

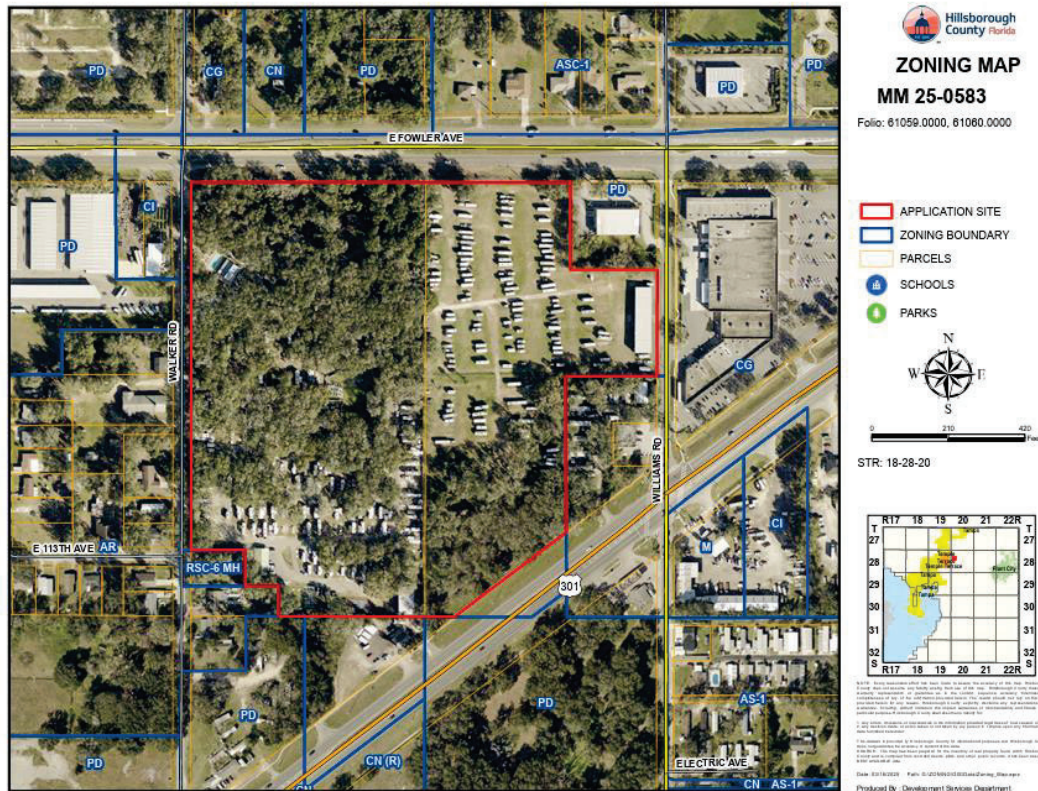
September 9, 2025



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2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

