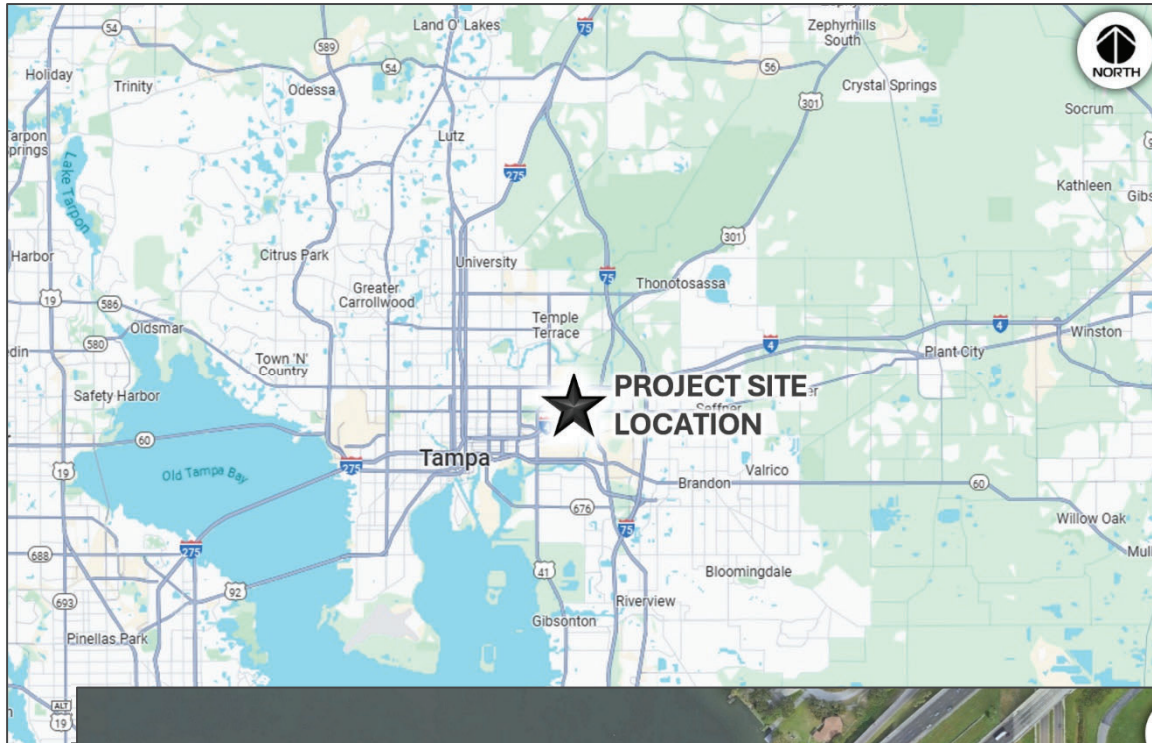
DATE

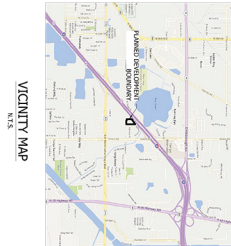
ATTACHMENT A



PROTEK PD REZONING (PD 25-0582)

Project Site Location Map



[illegible]

- [illegible]

