

PD Modification Application: MM 25-0353**Zoning Hearing Master Date:**

February 18, 2025

BOCC Land Use Meeting Date:

April 8, 2025

**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Paul Mascola

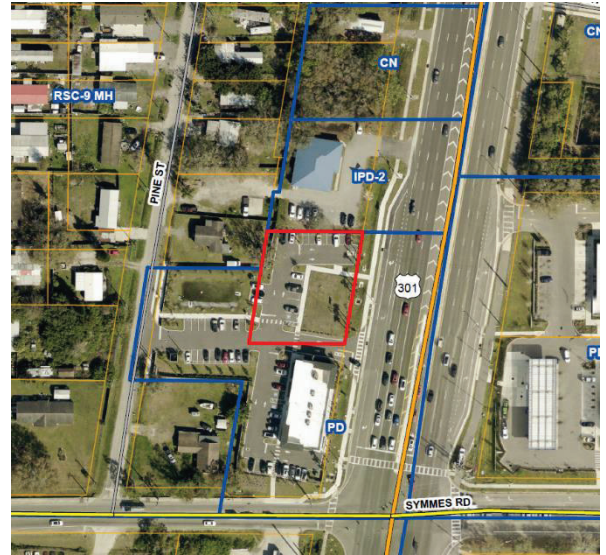
FLU Category: SMU-6

Service Area: Urban

Site Acreage: 0.421

Community
Plan Area: Riverview

Overlay: None

**Introduction Summary:**

PD 19-0535 was approved in 2020 to allow CN uses with restrictions.

The applicant is requesting a modification to the Planned Development to remove Auto Repair/Motor Vehicle – Neighborhood Serving as a prohibited use. A “Take 5” auto service repair station is proposed to be developed on the site.

Existing Approval(s):

Prohibited Use- Auto Repair

Proposed Modification(s):

Allow Auto Repair/Motor Vehicle – Neighborhood Serving

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:

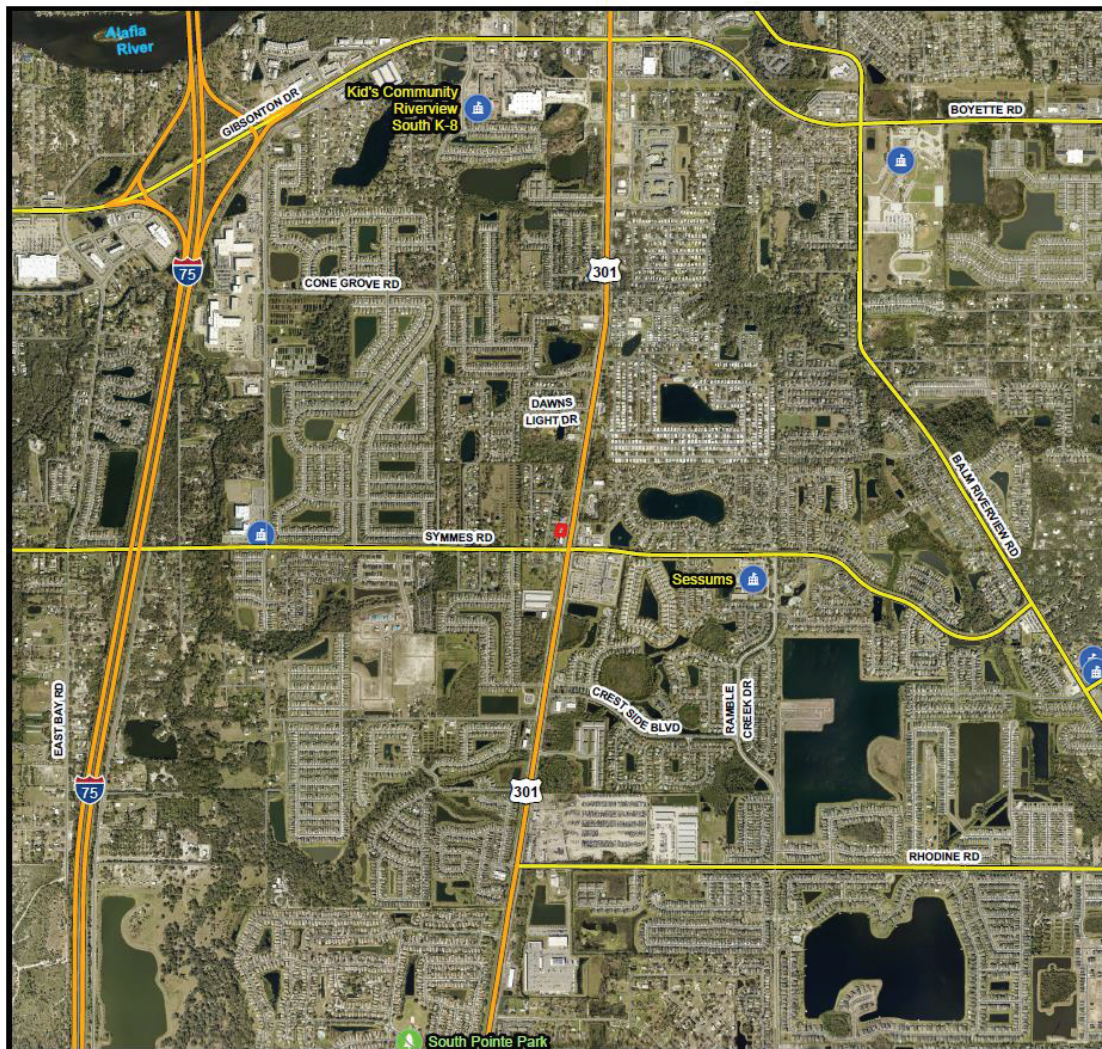
Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



VICINITY MAP

MM 25-0353

Folio: 77089.0000

APPLICATION SITE

RAILROADS

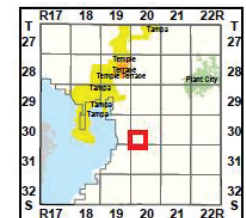
SCHOOLS

PARKS



0 0.25 0.5 Miles

STR: 29-30-20



NOTES: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant any liability arising from use of this map. Hillsborough County makes no warranty, representation or guarantee as to the content, accuracy, reliability, timeliness, or completeness of any of the information provided herein. The reader should not rely on the data provided herein for any purpose. Hillsborough County explicitly disclaims any representation and warranty, including, without limitation, the implied warranty of merchantability and fitness for a particular purpose. Hillsborough County shall assume no liability for:

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2. Any indirect, special, or consequential damages, including, without limitation, any information or data furnished hereunder.

This document is provided to Hillsborough County for informational purposes and Hillsborough County does not guarantee the accuracy or content of the data.
5/14/2025 The map has been prepared for the property of real property located within Hillsborough County and is compiled from recorded deeds, plats, and other public records. It has been based on the most available data.