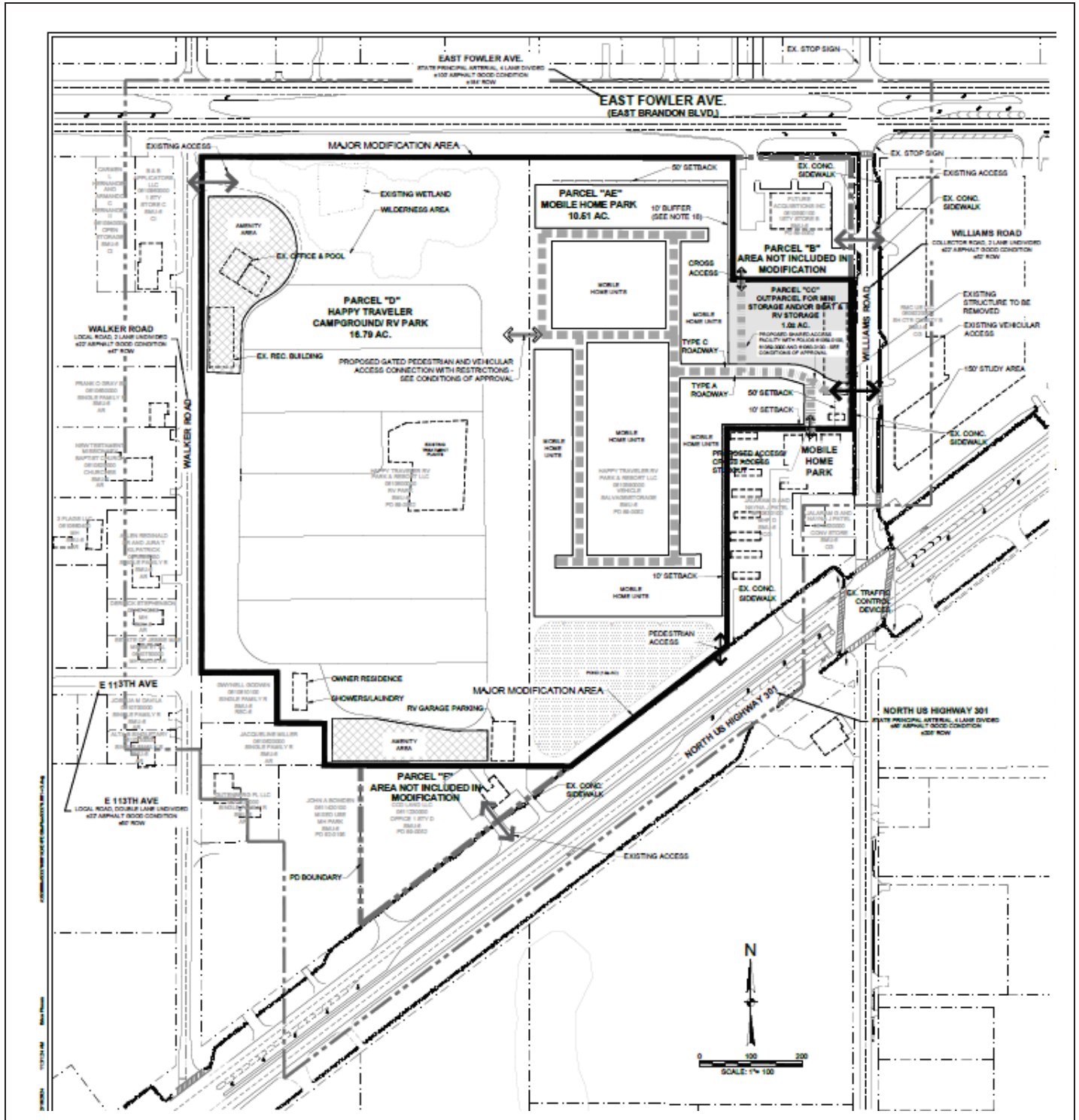


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG, CN, PD 23-0784, PD 89-0052, ASC-1	CG: 0.27 F.A.R. CN: 0.20 F.A.R. PD 23-0784: Per PD PD 89-0052: Per PD ASC-1: 1 d/u per acre	CG: Commercial CN: Commercial PD 23-0784: Per PD PD 89-0052: Per PD ASC-1: SFR & Ag	CG: Commercial CN: SFR PD 23-0784: SFR PD 89-0052: Commercial ASC-1: SFR
South	RSC-6, AR, PD 89-0052, PD 02-0215, CG	RSC-6: 6 du/a, AR: 1 du/5ac, PD 89-0052: Per PD, PD 02-0215: Per PD, CG: 0.27 F.A.R.	RSC-6: SFR, AR: SFR & Ag, PD 89-0052: Per PD, PD 02-0215: Per PD, CG: Commercial	RSC-6: SFR, AR: SFR, PD 89-0052: Commercial, PD 02-0215: Vacant, CG: Commercial
East	PD 89-0052, CG	PD 89-0052: Per PD, CG: 0.27 F.A.R.	PD 89-0052: Per PD CG: Commercial	PD 89-0052: Commercial CG: Mobile Home Park
West	CI, PD 06-0452, AR, RSC-6	CI: 0.30 F.A.R., PD 06-0452: Per PD, AR: 1 du/5ga, RSC-6: 6du/1 ga	CI: Commercial, PD 06-0452: Per PD, AR: SFR & Ag, RSC-6: SFR	CI: Commercial, PD 06-0452: Mini-Storage, AR: SFR & Church, RSC-6: SFR

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)



2.5.1 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
Williams 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 type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Fowler Ave.	FDOT Principal Arterial - Rural	Choose an item. Lanes <input 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
Walker Rd.	County Local - Rural	2 Lanes <input checked="" 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

Project Trip Generation (Modification Area Only) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	686	44	55
Proposed	1,255	59	59
Difference (+/-)	(+)569	(+)15	(+) 4

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

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

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

APPLICATION NUMBER: MM 25-0583

ZHM HEARING DATE: July 21, 2025

BOCC LUM MEETING DATE: September 9, 2025

Case Reviewer: Chris Grandlienard, AICP

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY							
	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands Present			
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
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				
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				
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input checked="" type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input checked="" type="checkbox"/> Other: Airport Height Restriction: 130' AMSL							
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	See report.			
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input checked="" type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No				
Impact/Mobility Fees <table border="0"> <tr> <td>Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34</td> <td>Manufacturing (Per 1,000 s.f.) Mobility: \$3,315 Fire: \$34</td> <td>Light Industrial (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$57</td> </tr> </table>					Warehouse (Per 1,000 s.f.) Mobility: \$1,337 Fire: \$34	Manufacturing (Per 1,000 s.f.) Mobility: \$3,315 Fire: \$34	Light Industrial (Per 1,000 s.f.) Mobility: \$4,230 Fire: \$57
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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 Applicant requests a major modification to the existing Planned Development PD 89-0052 (as most recently modified by MM 23-0617) for an approximately 28.3-acre site located at 9401 E Fowler Avenue in Thonotosassa. The proposed modification affects portions of the PD identified as Pods A/E and C, currently approved for outdoor storage and commercial uses, and seeks to allow Light Industrial development in these areas. The overall Option 1 of the PD includes six development pods, with uses ranging from a Mobile Home/RV Park to office and commercial areas. The subject site lies within the Urban Service Area, the Thonotosassa Community Plan area, and has a future land use designation of SMU-6.

The area of modification is situated between Fowler Avenue to the north and Highway 301 to the south. Zoning districts permitting intensive commercial and manufacturing are found within the general area. Building height has been limited to between 35 and 50 feet, with an additional setback required when over 35 feet in height.

Staff supports the proposed major modification as it represents a logical and compatible evolution of the existing Planned Development, aligning with the intent of the SMU-6 Future Land Use designation and the Thonotosassa Community Plan. The introduction of Light Industrial uses in Pods A/E and C allows for a more diverse economic base within a well-established PD, while maintaining compatibility and adequate buffering and screening with adjacent uses, including commercial, residential, and industrial developments.

Based upon the above, staff finds the proposed modification to be compatible with the surrounding area and in keeping with the general development pattern of the area.

5.2 Recommendation

Approvable, subject to proposed conditions

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.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

Prior to certification, the applicant shall make the following revisions to the PD site plan:

1. Specify the Light Industrial (LI) uses as M zoning district uses.
2. Revise Total Building Area for Parcels AE and C to 174,592 s.f.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 7, 2025.

These conditions shall apply to Development Option 1:

1. A minimum 100 feet setback shall be provided from all residentially zoned and/or used properties east of Walker Road at the southwest corner of the subject site to any portion of buildings (excluding those buildings in the RV Park), loading docks, and/or trash facility enclosures.
2. All loading docks and trash facilities shall be enclosed pursuant to the buffer and screening standards within the Hillsborough County Land Development Code. Prior to detailed site plan approval for either Parcels A, B or C, whichever comes first, the developer shall provide documentation that the existing RV Park is in compliance with these standards.
3. Along the project boundaries all structures shall be set back two feet for every one foot of structure height over 20 feet. This distance shall be measured from the property boundary or added to the yards and buffers required elsewhere in the Hillsborough County Land Development Code and these conditions whichever is greater.
4. Development within Option 1 shall be permitted the following uses:
 - 4.1 Parcel A - Open storage for privately owned boats, boat trailers, RV's, RV trailers and domestic vehicles. Absolutely no commercial vehicles of any kind shall be stored hereon.
 - 4.2 Parcel B - C-G uses excluding motors vehicles sales, drive-in theaters, rental and leasing of vehicles where vehicle storage is on-site, and wholesale distribution businesses. The maximum F.A.R. shall be .18.
 - 4.3 Parcel C - Open storage for privately owned boats, boat trailers, RV's, RV trailers and domestic vehicles. Absolutely no commercial vehicles of any kind shall be stored hereon.