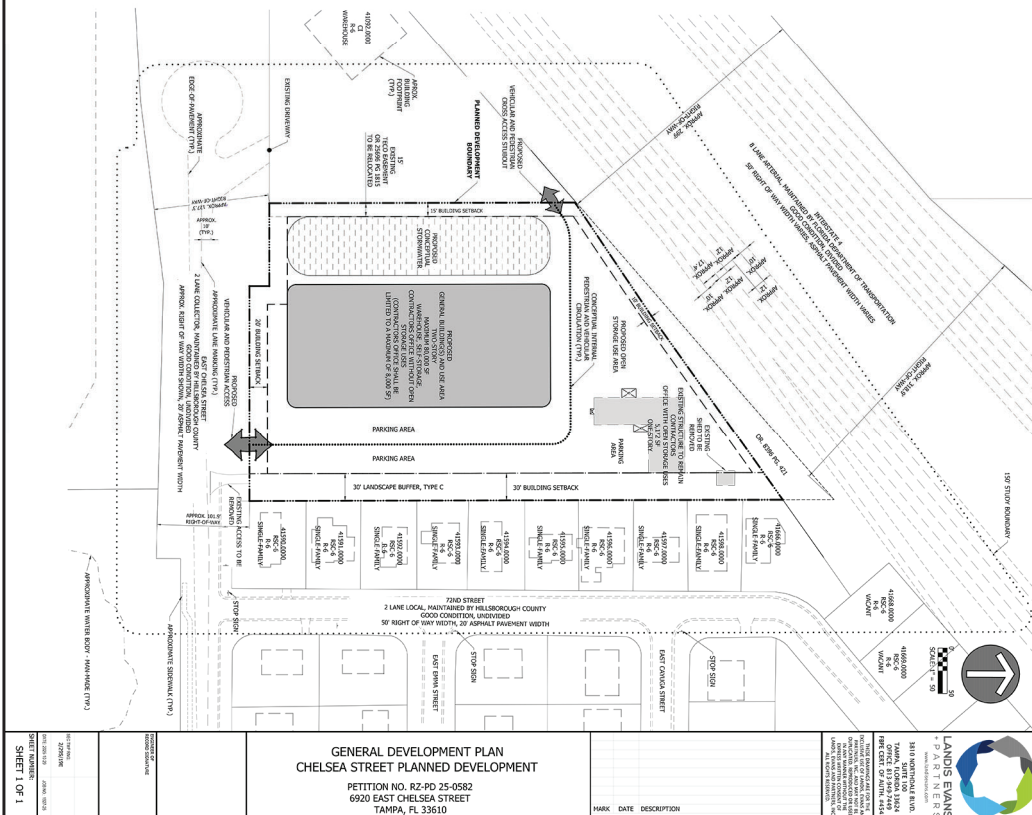
THE WEST 330.00 FEET OF THE NW 1/4 OF THE SE 1/4 OF SECTION 2, T17N, R16E, S10E, HILLSBOROUGH COUNTY, FLORIDA, LYING SOUTHEAST OF STATE ROAD NO. 44.

LESS RIGHT OF WAY FOR CHELSEA AVE.

AND LESS AND EXCEPT THAT PORTION SET FORTH IN THAT CERTAIN ORDER OF TAKING RECORDED IN PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA, BOOK 8396, PAGE 421, PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA.

ENGINEERS:
LUNDY, EVANS AND PARTNERS
3810 BORTHOLME BLVD., SUITE 100
DALLAS, TX 75244
HARRINGTON, P.E.
HARRINGTON-ANDERSONS.COM
(817) 398-7419

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1000 W. CAUSEWAY
TAMPA, FL 33606
ATTORNEYS@GRIFFINANDERSON.COM
(813) 274-6888