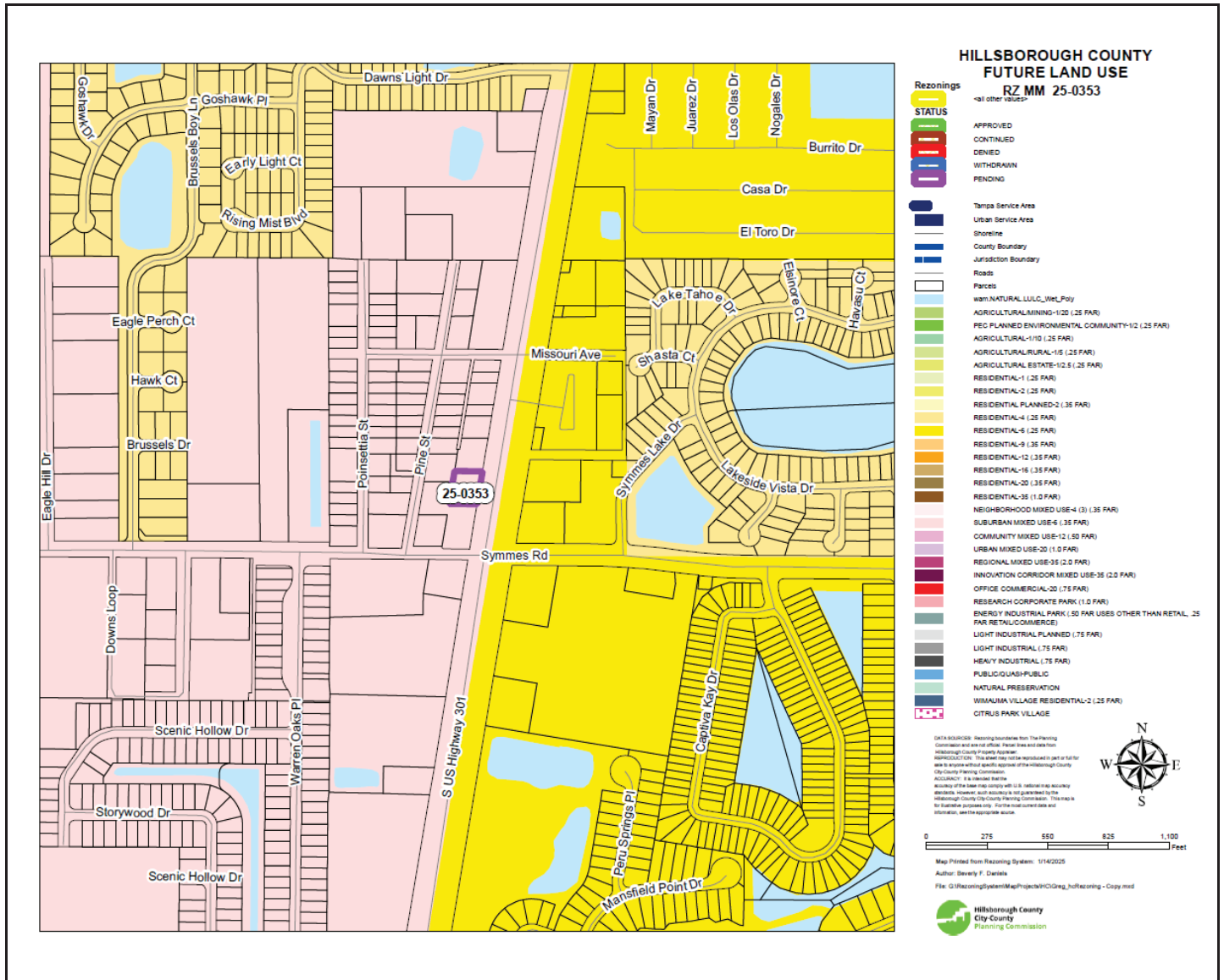
Date: 01/16/2025 Path: G:\CONING\GIS\Dev\Vicinity_Map.aprx
Produced By: Development Services Department

Context of Surrounding Area:

The subject property is located within the Urban Service Area and within the Riverview Community Planned area. The property is adjacent to other commercial uses such as retail establishments, personal service uses, convenience stores, and offices. These uses are located east, south and north of the property. The site is also adjacent to residential uses to the west, primarily single-family conventional and mobile home dwellings. The site fronts US Highway 301, near the Symmes Road intersection.

2.0 LAND USE MAP SET AND SUMMARY DATA

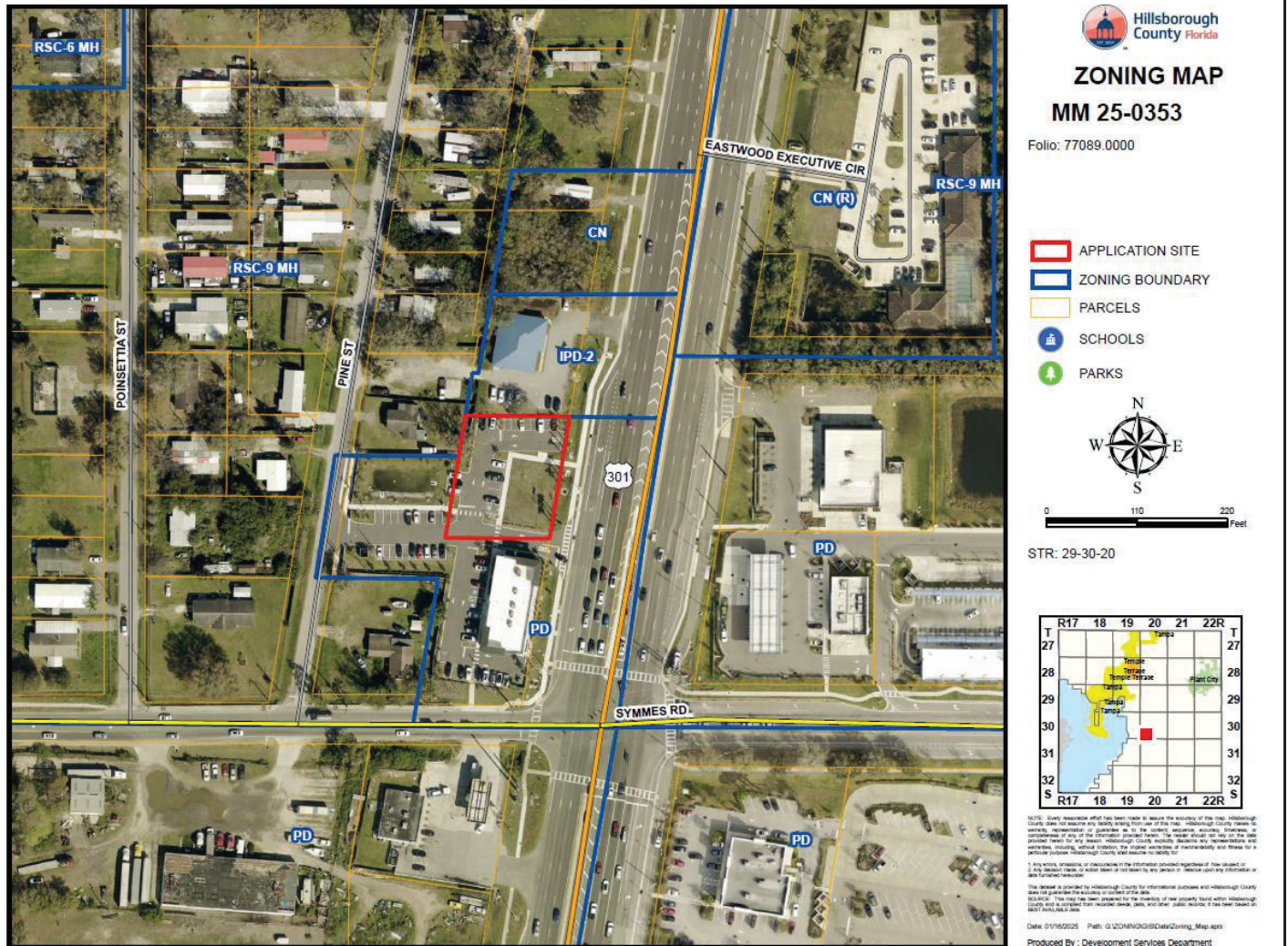
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Suburban Mixed Use-6 (SMU-6)
Maximum Density/F.A.R.:	6.0 DU per acre / 0.25 FAR or 175,000 sq. ft of Neighborhood Commercial
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