Enclosed storage with or without covered canopy shall be permitted with a maximum F.A.R. of .13. RV sales and service are prohibited. In addition a 15 foot setback shall be permitted along the southern parcel boundary.
 - 4.4 Parcel D – 205 space RV Park with an owner residence and ancillary uses related to the operation of the RV Park. An increase in spaces may be permitted provided the developer allocate sufficient

acreage in the PD district to accommodate the additional spaces (based on a density of 12 units per acre) or provide appropriate proof (i.e. vested rights approval, non-conforming use approval) that the RV park had more than 206 units prior to July 31, 1989.

4.5 Parcel E

4.5.1 Shall permit the following uses:

- Minor industry
- Contractor office/commercial vehicles associated with contractor
- Mini-warehouse
- Business Professional Office
- Recreational vehicle/boat storage
- Publishing and printing
- Renting and leasing, light equipment

4.5.1.1 Storage of commercial vehicles/trucks, as defined by the Land Development Code, with a capacity of one ton or greater on the property shall be prohibited.

4.5.2 A maximum 0.29 FAR.

4.5.3 Parcel E shall be developed to CG development standards unless otherwise stated herein.

4.5.4 Maximum height for Parcel E shall be 25 feet.

4.5.5 No business activity shall occur outside the buildings.

4.5.6 Hours of operation shall be from 7:00 a.m. to 7 p.m.

4.5.7 Buffer and screening shall be in accordance with the Land Development Code, unless otherwise specified herein.

4.5.8 A 6-foot-high solid PVC fence shall be placed along the northern, western and eastern property boundaries.

4.5.9 No buffer area shall be required between Parcel D and Parcel E. Type A screening in the form of a 6-foot-high solid PVC fence shall be required between Parcel D and Parcel E.

4.5.10 The applicant shall consult with Natural Resources staff prior to preliminary site plan submittal to minimize the removal of trees.

4.6 Parcel F - C-G uses excluding motors vehicles sales, drive-in theaters, rental and leasing of vehicles where vehicle storage is on-site, and wholesale distribution businesses. The maximum F.A.R. shall be .14.

5. Prior to Construction Site Plan approval for each increment of development within Parcels E and F, the developer shall provide a traffic analysis that will be used to determine whether site access improvements

or other mitigation is required. Any turn lanes warranted shall be coordinated with the Florida Department of Transportation.

6. All roof top mechanical equipment shall be screened from public view.
7. All buildings shall provide an architectural finish on all sides. The mini-warehouse shall be finished with natural earth tone colors. No storage buildings within the mini-warehouse facility shall be oriented toward Fowler Avenue.
8. The required front yards shall be 35 feet in the PD project with the exception that Parcel C shall be permitted a 15 foot setback shall along Williams Road.
9. The remaining yards shall be in accordance with the buffering and screening standards set forth in the Hillsborough County Land Development Code, except as otherwise stipulated by these conditions.
10. Buffering and screening shall be provided in accordance with the standards for buffering and screening set forth in the Hillsborough County Land Development Code, except as otherwise stipulated by these conditions. Prior to site development plan approval for either Parcels A, B or C, whichever comes first, the developer shall provide documentation that the existing RV Park is in compliance with these standards.
11. An area equal to at least .25 times the land area of the district shall be reserved for landscaping and permeable open areas, and shall be improved and maintained accordingly. One or a combination of the following shall be provided: landscaped buffers, open vegetated yards, retention areas, landscaped islands, mulched or vegetated play or seating areas, or areas paved with permeable blocks. No more than 25 percent of the required landscaped and pervious area shall be composed of permeable paving blocks.
12. The developer shall construct a minimum 5-foot wide sidewalk along the property's Fowler Avenue frontage unless otherwise approved by Hillsborough County. Sidewalks shall also be provided along other roadway frontages and internal with the site consistent with applicable Land Development Code and Americans with Disabilities Act regulations.
13. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the fence between parcels shall not be provided between Parcels E and F if FDOT requires consolidation of the Parcel E and Parcel F access driveways and/or if cross access is otherwise required per Section 6.04.03.Q of the Hillsborough County Land Development Code.
14. Any access/cross-access between Parcels D and F, and/or Parcels D and E shall be restricted to occupants of the RV Park/Campground within Parcel D.
15. Williams Road is a substandard roadway. If access to Williams Road is proposed, the developer will be required to bring portions of the roadways up to current County standards for a Type TS-4 roadway or otherwise obtain a variance through the Section 6.04.02.B variance process. Deviations from Transportation Technical Manual Design Standards may be considered through the Public Works Design Exception process.

16. Notwithstanding anything on the site plan to the contrary, the developer shall be permitted to construct emergency access to either Fowler Ave. or Williams Rd. if required to do so by Hillsborough County Fire Rescue.
17. Parcel A and C storage area parking may remain unpaved; however, the developer will be required to delineate parking spaces using a method acceptable to Hillsborough County. Additionally, such areas shall be maintained such that no erosion or sedimentation occurs either on or off site.
18. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
19. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
20. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
21. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
22. The developer shall provide illumination for all project access points and along any and all storage lanes and points thereof, sufficient to provide safe ingress and egress. The access point shall be visible at night from a distance of 200 feet in all directions which vehicles travel. However, no lighting shall adversely affect adjacent properties.
23. All new buildings and uses, except for single-family and two-family dwellings, shall provide facilities for the storage of solid waste within the lot. The facilities and storage of solid waste shall be odor free. Where such facilities are provided outside of a building, they shall be screened from public rights-of-way and adjacent property by an enclosure constructed of materials compatible with the materials on the front of the main building.
24. The development of the project shall proceed in strict accordance with the terms and conditions contained in the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.