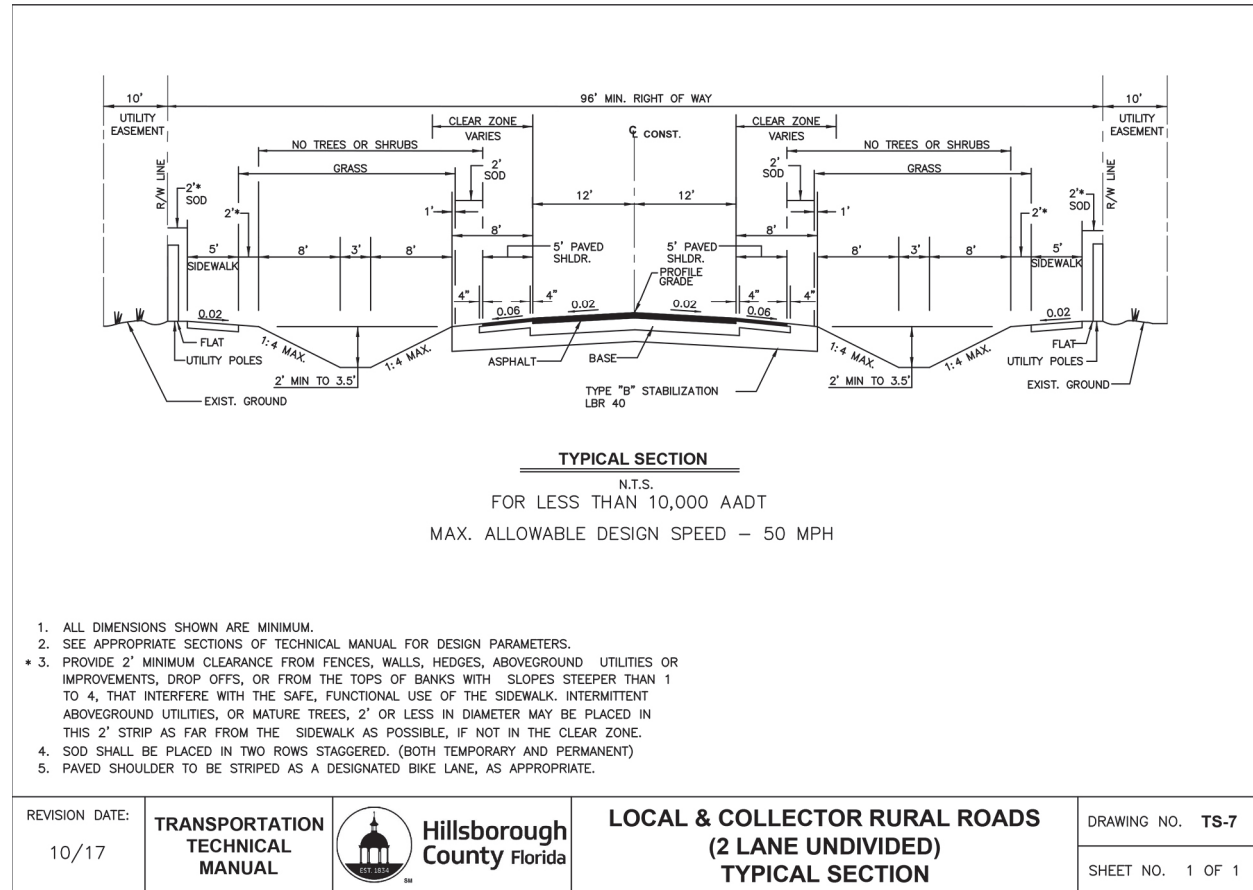


ATTACHMENT C



PROTEK PD REZONING (PD 25-0582)

Hillsborough County TS-7 Typical Section



ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (1 OF 3)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING EAST)



CHELSEA STREET WEST OF ORIENT ROAD (LOOKING WEST)

ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (2 OF 3)



CHELSEA STREET EAST OF PROJECT SITE DRIVEWAY (LOOKING EAST)



CHELSEA STREET EAST OF PROJECT SITE DRIVEWAY (LOOKING WEST)

ATTACHMENT D



PROTEK PD REZONING (PD 25-0582)

Chelsea Street Photograph (3 OF 3)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING EAST)



CHELSEA STREET WEST OF PROJECT SITE DRIVEWAY (LOOKING WEST)

ATTACHMENT E



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

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

6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

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

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

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

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

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

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

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

ATTACHMENT F



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

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

6.2.2 Cross-Sectional Elements

6.2.2.1 Width of Roadway

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

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

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

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

Note: See text for roadside barrier and offtracking considerations.