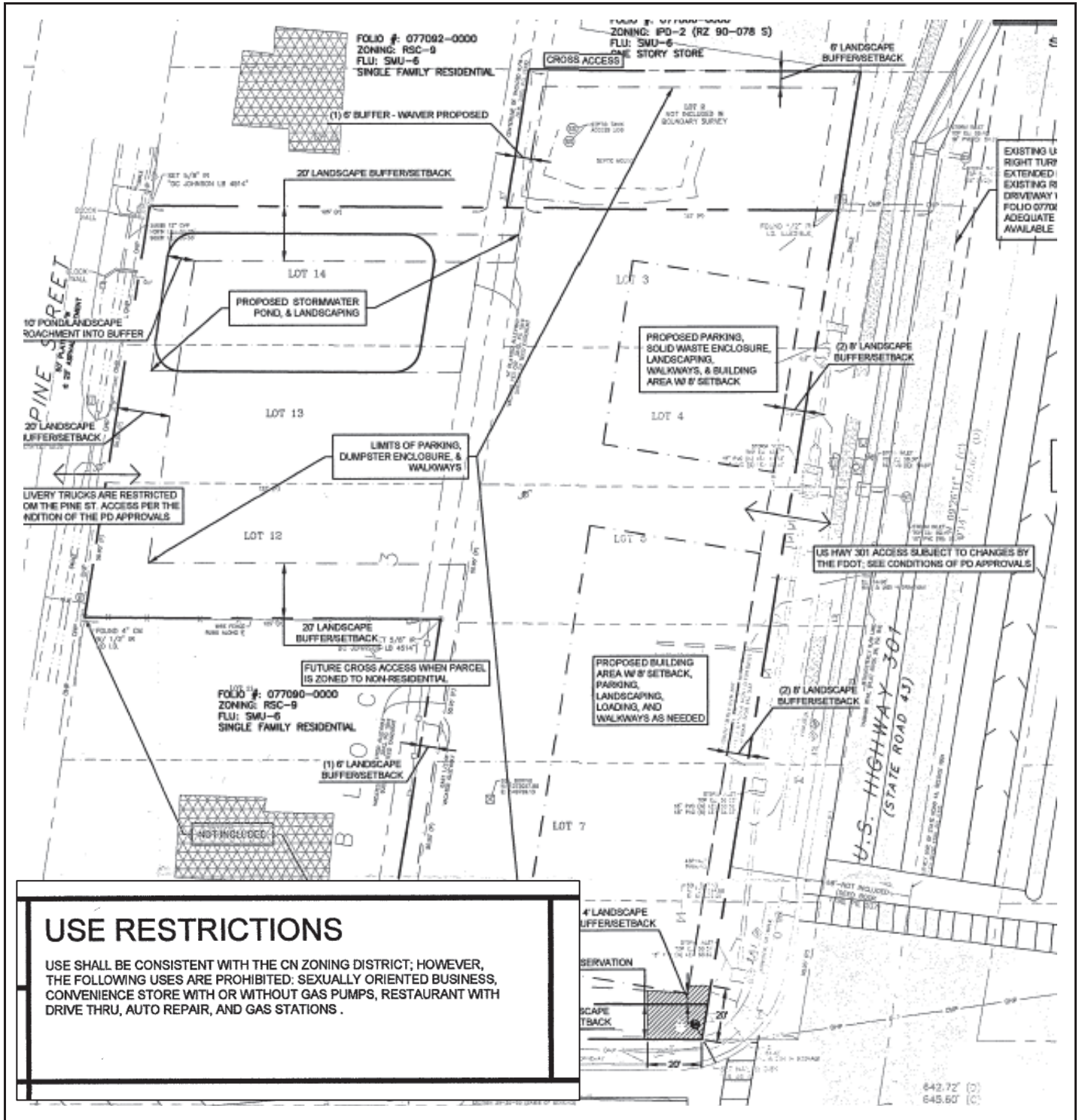
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	IPD-2 90-0078 (PRS 19-1132)	0.23 FAR (4,300 sq. ft. max)	Retain commercial/Office and accessory storage	Fitness Center & Dance Studio
South	PD 19-0535	0.25 FAR (12,000 sf. ft. max)	Commercial Neighborhood (CN) uses w/ restrictions	Commercial
East	PD 00-0532 (PRS 20-0655)	0.27 FAR (40,000 sq. ft. max) & 3.74 DU per acre (326 units max)	Commercial General Uses & Single-Family residential (Attached/Detached)	Retail, convenience store, car wash, residential
West	RSC-9 MH	9 DU per acre	Single-Family Conventional / Mobile Homes	Single-Family Conventional

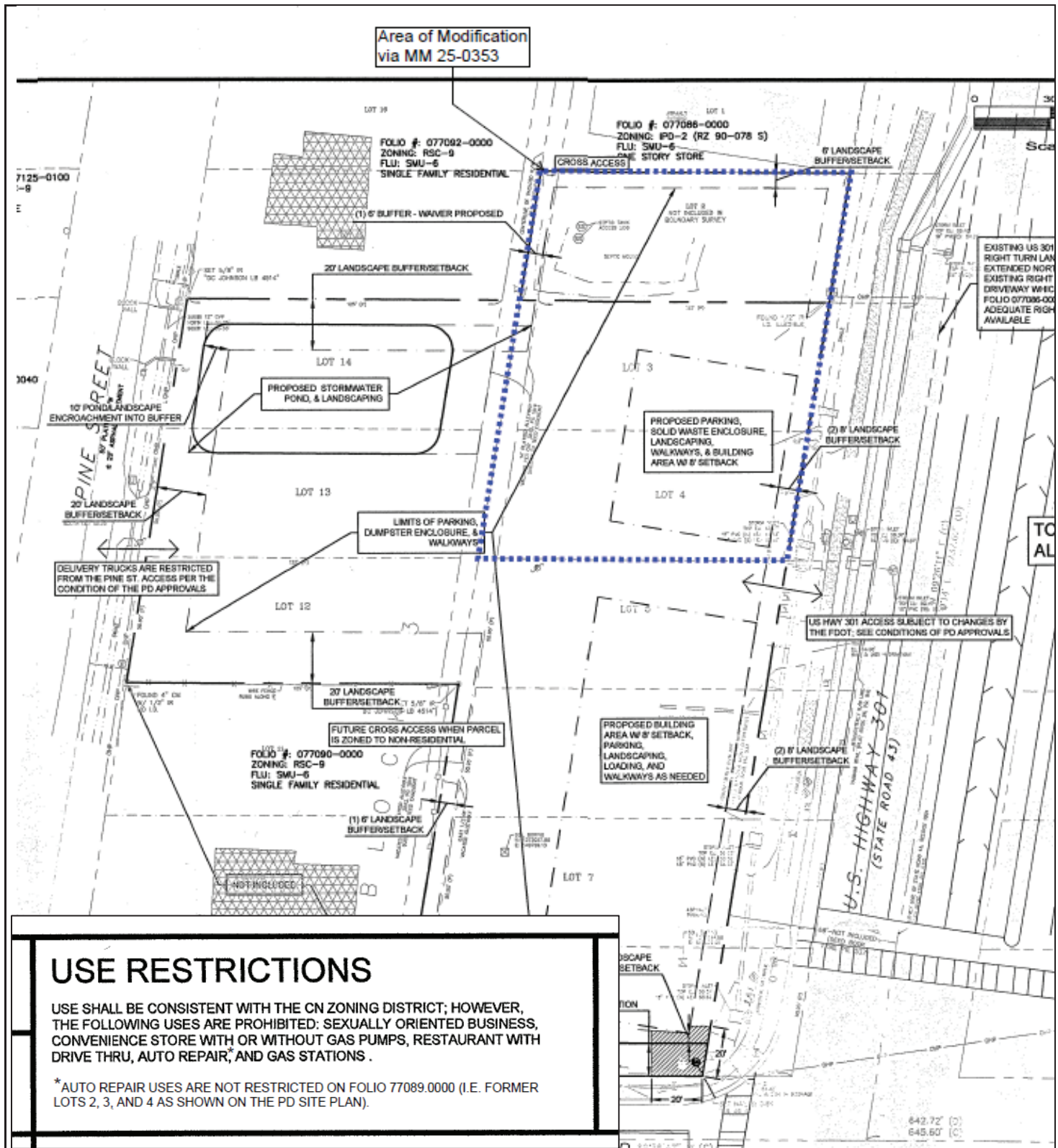
	PD 19-0535	0.25 FAR (12,000 sf. ft. max)	Commercial Neighborhood (CN) uses w/ restrictions	Water retention Area
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