These conditions shall apply to Development Option 2:

25. A minimum 100 feet setback shall be provided from all residentially zoned and/or used properties east of Walker Road at the southwest corner of the subject site to any portion of buildings (excluding those buildings in the RV Park), loading docks, and/or trash facility enclosures.

26. Along the project boundaries all structures shall be set back two feet for every one foot of structure height over 20 feet, unless otherwise stated. This distance shall be measured from the property boundary or added to the yards and buffers required elsewhere in the Hillsborough County Land Development Code and these conditions whichever is greater.
27. Development within Option 2 shall be permitted the following uses:
- 27.1 Parcels AE and C (folio#61059.0000) shall be permitted 174,592 s.f. of M zoning district uses. No M zoning district uses meeting the Land Development Code definition of Heavy Industrial shall be permitted.
- ~~27.1 Parcel AE – A Mobile Home Park with a maximum of 94 units.~~
- 27.2 Parcel B – Commercial General (CG) uses excluding motors vehicles sales, drive-in theaters, rental and leasing of vehicles where vehicle storage is on-site, and wholesale distribution businesses. The maximum F.A.R. shall be .18.
- ~~27.3 Parcel CC – A maximum of 10,890 s.f. of mini-warehouse uses and/or 1.0 ac. of open storage uses for Boats and RVs.~~
- 27.4.3 Parcel D – 205 space RV Park with an owner residence and ancillary uses related to the operation of the RV Park. An increase in spaces may be permitted provided the developer allocate sufficient acreage in the PD district to accommodate the additional spaces (based on a density of 12 units per acre) or provide appropriate proof (i.e. vested rights approval, non-conforming use approval) that the RV park had more than 206 units prior to July 31, 1989.
- 27.54 Parcel F – Commercial General (CG) uses excluding motors vehicles sales, drive-in theaters, rental and leasing of vehicles where vehicle storage is on-site, and wholesale distribution businesses. The maximum F.A.R. shall be .14.
28. Maximum building height of Parcel AE shall be 50 feet and of Parcel C shall be 35 feet.
29. Structures within Parcels AE and C shall be setback an additional 2 feet for every 1 foot of structure height above 35 feet.
30. A 10-foot-wide buffer with Type C screening shall be provided between Parcel AE and the western property line of folio 61063.0100.
31. A 15-foot-wide buffer with Type B screening shall be provided between Parcel C and the northern property line of folio 61063.0100 (exclusive of any cross-access point).
32. A 15-foot-wide buffer with Type B screening shall be provided between Parcel C and the southern property line of Parcel B, and between Parcel AE and the western property line of Parcel B (exclusive of any cross-access point).
33. A 10-foot-wide buffer with Type B screening shall be provided between Parcel AE and the eastern property line of Parcel D (exclusive of any emergency access and pedestrian access).

34. Parcels AE and C (folio#61059.0000) shall be permitted 174,592 s.f. of M zoning district uses pursuant to Condition of Approval 27.1. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 1,255 gross average daily trips, 59 gross a.m. peak hour trips, or 59 gross p.m. peak hour trips. Additionally:
- a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
- ~~28.~~ 35. Prior to Construction Site Plan approval for each increment of development within Parcel F, the developer shall provide a traffic analysis that will be used to determine whether site access improvements or other mitigation is required. Any turn lanes warranted shall be coordinated with the Florida Department of Transportation.
- ~~29.~~ 36. All roof top mechanical equipment shall be screened from public view.
- ~~30.~~ 37. All buildings shall provide an architectural finish on all sides. ~~The mini-warehouse~~ Mini-warehouses shall be finished with natural earth tone colors. and ~~No storage buildings within the mini-warehouse facility-~~ facilities shall be oriented toward Fowler Avenue., if developed in Parcels B and F.
- ~~31.~~ 38. Within Parcels B, D and F, the required front yards shall be 35 feet. Within Parcel ~~CC~~, the required front yard setback shall be 15 feet along Williams Road. Within Parcel AE, the required front yard setback shall be ~~30~~50-feet along Fowler Ave.
- ~~32.~~ — Development within Parcel AE shall comply with the following standards:
- | | |
|--|-------------------|
| Maximum Building Height: | 35 feet |
| Minimum Front Yard Setback: | 5 feet |
| Minimum Side Yard Setback: | 5 feet |
| Minimum Rear Yard Setback: | 5 feet |
| Maximum Intensity: | 0.25 F.A.R. |
| Maximum Impervious: | 75% |
| Minimum Lot Area: | 2,000 square feet |
- ~~33.~~ 39. Buffering and screening shall be provided in accordance with the standards for buffering and screening set forth in the Hillsborough County Land Development Code, except as otherwise stipulated by these conditions-, and the PD variation for a 10' Type C buffering/screening area between Parcel AE and folio 061063.0100, and for a 10' Type B buffering/screening area between Parcel AE and Parcel D.
- ~~34.~~ 40. An area equal to at least .25 times the land area of the district shall be reserved for landscaping and permeable open areas, and shall be improved and maintained accordingly. One or a combination of the following shall be provided: landscaped buffers, open vegetated yards, retention areas, landscaped

islands, mulched or vegetated play or seating areas, or areas paved with permeable blocks. No more than 25 percent of the required landscaped and pervious area shall be composed of permeable paving blocks.