6.2.2.2 Number of Lanes

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

ATTACHMENT G



PROTEK PD REZONING (PD 25-0582)

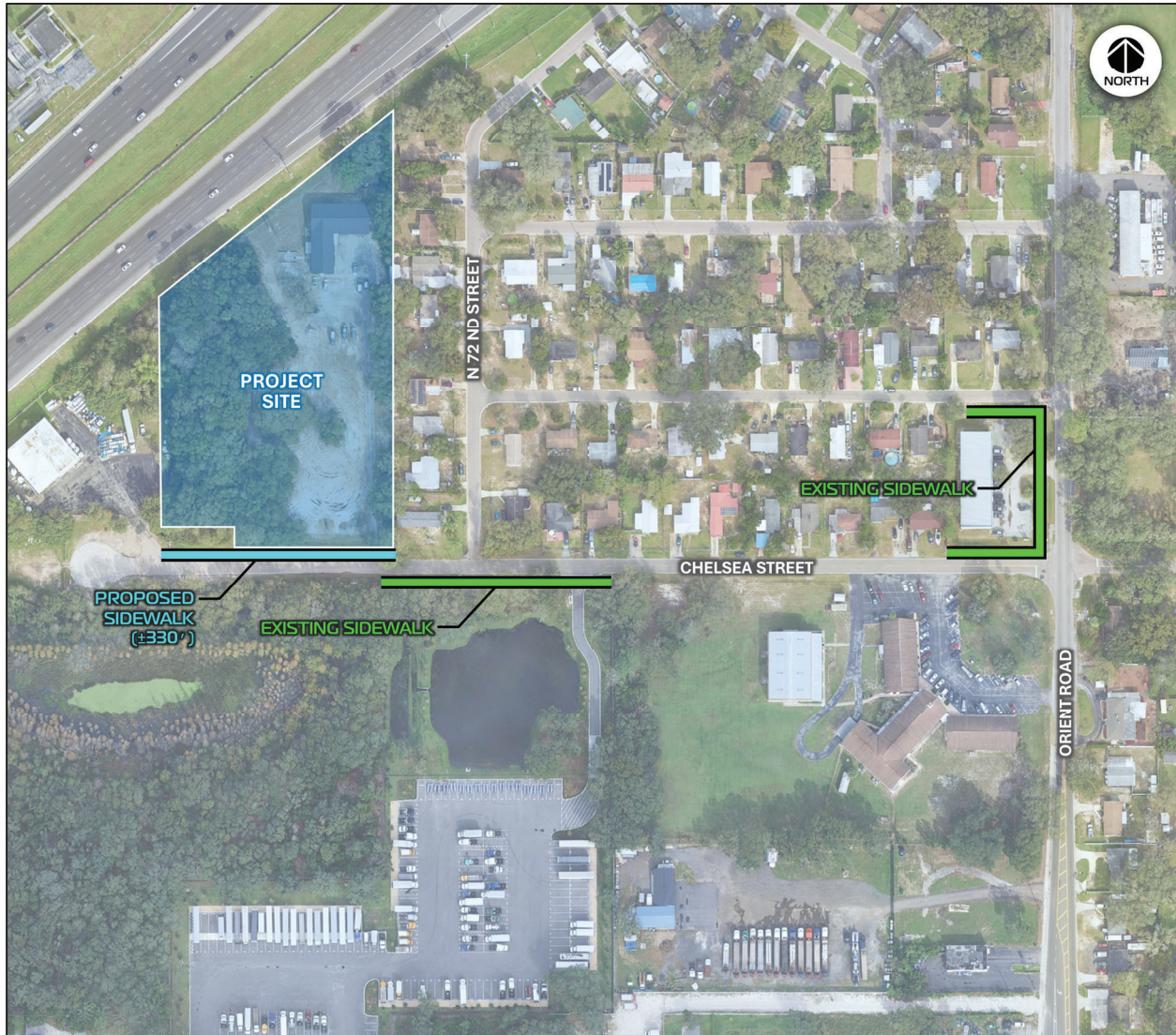
Project Site Trip Generation

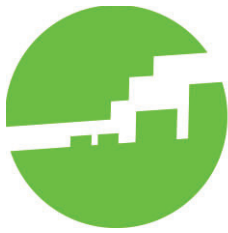
General Land Use	ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
				Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
Warehouse	150	Warehousing	52,000 sf	$T=1.58(X) + 38.29$	120	$T=0.12(X) + 23.62$	30	23	7	$T=0.12(X) + 26.48$	33	9	24
	154	High Cube Warehouse	52,000 sf	1.40	74	0.08	4	3	1	0.10	5	1	4
	155	High Cube Fulfillment Center Warehouse	52,000 sf	1.81	94	0.15	8	6	2	0.16	8	3	5
	156	High Cube Parcel Hub Warehouse	52,000 sf	4.63	242	0.70	36	18	18	0.64	33	22	11
	157	High Cube Cold Storage Warehouse	52,000 sf	2.12	110	0.11	6	5	1	0.12	6	2	4
	Worst-Case			--	242	--	36	23	18	--	46	22	24
Self-Storage	151	Mini-Warehouse	20,000 sf	1.45	30	0.09	2	1	1	0.15	3	1	2
Contractors Office (Existing)	180	Specialty Trade Contractor	5,172 sf	9.82	52	1.66	9	7	2	1.93	10	3	7
Contractors Office (Proposed)	180	Specialty Trade Contractor	8,000 sf	9.82	80	1.66	13	10	3	1.93	15	5	10
Total ITE Trips (Including Existing Contractor Office)				--	404	--	60	41	24	--	74	31	43
Total ITE Trips (Excluding Existing Contractor Office)				--	352	--	51	34	22	--	64	28	36
Existing Contractor Office Trips (from Traffic Counts)				--	--	--	6	5	1	--	7	0	7
Net Increase in Project Generated Trips				--	--	--	54	36	23	--	67	31	36

ATTACHMENT H



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





**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: December 15, 2025 Report Prepared: December 4, 2025	Case Number: PD 25-0582 Folio(s): 41138.0000 General Location: North of East Chelsea Street, southeast of Interstate-4, and west of 72 nd Street North
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Light Industrial-Planned (No residential permitted; 0.75 FAR)
Service Area	Urban
Community Plan(s)	East Lake-Orient Park
Rezoning Request	Planned Development (PD 92-0096) to Planned Development (PD) to allow for contractor's office, warehouse, self-storage uses, and open storage uses.
Parcel Size	+/- 3.54 acres
Street Functional Classification	East Chelsea Street – County Collector Interstate-4 – State Principal Arterial 72 nd Street North – Local
Commercial Locational Criteria	N/A

Evacuation Area	E
-----------------	---

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

Staff Analysis of Goals, Objectives and Policies:

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

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

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

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the Light Industrial-Planned (LI-P) Future Land Use category, which allows for the consideration of agriculture, light industrial uses such as processing, manufacturing, recycling and storage of materials as the predominant uses including support offices, warehousing, and retail uses. The proposed maximum building area square footage is 85,172 square feet, which is within the allowable maximum 0.75 FAR that can be considered for the site (3.54 acres x 43,560 sq ft = 154,202 sq ft x 0.75 FAR = 115,651 sq ft). As the language states, the proposed uses are allowed and therefore, the proposal meets Objective 2.2 and the associated policies.

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

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

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

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

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Relationship to the Future Land Use Map

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

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

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

Future Land Use Categories

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

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

the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Compatibility

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

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

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

Community Planning

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

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

Development

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

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

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

Neighborhood/Community Development

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

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

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

LIVABLE COMMUNITIES ELEMENT: EAST LAKE-ORIENT PARK COMMUNITY PLAN

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

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

[illegible]

Map Printed from Rezoning System: 10/9/2025
 Author: J. Krzyzanowski
 File: G:\RezoningSystem\MapProjects\HC\Jasor