Plan from originally approved Planned Development 19-0535

2.0 LAND USE MAP SET AND SUMMARY DATA**2.5 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Symmes Rd.	County Collector - Urban	8 Lanes <input checked="" 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
Pine St.	County Local - Rural	3 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,865	45	131
Proposed	1,865	45	131
Difference (+/-1)	NO CHANGE	NO CHANGE	NO CHANGE

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

Connectivity and Cross Access ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	Vehicular & Pedestrian	Meets LDC
South		Pedestrian	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West	x	Vehicular & Pedestrian	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Pine St./Substandard Rd.	Deminimis Design Exception Requested	Previously Approved
	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	No wetlands
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Quick Lube (Mobility per service bay) (Fire Per 1,000 s.f.) Mobility: \$19,225 * 3 = \$57,675 Fire: \$313 * 1,708 = \$534.60				
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

In 2020, PD 19-0535 was approved for CN uses with restrictions, which included sexually oriented businesses, convenience stores with or without gas pumps, restaurants and gas stations. The restriction list was included in the Final Conditions of Approval and the approve site plan; however, an additional use, Auto Repair, was listed as a restricted use on the site plan. As a result, due to LDC Section 5.03.06.E, the more restrictive requirement prevails. It was not the intent to restrict Auto Repair/Motor Vehicle – Neighborhood Serving in this Planned Development. The main purpose of this Major Modification looks to address this conflict and allow Auto Repair/Motor Vehicle – Neighborhood Serving uses. Further, Auto Repair/Motor Vehicle – Neighborhood Serving will only be permitted in the area to be modified, designated as Folio# 77089.0000. Auto Repair/Motor Vehicle – Neighborhood Serving will remain prohibited in the other portions of the Planned Development.

Existing conditions pertaining to buffer and screening, building design, and lighting will remain in place to ensure development is compatible with the surrounding area and protects adjacent residential properties.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Major Modification, subject to the conditions, approvable.

6.0 PROPOSED CONDITIONS

Approval-Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 21st, 2025.

1. The project shall be limited to the uses consistent with the Commercial Neighborhood (CN) Zoning District with the following restrictions: sexually oriented business, convenience store with or without gas pumps, restaurant with drive thru, and gas stations. Auto Repair/Motor Vehicle – Neighborhood Serving shall only be permitted on Folio# 77089.0000.

2. Development standards shall be as follows:

Minimum Front Setback: 8 feet from US Highway 301 and 4 feet from Symmes Rd.

Minimum Side Setback: As shown on the PD General Site Plan

Minimum Rear Setback: As shown on the PD General Site Plan (from Pine Street)

Maximum Building Height: 35 feet

Maximum Building Coverage: 25%

Maximum Impervious Area: 70%

3. Building location and envelopes shall be as generally depicted in the General Development Site Plan.
4. Landscaping, Irrigation and Buffering shall be regulated by the LDC Part 6.06.00, unless otherwise specified herein or in the General Site Plan.
 - a. A six (6) foot buffer shall be permitted along the west parcel line, adjacent to residential zoning folio numbers 077092.0000 and 77092.0000 and 77090.0000 as shown on the General Site Plan. The following shall be required:
 - i. A six (6) foot high fence (PVC or wood). As an option a wood fence with climbing vine species may be permitted;
 - ii. Evergreen plants a minimum of three (3) feet in height;
 - iii. Evergreen shade trees which are not less than ten feet high at the time of planting, spaced at twenty (20) feet apart;
 - iv. The remainder of buffer shall be planted with ground cover.
 - b. An eight (8) foot buffer shall be permitted along the east roadway buffers (US Highway 301). Along the south roadway (Symmes Rd.), the buffer shall be as shown on the General Site Plan. The following shall be required along both roadways:
 - i. Cluster of three understory trees or palms 30 feet apart.
 - ii. A single row of two feet (2) high hedge that can reach three feet in 2 years;
 - iii. The remainder of the buffer shall be landscaped with ground cover.
 - c. A six (6) foot buffer shall be permitted along the north parcel line, as shown on the General Site Plan. The following shall be required:
 - i. Evergreen plants a minimum of three (3) feet in height;
 - ii. Evergreen shade trees, spaced at twenty (20) feet apart;
 - iii. The remainder of buffer shall be planted with ground cover.
 - d. A twenty (20) foot buffer shall be maintained along the west, adjacent to Pine St. and as shown on the General Site Plan. The following shall be required:

- i. A six (6) foot high fence (PVC or wood).
 - ii. Evergreen shade trees which are not less than ten feet high at the time of planting, spaced at twenty (20) feet apart;
 - iii. The remainder of buffer shall be planted with ground cover.
 - iv. Stormwater ponds shall occupy no more than 50% of the buffer area.
Final design of the above screening shall be reviewed and approved by Hillsborough County Natural Resources staff at the time of Site Development review.
5. The following design standards shall apply for buildings where visible from public right of way or residentially zoned properties:
 - a. Roofs shall have a minimum pitch of three to twelve (3 to 12) and maximum pitch of eight to twelve (8 to 12);
 - b. Exterior walls shall be externally clad with brick, stone, stucco, wood slats or vinyl slat-style siding. Unsurfaced cement or block shall not be utilized. Paint shall not constitute a surface for the purpose of this regulation.
 - c. Buildings shall incorporate design features shown below. At least two of the specified design features shall be utilized on all elevations facing roadways and and/or parking areas, unless otherwise specified: Dormers, parapets, steeples, cupolas, intersecting roof lines, window shutters, awnings, transoms, mullions, porches, columns, recessed entryways, arcades, porticos, pilasters, or horizontal banding.
 - d. At least 60 percent of the horizontal length of each facade along roadways and/or parking areas shall be comprised of windows, shutters, transoms, awnings, porches, doors, recessed entryways, arcades, porticos and/or pilasters. Horizontal banding and other predominately horizontal elements shall not contribute towards satisfaction of the requirement.
 - e. Exterior faux windows consistent with the architectural style may be used if the back of the buildings face US Highway 301.
6. Outdoor lighting shall be in accordance with LDC Part 6.10.00. Lighting of areas facing residential development shall be designed and/or oriented away from residential property, to restrict glare and light trespass caused by emission from the luminaires.
7. As Symmes Road is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway, the developer shall preserve a minimum of 13 feet of right-of-way along its Symmes Rd. frontage for future improvements, such that a minimum of 38 feet of right-of-way is preserved south of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
8. The project shall be permitted the following access driveways only:
 - a. Full Access driveway on Pine Street, subject to the review and approval of the truck circulation plan during site/plat/construction plan review.
 - b. Right In only on Symmes Road which shall be removed whenever Symmes Rd is improved and/or widened. The access driveway shall be constructed at the utmost western end of the southern property boundary per the approved Administrative Variance approved by the Hillsborough County Engineer on July 10, 2019.
 - c. Right In/Right Out only on US Hwy 301. US Hwy 301 is under the jurisdiction of FDOT. Per FDOT review and approval, the right-in/right-out on US 301 will be permitted as a non-conforming driveway, subject to removal or modification (back to a right-in only) in the future, upon completion of cross-access to the north with a more conforming access/egress point.