- ~~35.41.~~ The developer shall construct a minimum 5-foot-wide sidewalk along the property's Fowler Avenue frontage unless otherwise approved by Hillsborough County. Sidewalks shall also be provided along other roadway frontages and internal with the site consistent with applicable Land Development Code and Americans with Disabilities Act regulations.
- ~~36.42.~~ Any access/cross-access between Parcels D and F, ~~and/or Parcels D and AE~~ shall be restricted to occupants of the RV Park/Campground within Parcel D. Cross-access between Parcel D and Parcel AE shall be emergency-use only.
- ~~37.43.~~ Notwithstanding anything on the site plan to the contrary, the developer shall be permitted to construct emergency access to either Fowler Ave. or Williams Rd. if required to do so by Hillsborough County Fire Rescue.
- ~~38.44.~~ Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
- ~~39.45.~~ The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- ~~40.46.~~ Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- ~~41.47.~~ Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- ~~42.48.~~ The developer shall provide illumination for all project access points and along any and all storage lanes and points thereof, sufficient to provide safe ingress and egress. The access point shall be visible at night from a distance of 200 feet in all directions which vehicles travel. However, no lighting shall adversely affect adjacent properties.
- ~~43.49.~~ The development of the project shall proceed in strict accordance with the terms and conditions contained in the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations and ordinances of Hillsborough County.
- ~~44.50.~~ Access to Parcels AE ~~and CC~~ shall be served by and restricted to one (1) right -in/right-out access connection to Fowler Ave., unless otherwise approved by FDOT, and one (1) access connection to Williams Rd. The developer shall also construct the following:

- a. One (1) emergency access/cross access connection between ~~Park~~Parcel D. Such vehicular access shall be gated with a Knox Box or similar device acceptable to the Hillsborough County Fire Marshall, and such gate shall be restricted to emergency vehicles ~~and the use of Parcel D residents only (i.e. no other project visitors, guests or residents shall be permitted to utilize the vehicular connection/gate unless the developer files for a zoning modification to relocate the existing substandard Walker Rd. access to a Sec. 6.04.07 spacing compliant location and addresses substandard roadway issues that would also be triggered).~~ The developer may also gate the pedestrian connection; however, such gate/connection shall be available for the daily use of project residents.
- b. One (1) shared access/cross access connection along the southern project boundary of Parcel C ~~E~~ (i.e. between folios 61059.0000 and 61063.0100), as shown on the PD site plan.
- c. One (1) shared access/cross access connection along the ~~northern~~ western project boundary of Parcel ~~C~~ B (i.e. between folios 61059.0000 and 61059.0100), as shown on the PD site plan.
- d. One (1) pedestrian access to Us Hwy 301 as shown on the PD site plan.

- ~~45. The developer shall construct internal project "roadways" (i.e. those facilities necessary to support the mobile home uses consistent with Sec. 6.11.110.B.1 of the LDC) pursuant to Notes 25 and 26 within the site notes section of the PD site plan. Those portions of internal project facilities designed as "Type A Roadway" on the PD site plan shall be considered Shared Access Facilities (with folios 61059.0100, 61059.0000 and 61063.0100. The developer shall record in the Official Records of Hillsborough County an easement and/or any other agreements necessary over the Shared Access Facility to permits the owner of the above referenced folios to take vehicular access through the subject PD, in the event those properties redevelop.~~
- ~~46. Construction access shall be limited to the Walker Rd. access as shown on the PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same.~~
- ~~47.51. If MM 23-0617 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated October 5, 2023, and last revised October 11, 2023) which has been found approvable by the County Engineer (on October 27, 2023). Approval Of this Administrative Variance will waive the Williams Rd. substandard road improvements required by Sec. 6.04.03.L. of the LDC. If MM 25-0583 is approved, the County Engineer will approve a Sec.6.04.02.B. Administrative Variance (dated April 23, 2025) which has been found approvable by the County Engineer (on June 20, 2025). Approval Of this Administrative Variance will waive the Williams Rd. substandard road improvements required by Sec. 6.04.03.L. of the LDC.~~
52. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
53. 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.

-
54. 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.
55. 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.
56. 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.

7.0 ADDITIONAL INFORMATION

The Applicant requests two variations to LDC Section 6.06.06, Buffering and Screening Requirements:

1. Between Parcel AE and C and Folio 061063.0100 (zoned CG):

Request: Allow a 10' Type C buffer instead of the required 15' Type B buffer along the east side of folio 61063.0100 and a 15' Type B buffer along the north side of folio 61063.0100.

Applicant Justification: A narrower buffer is necessary to maintain adequate vehicular circulation due to the limited width of Parcel AE. The variation enables a more functional mixed-use/light industrial development. The proposed buffer includes enhanced landscaping and is an upgrade from existing conditions, which currently include a PVC wall.

It should be noted that M zoning district uses permit industrial (Group 6) and commercial uses (Group 5). Additionally, folio 61063.0100 is developed with a non-conforming multi-family use (mobile home park). If Parcel AE were to be developed with an industrial use, a 30-foot wide buffer with Type C screening would be required if the adjacent property is developed with the mobile home use (nonconforming). Alternatively, a 15-foot buffer with Type B screening would be required if the adjacent property is developed with a commercial use (conforming).

2. Between Parcel AE and Parcel D (internal to the PD):

Request: Allow a 10' Type B buffer instead of the required 30' Type C buffer.

Applicant Justification: Maintains continuity with an existing 6' PVC fence already in place. Parcels are under common ownership, making strict internal buffering less necessary. A wider buffer would significantly reduce usable space on Parcel AE.

Overall Applicant Justifications:

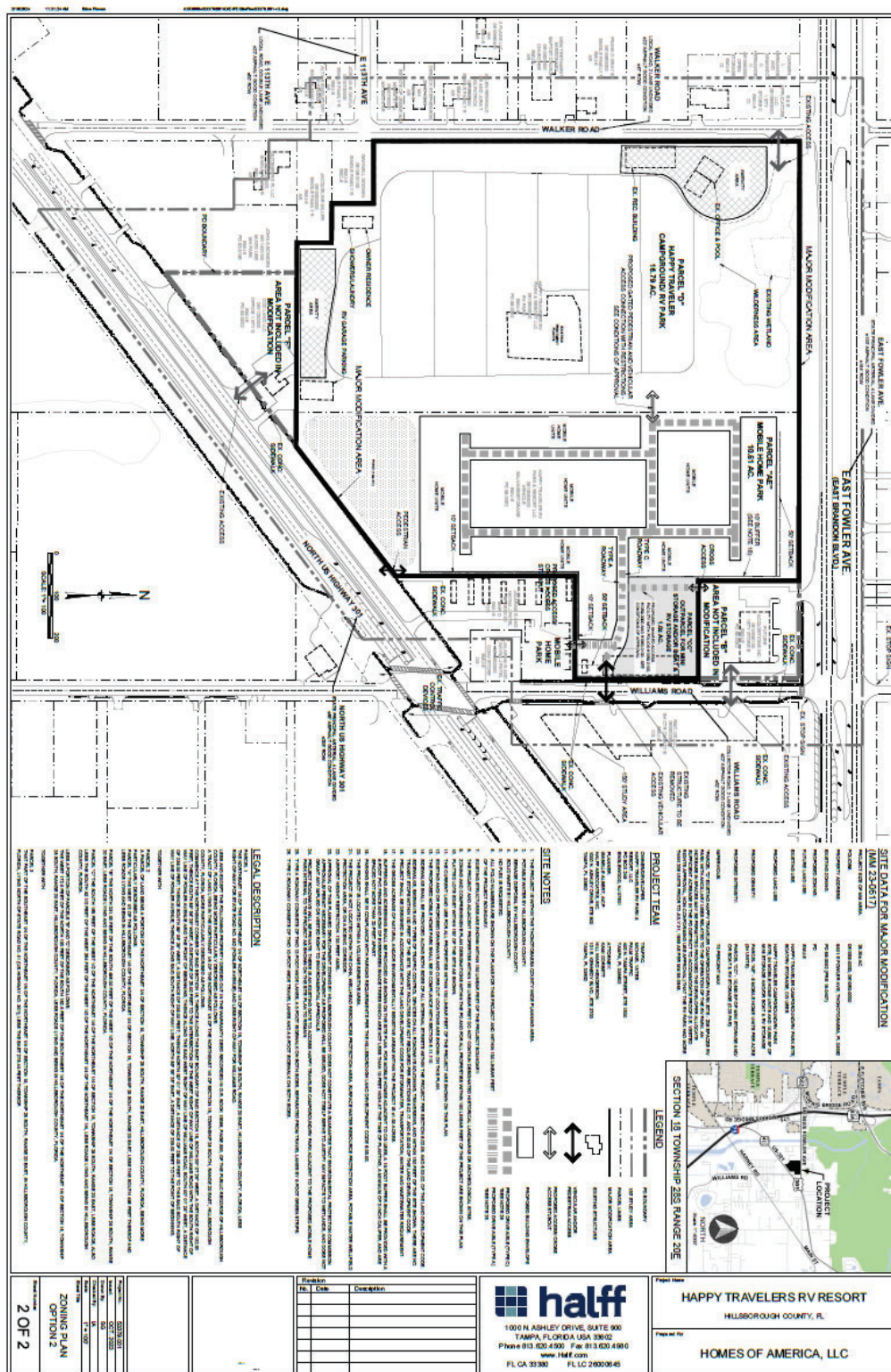
- The variations allow for creative and practical mixed-use redevelopment that aligns with the intent of the Land Development Code (LDC).
- Enhanced design features, including existing and proposed fencing and planting, mitigate any reduction in buffer width.
- The proposed changes maintain the spirit of the LDC by adequately separating uses through landscaping.
- The variations do not harm adjacent property owners, as the adjacent parcel currently borders an open storage use with lesser screening, and the internal buffer is between commonly owned parcels.

Staff supports the requested PD variations to the buffering and screening standards in LDC Section 6.06.06, as they are consistent with the intent of the Code and necessary to accommodate a cohesive, functional mixed-use development. The reduction from a 15-foot Type B to a 10-foot Type C buffer along the eastern boundary adjacent to folio 061063.0100 is justified by site constraints, including the narrow configuration of Parcel AE, and is mitigated through the inclusion of enhanced screening features such as a PVC wall and upgraded landscaping. Similarly, the request to reduce the internal buffer between Parcel AE and Parcel D from a 30-foot Type C to a 10-foot Type B buffer maintains compatibility within the PD, as both parcels are under common ownership and already separated by a 6-foot PVC

fence. These variations will not adversely impact adjacent property owners and support the redevelopment of the site in a manner that respects existing uses while promoting improved design, circulation, and land use efficiency.