9. The Developer shall construct a cross-access stub out along the norther boundary for potential future connection to the parcel to the north. (Folio 77086.0000).
10. During Plat/Site/Construction plan review, the applicant shall submit an alternative Parking plan for review and approval if parking requirements in LDC Section 6.05.02 are not met.
11. During Plan/Site/Construction plan review, the applicant shall submit a truck circulation plan for review and approval of trucks entering and exiting the site according to the following restrictions
 - a. No trucks or commercial vehicle deliveries shall enter or exit the site via the Pine St. access point. This restriction shall continue to apply even if access driveway on US Hwy 301 changes in location or is restricted to right-in only per Condition 8. Additionally, the truck circulation plan shall reflect any changes to the access driveway on US Hwy 301 per condition 8.3.
 - b. Delivery hours shall be limited to 6:00 am to 9:00 pm.
 - c. Deliveries shall be served by a vehicle no larger than a WB-40 delivery truck.
12. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
13. The development shall construct sidewalk along the east side property frontage on the Pine Street.
14. Subject to FDOT review and approval, the existing southbound right turn land on US Hwy 301 at Symmes Rd will need to be extended to the extent possible, up to the south radius point of the adjacent property's driveway.
15. Subject to FDO review and approval, the applicant shall install a concrete separator in the gore area of the southbound dual left turn lanes on US Hwy 301 at Symmes Rd. At the intersection of US Hwy 301 and Symmes Rd. the separator will be expanded to 10' wide to allow for dual stage pedestrian crossing.
16. The developer shall improve Pine Street according to the County Engineer approved a Roadway Design Exception (dated June 18, 2019) authorizing deviations from the TS-3 Typical Section (for 2-land Undivided, Local Urban Roads) including:
 - a. The developer shall be permitted to utilize 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-3 Typical Section;
 - b. In lieu of curb, the developer shall maintain the existing shoulders.
 - c. In lieu of sidewalks on both sides, the developer will build sidewalk along the east side of Pine Street along property frontage.

If MM 25-0353 is approved, the County Engineer will approve a deminimis exception to the above referenced Design Exception request, which was originally approved by the County Engineer on June 18, 2019. If approved, the deminimis exception will allow the existing Design Exception to stand as-is.

17. 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. This shall only apply to the portion of the PD included in MM 25-0353.
18. 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. This shall only apply to the portion of the PD included in MM 25-0353.

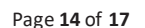
19. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as regulations in effect at the time of preliminary plan/plat approval.
20. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

Zoning Administrator Sign Off:

J. Brian Grady

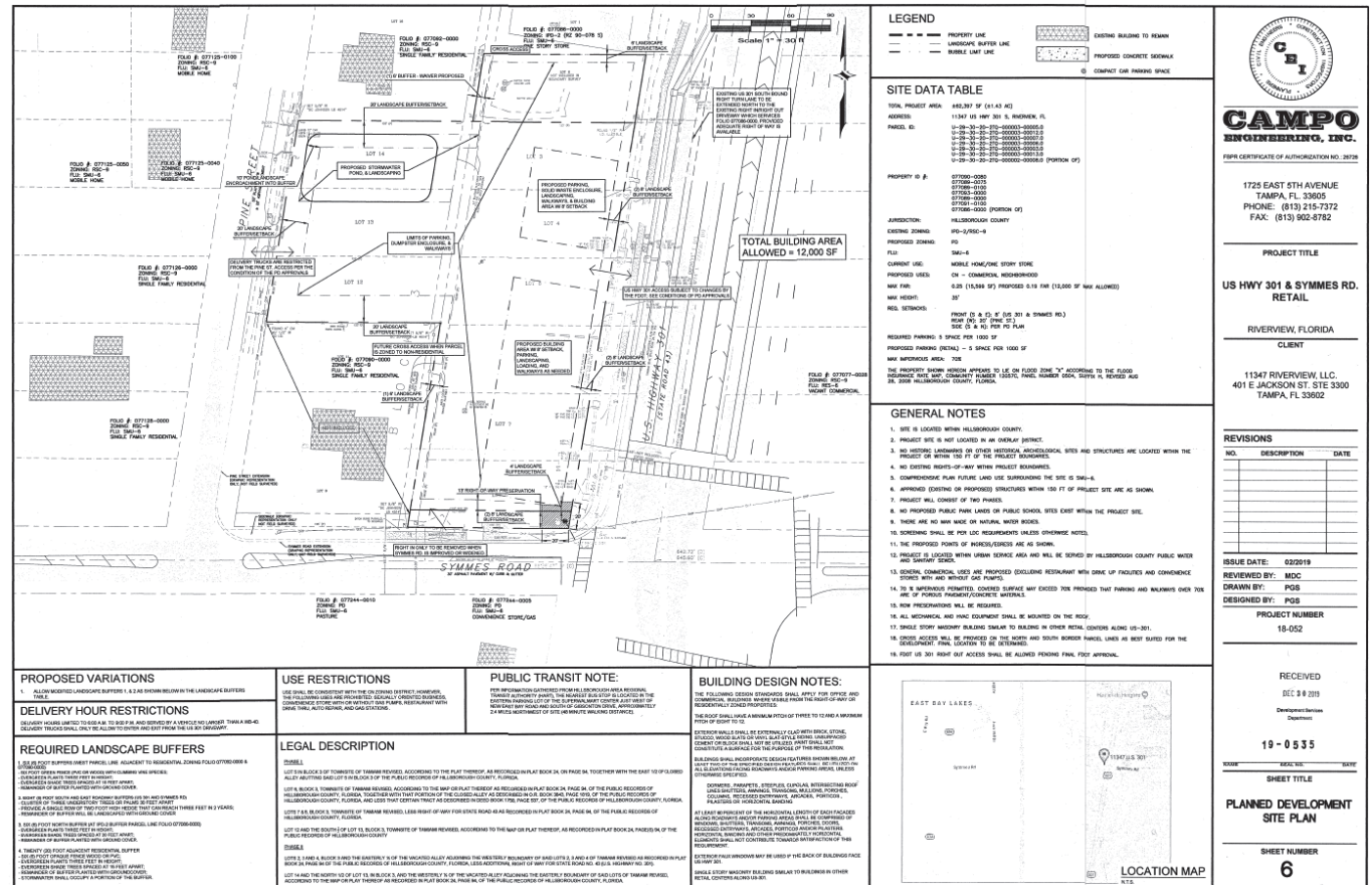
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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.