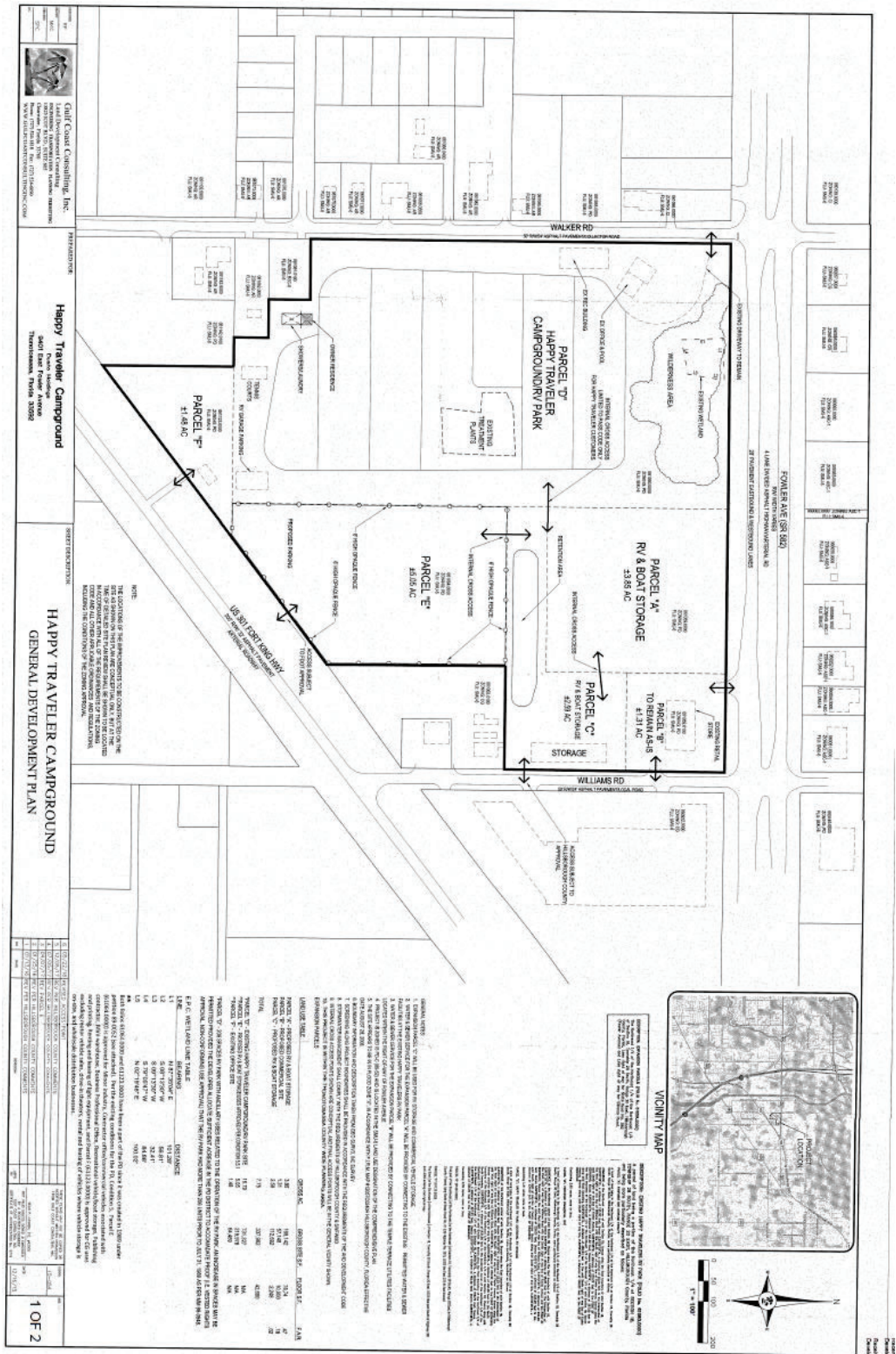
8.0 SITE PLANS (FULL)

8.1.2 Approved Site Plans (Full)



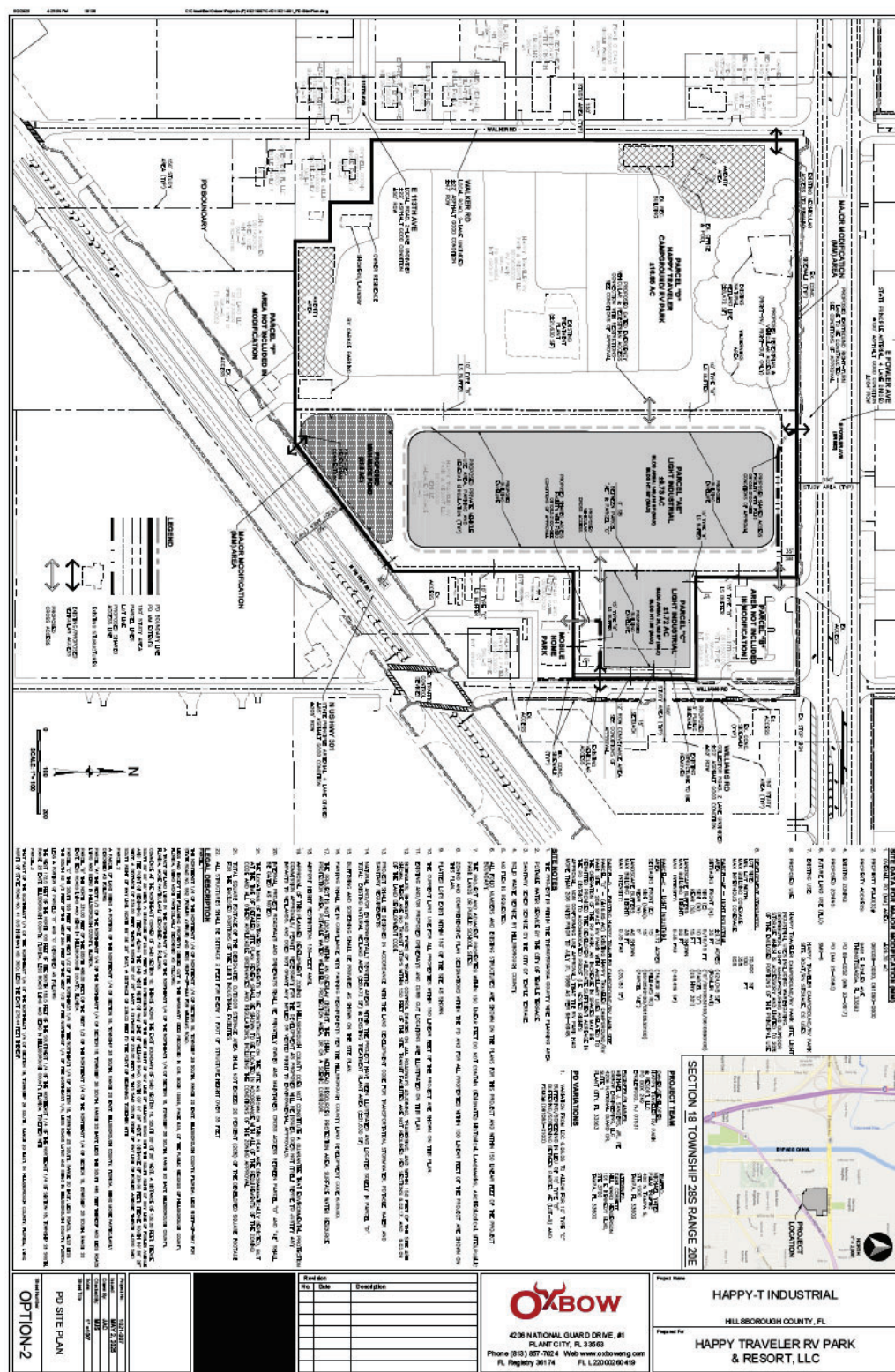
8.0 SITE PLANS (FULL)