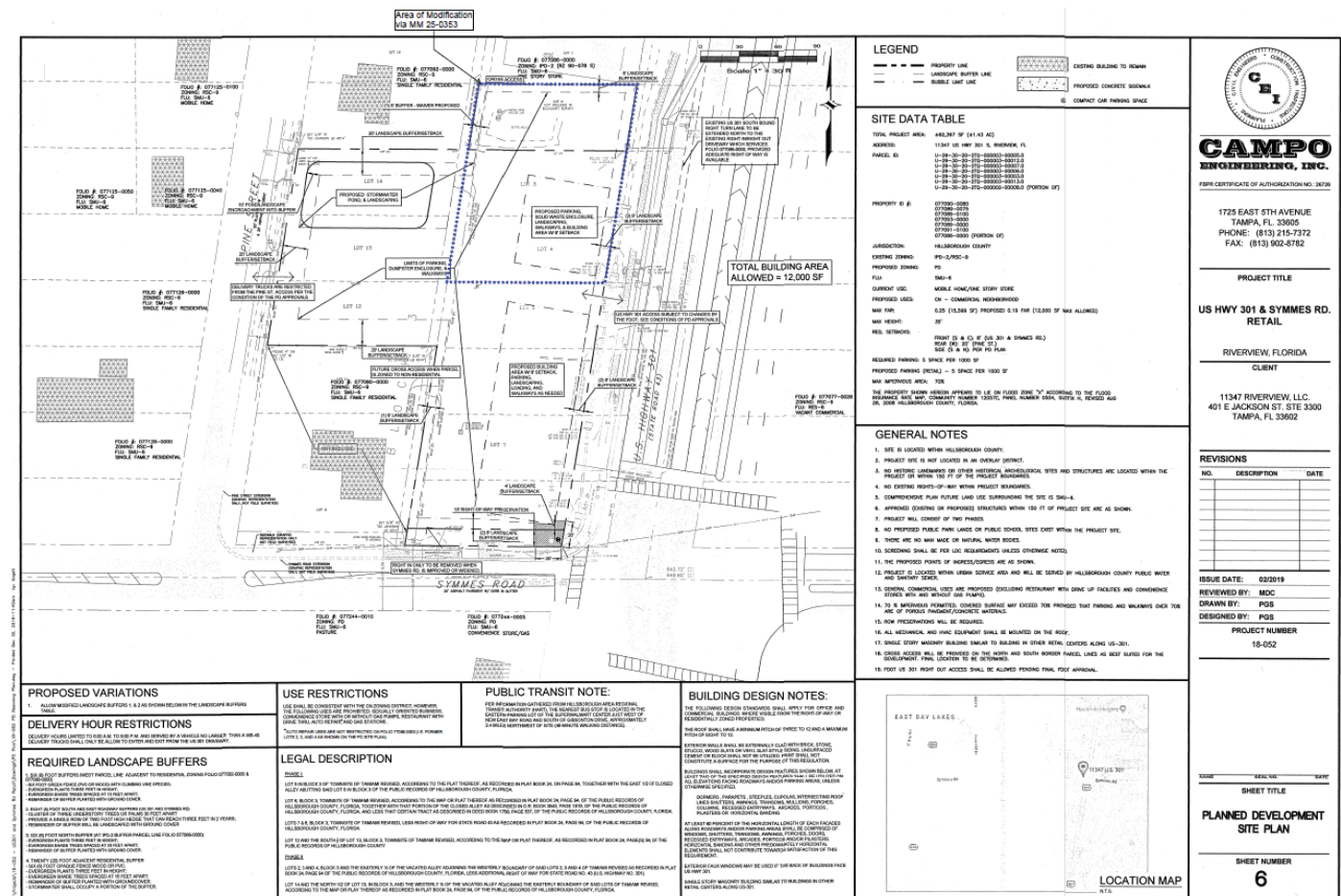
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Development Services Department

DATE: 02/09/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner AGENCY/DEPT: Transportation

PLANNING SECTOR/AREA: RV/ Central

PETITION NO: MM 25-0353

- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached conditions.

CONDITIONS OF APPROVAL

Revised Conditions

16. The developer shall improve Pine Street according to the County Engineer approved a Roadway Design Exception (dated June 18, 2019) authorizing deviations from the TS-3 Typical Section (for 2-lane Undivided, Local Urban Roads) including:
- 16.1 The developer shall be permitted to utilize 10-foot wide travel lanes in lieu of the 12-foot wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-3 Typical Section;
- 16.2 In lieu of curb, the developer shall maintain the existing shoulders
- 16.3 In lieu of sidewalks on both sides, the developer will build sidewalk along the east side of Pine Street along property frontage.

If MM 25-0353 is approved, the County Engineer will approve a de minimis exception to the above referenced Design Exception request, which was originally approved by the County Engineer on June 18, 2019. If approved, the de minimis exception will allow the existing Design Exception to stand as-is.

PROJECT OVERVIEW & TRIP GENERATION

The applicant is requesting a Major Modification (MM) to a +/- 0.42 ac. portion of a +/- 1.43 ac. Planned Development (PD). The land is currently zoned PD 19-0535. The existing PD is approved for up to 12,000 s.f. of the following uses:

The project shall be limited to the uses consistent with the Commercial Neighborhood (CN) Zoning District with the following restrictions: sexually oriented business, convenience store with or without gas pumps, restaurant with drive thru and gas stations.

Staff notes that the above condition did not match the use restrictions contained on the PD site plan, which stated:

USE SHALL BE CONSISTENT WITH THE CN ZONING DISTRICT; HOWEVER, THE FOLLOWING USES ARE PROHIBITED: SEXUALLY ORIENTED BUSINESS, CONVENIENCE STORE WITH OR WITHOUT GAS PUMPS, RESTAURANT WITH DRIVE THRU, AUTO REPAIR, AND GAS STATIONS .

The applicant is seeking to modify a portion of the PD to allow auto-repair uses within the modification area (i.e. within folio 77089.0000, labeled as former lots 2, 3 and 4 as shown on the PD site plan).

Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), staff has waived the required trip generation and site access analysis which was required to process this zoning request. Transportation Review Section staff notes that zoning staff indicated the previous zoning conditions intended to include those uses, and the PD site plan restrictions simply hasn't been updated to match. Staff also notes that the auto use sought to be "added" back in generates fewer trips than other uses already approved within the PD which could be constructed within the parcel, and so this request represents no change in the maximum trip generation potential of the subject PD.

Transportation Review Section staff has prepared the below comparison of the number of trips generated under the existing and proposed zoning designations, utilizing the scenario taken from the 19-0535 analysis. Data presented below is based on the institute of Transportation Engineer's Trip Generation Manual, 10th Edition.

Existing Zoning (Data from PD 19-0535 Analysis):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
3,500 s.f. of Fast Casual Restaurant Uses (ITE LUC 930)	1,103	7	49
12,000 s.f. Variety Store (ITE LUC 841)	762	38	82
Subtotal:	1,865	45	131

Proposed Zoning (Data from PD 19-0535 Analysis):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
3,500 s.f. of Fast Casual Restaurant Uses (ITE LUC 930)	1,103	7	49
12,000 s.f. Variety Store (ITE LUC 841)	762	38	82
Subtotal:	1,865	45	131

Difference

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
	No Change	No Change	No Change

EXISTING AND PROPOSED TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Symmes Rd a 2-lane, undivided, collector roadway characterized by +/- 10-foot-wide travel lanes. There are sidewalk and curb and gutter but no bike lanes in the vicinity of the project. The pavement condition is acceptable. Adjacent to the project site, Symmes Rd lies within a +/- 50-foot-wide right-of-way. Symmes Rd is on the Hillsborough Corridor preservation plan as a 2-lane enhanced roadway, which requires an Urban Collector typical section TS-4 which requires 76 ft of ROW preservation (38 feet from centerline). A Minimum of 13 ft. of ROW is required to be preserved for future widening of Symmes Rd.

US301 a 6-lane, divided, principal arterial roadway characterized by +/- 12-foot-wide travel lanes. There are sidewalks, curb and gutter, bike lanes on the side of the project. The pavement condition is acceptable.

Adjacent to the project site, US 301 lies within a +/- 200-foot-wide right-of-way.

SITE ACCESS

No changes to site access are proposed as a part of this modification request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Symmes Rd.	US 41	US 301	D	C
US 301	Rhodine Rd.	Gibsonton Dr.	D	C

Source: Hillsborough County 2020 Level of Service Report.



June 6, 2019

LINCKS & ASSOCIATES, INC.

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: US 301/Symmes
RZ 19-0535
Folio
Lincks Project # 18157

The purpose of this letter is to request a Design Exception to Section 6.04.03L of the Hillsborough County Land Development for Pine Street from the project access to Symmes Road. The project is located west of US 301 and north of Symmes Road. The developer proposes to rezone the property to Planned Development to allow the following uses:

- Restaurant – 3,500 Square Feet
- Retail – 12,000 Square Feet

The access to serve the project is proposed to be via US 301, Symmes Road and Pine Street.

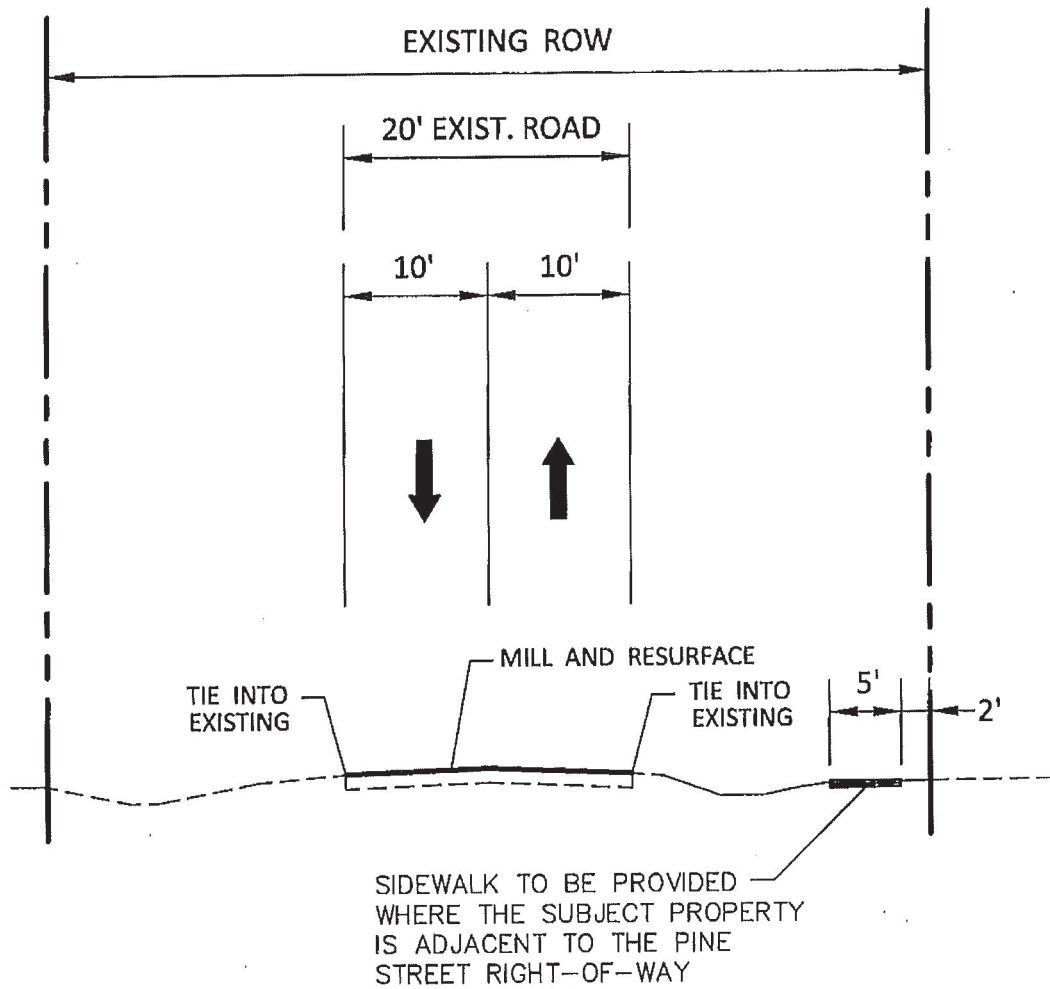
This request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Pine Street from the project access to Symmes Road. Pine Street is currently a two-lane roadway. The existing pavement is 20'. Table 1 provides the summary of the roadway assessment for Pine Street. The Design Exception is based on the following:

1. Lane Width – TS-7 has 12' lanes. As shown in Table 1, the existing lanes are 10'. The Typical Section proposes to maintain the existing lane width and overlay the roadway with 1" of asphalt.
2. Shoulder – TS-7 has 8' shoulders with 5' paved. This section proposes to maintain the existing shoulders.
3. Sidewalk – TS-7 has sidewalk on both sides of the road. The proposed section does provide sidewalk on the east side of the roadway where the project is adjacent to Pine Street.

5023 West Laurel Street
Tampa, Florida 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.lincks.com Website

TABLE 1
PINE STREET

Road Name: Pine St. (Private)		Type: Rural 2 lane undivided, crown				Speed Limit: 25 (posted)	
Pic	Station	Left Shoulder	Left Swale		Lane Pavement		
		Right Shoulder	Right Swale		Width	Left Slope	
		Total/Paved/Slope	Offset (ft)	Bot. Width (ft)	Slopes (l/b)	Right Slope	
	Dimensions are from pavement edge of lane				Average:	20.2'	2.2%
					Slope Range:	0.9%	3.8%
	0+00	Set at EOP Symmes Rd. (urban, C&G)			Notes:		
	0+08	Back of S/W Symmes Rd, railing on grav wall			N/S orientation, straight, no auxiliary lanes		
	0+10	18" RCP cross-drain, headwall 13' LT, 15' RT			25' R C&G returns at Symmes Rd		
					Residential area – trailers, conventional		
					Sign: No thru trucks over 2 axles		
	0+32	6'0"/8%	11'	3'	1:1/1:1	21.5'	2.4%
	End of C&G	4'0"/20%	7'	4'	1:1/1:1		-3.8%
	0+25 – 1+06	4' CLF 15' LT			Notes:		
	1+00	-	9'	4'	6:1/4:1	20.0'	2.3%
							-1.7%
	1+00	End of double yellow striping			Notes:		
	1+06 – 1+65	6' Wood Fence 15' LT			Gravel Drive w/ 3' asphalt apron RT		
	1+65 – 3+44	4' CLF 16' to 18' LT					
	2+00	6'0"/12%	10'	4'	1:1/3:1	20.0'	1.9%
		-	7'	3'	3:1/2:1		-2.0%
	2+22	U.P. 16' LT			Notes:		
	2+28	U.P. 12' RT					
	2+48 – 3+24	6' CLF 16' RT					
	2+51	U.P. 15' RT			road bank swale bank exist.		
					swale bottoms vertical 6" to 9"		
	3+00	8'0"/14%	10'	3'	1:1/1:1	20.5'	2.5%
		6'0"/22%	9'	3'	1:1/1:1		-1.9%
	3+24 – 3+44	4' CLF 16' RT			Notes:		
	3+30	U.P. 13.5' LT					
	4+00	6'0"/12%	9'	3'	1:1/1:1	20.3'	2.8%
		6'0"/23%	9'	3'	1:1/1:1		0.9%
	4+44	Property Line LT			Notes:		
	4+52	Property Line RT			4' CLF 15' RT		
		End of Segment			Asph. Cond. Fair throughout with		
					longitudinal cracks and minor rutting		
					15" side drains		
					Notes:		
					Notes:		



PINE STREET TYPICAL SECTION

The justification for the Design Exception is as follows:

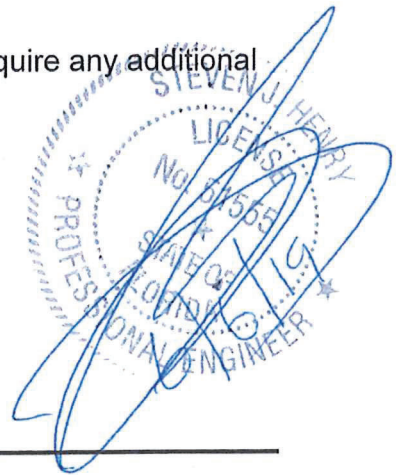
1. There is limited right of way along Pine Street and the project has limited frontage along the roadway.
2. Pine Street is a low volume roadway; 17 AM peak hour trip ends and 13 PM peak hour trip ends.

Based on the limited right of way and low traffic volumes on the roadway the Design Exception are reasonable.

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

☐ Disapproved

☒ Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesley, P.E. at (813) 307-1758

Date 06/18/19

The County Engineer has reviewed zoning modification application # 25-0353 and determined the changes to be de minimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.
Hillsborough County Engineer on _____

Sincerely,

A blue ink signature of Michael J. Williams.

Michael J. Williams

Hillsborough County Engineer

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 301	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Symmes Rd.	County Collector - Urban	2 Lanes <input checked="" 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
Pine St.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" 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 Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,865	45	131
Proposed	1,865	45	131
Difference (+/-)	No Change	No Change	No Change

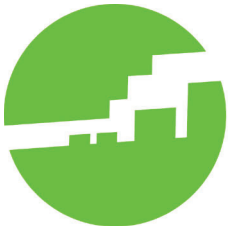
*Trips reported are based on gross external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Pine St./ Substandard Rd.	Deminimis Design Exception Requested	Previously Approved
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: February 18, 2025 Report Prepared: February 7, 2025	Case Number: MM 25-0353 Folio(s): 77089.0000 General Location: West of South US Highway 301, north of Symmes Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Riverview & SouthShore Areawide Systems
Rezoning Request	Major Modification (MM) to allow auto repairs such as oil changes
Parcel Size	0.43 ± acres
Street Functional Classification	South US Highway 301 – State Principal Arterial Symmes Road – County Collector
Commercial Locational Criteria	Meets
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6	PD	Vacant Land
North	Suburban Mixed Use-6	IPD-2 + CN + RSC-9	Vacant Land + Light Commercial + Single Family Residential
South	Suburban Mixed Use-6	PD + RSC-9	Light Commercial + Light Industrial + Agriculture
East	Residential-6 + Residential-4	PD + CN + RSC-9	Light Commercial + Single Family Residential
West	Suburban Mixed Use-6 + Residential-4	PD + RSC-9 + AR	Single Family Residential + Light Commercial + Vacant Land + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 0.43 ± acre subject site is located west of South US Highway 301 and Symmes Road. The site is in the Urban Service Area and is within the limits of the Riverview and SouthShore Areawide Systems Community Plans. The applicant is requesting a Major Modification (MM) to Planned Development (PD) 19-0535 to allow auto repairs such as oil changes. PD 19-0535 does not list auto repair in the conditions; however, it does list it as a prohibited use on the certified site plan.

The subject property is in the Urban Service Area, where 80% or more of new growth is to be proactively directed per Objective 1 of the Future Land Use Element (FLUE). Similarly, FLUE Policy 1.4 requires new development to be compatible with the surrounding area. The proposed Major Modification is compatible with this policy direction. The request meets the intent of FLUE Policy 1.4 with respect to compatibility with the surrounding area. According to Policy 1.4, compatibility is defined as the characteristics of different uses, activities, or designs 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." The subject site is currently vacant. Vacant land is also to the north. The area is comprised of mixed uses. The proposed Major Modification is compatible for the surrounding area and meets the intent of FLUE Objective 1 and Policy 1.4.

FLUE Objective 7, FLUE Objective 8 and each of 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 set the general atmosphere and character of each Future 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 within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is located in the Suburban Mixed Use-6 (SMU-6) Future Land Use category. The subject property can be considered for a maximum density of 6 dwelling units per gross acre and a maximum of 0.25 Floor Area Ratio (FAR). Typical uses in the designation include residential, suburban scale neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use projects at appropriate locations. Neighborhood Commercial uses shall meet locational criteria or be part of larger mixed use planned development. Office uses are not subject to locational criteria. The proposal meets the intent of FLUE Objective 7, FLUE Objective 8 and each of its respective policies.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). 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 FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3, 16.5 and 16.10 that require new development to be compatible to the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is mixed use but comprised mostly of light commercial and residential uses.

Objective 18 and Policy 18.1 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the Riverview and SouthShore Areawide Systems Community Plans. Goal 2 of the Riverview plan reflects the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map illustrates the unique qualities and land uses related to distinct geographic areas identified as "districts". The subject site is within the Highway 301 Corridor which provides a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival. Goal 1 under the Cultural/Historic Objective of the SouthShore Areawide Systems Community Plan promotes sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability. The proposed Major Modification would complement the area that is comprised of mixed uses and aligns with the character of the community and environment. The request meets the intent of FLUE Objective 18, Policy 18.1, and the Livable Communities Element.

Overall, staff finds that the proposed use is an allowable use in the SMU-6 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Riverview and SouthShore Areawide Systems Community Plans. The Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations and the following Goals, Objectives and Policies, Planning Commission staff finds the proposed Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

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

FUTURE LAND USE ELEMENT

Urban Service Area (USA)

Objective 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.*

Policy 1.4: *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 8: *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

Policy 8.1: *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 9: *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 9.1: *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 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

Objective 16: 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 16.2: *Gradual transitions of intensities 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.*

Policy 16.3: *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*

Policy 16.5: *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

Policy 17.7: *New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.*

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: *New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.*

Policy 12-1.4: *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: *Develop commercial areas in a manner which enhances the County's character and ambiance.*

OBJECTIVE 17-1: *Facilitate patterns of site development that appear purposeful and organized.*

Policy 17-1.4: *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

Goals

Goal 2 *Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts".*

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

1. **Hwy 301 Corridor** – *Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.*
2. **Downtown** – *Focus and direct mixed-use development to create an aesthetically pleasing and pedestrian-friendly downtown.*
3. **Riverfront** – *Recognize the historical, environmental, scenic, and recreational value of the Alafia River.*
4. **Mixed Use** – *Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.*
5. **Residential** – *Encourage attractive residential development that complements the surrounding character and promotes housing diversity.*
6. **Industrial** – *Attract employment centers and desirable industry with appropriate infrastructure in areas without conflicting with surrounding land use.*
7. **Open Space** – *Build upon the county owned Boyette Scrub lands by acquiring lands from willing sellers.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS COMMUNITY PLAN

Cultural/Historic Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The community desires to:

1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*
 - a. *Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.*

- b. Support and assist the Southern Hillsborough County Historic Connections project facilitated by Hillsborough Community College*

HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ MM 25-0353

<all other values>

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- wam NATURAL/LULC_Wet_Poly
- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, 25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMA/MA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is prepared in part or full for use by the Hillsborough County Planning Commission. It is intended that the map be used for informational purposes only. For the most current data and information, use the appropriate source.



Map Printed from Rezoning System: 1/14/2025
Author: Beverly F. Daniels
File: G:\Rezoning\System\Map\Projects\Hill\Grea_h\Rezoning - Copy.mxd