8.2.1 Proposed Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2.2 Proposed Site Plan (Full)



9.0 FULL TRANSPORTATION REPORT (see following pages)**AGENCY REVIEW COMMENT SHEET**

TO: Zoning Technician, Development Services Department

DATE: 07/11/2025

REVISED: 07/15/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: THONOTOSSASA

PETITION NO: MM 25-0583

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

NEW AND REVISED CONDITIONS**These conditions shall apply to Development Option 2:****New Conditions**

- Parcels AE and C (folio#61059.0000) shall be permitted 174,592 s.f. of ~~warehousing-distribution and-manufacturing~~ M zoning district uses pursuant to Condition of Approval 27.1. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 1,255 gross average daily trips, 59 gross a.m. peak hour trips, or 59 gross p.m. peak hour trips. Additionally:
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

Revised Conditions

44. Access to Parcels AE ~~and CC~~ shall be served by and restricted to one (1) right-in/right-out access connection to Fowler Ave., unless otherwise approved by FDOT, and one (1) access connection to Williams Rd. The developer shall also construct the following:
 - a. One (1) emergency access/cross access connection between ~~Park~~ Parcel D. Such vehicular access shall be gated with a Knox Box or similar device acceptable to the Hillsborough County Fire Marshall, and such gate shall be restricted to emergency vehicles ~~and the use of Parcel D residents only (i.e. no other project visitors, guests or residents shall be permitted to utilize the vehicular connection/gate unless the developer files for a zoning modification to relocate the existing substandard Walker Rd. access to a Sec. 6-04.07 spacing compliant location and addresses substandard roadway issues that would also be triggered).~~ The developer may also gate the pedestrian connection; however, such gate/connection shall be available for the daily use of project residents.

- b. One (1) shared access/cross access connection along the southern project boundary of Parcel ~~C~~ E (i.e. between folios 61059.0000 and 61063.0100) as shown on the PD site plan.
- c. One (1) shared access/cross access connection along the ~~northern~~ western project boundary of Parcel ~~CE~~ B (i.e. between folios 61059.0000 and 61059.0100) as shown on the PD site plan.
- d. One (1) pedestrian access to Us Hwy 301 as shown on the PD site plan.

~~47. If MM 23-0617 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated October 5, 2023, and last revised October 11, 2023) which has been found approvable by the County Engineer (on October 27, 2023). Approval Of this Administrative Variance will waive the Williams Rd. substandard road improvements required by Sec. 6.04.03.L. of the LDC.~~ If MM 25-0583 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated April 23, 2025) which has been found approvable by the County Engineer (on June 20, 2025). Approval Of this Administrative Variance will waive the Williams Rd. substandard road improvements required by Sec. 6.04.03.L. of the LDC.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a Major Modification (MM) to a portion of previously approved Planned Development, (PD) zoning 89-0052, and as most recently amended via MM 23-0617. The PD consists of multiple parcels totaling +/- 31.07 ac. The applicant is proposing to modify the approved uses, configuration and access to the eastern portion of Development Option 2 (folio#61059.0000), labelled as "Option 2" on the PD site plan set, corresponding with the areas currently approved for a mobile home park and mini-warehouse uses. This modification area is approximately +/- 11.51 ac. in size.

Option 1 is approved for RV & boat storage uses on Parcels A, C and E (with a limited amount of enclosed storage permitted on Parcel C and certain other non-residential uses permitted within Parcel E), development of up to 0.18 FAR of certain CG uses on Parcel B, a 206 space RV Park with ancillary uses on Parcel D, and an existing office site (with indeterminate s.f.) on Parcel F.

The applicant is proposing a change to development Option 2 for Parcels AE and C (folio#61059.0000). The proposed modification of Parcels AE and C will permit up to 174, 592 sf of "Light Industrial" uses as shown on the PD site plan.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not reflect a worst-case analysis that represents the maximum potential trip impacts of the range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 174,592 s.f. of manufacturing uses (ITE LUC 140), although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses that are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is

appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine of generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

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

Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Staff's analysis focused development impacts on the parcels which are subject of the modification request). The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Approved Uses (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD 23-0617, 94-unit mobile home park (ITE LUC 240)	670	43	53
PD 23-0617, 10,890 s.f. Mini-warehouse uses (ITE LUC 150)	16	1	2
Subtotal:	686	44	55

Proposed Uses (Modification Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 174,592 "Light Industrial Use" Per Applicant's Traffic Study	1,255	59	59

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 569	(+)15	(+)4

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Williams Rd. is a 2-lane, undivided, publicly maintained, substandard, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. Along the project's frontage, the roadway lies within a +/- 50-foot-wide right-of-way. There are +/- 4-foot wide to 5-foot-wide sidewalk along both sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities present in the vicinity of the proposed project.

According to the County 2021 TS-7 typical section for a 2-lane, rural collector roadway a minimum of 12-ft wide lanes with 5-ft paved shoulders, open drainage and sidewalks are required within 96 feet of right of way. The applicant has submitted a LDC Section 6.04.02.B. Administrative Variance to waive the requirement to improve the roadway for this proposed PD modification as discussed herein under the subsection titled Administrative Variance Request.

Fowler Ave. is a State owned, 4-lane, divided, rural principal arterial roadway characterized by +/-12 foot wide lanes and bicycle lanes on both sides within +/-180 feet of right of way. There are no sidewalks on either side of the road within the vicinity of project.

Walker Rd. is a 2-lane, undivided, substandard roadway and appears on the Hillsborough County Functional Clarification Map as a local roadway; however, that portion of Walker Rd. in the vicinity of the project is presently operating as a collector roadway. In the vicinity of the project, Walker Rd. is characterized by +/- 10.5-foot-wide travel lanes in average condition. Along the project's frontage, the Walker Rd. right-of-way width appears to vary between +/- 45 and +/- 55 feet.

Walker Rd. is not directly adjoining or accessed by the PD modification area.

SITE ACCESS AND CONNECTIVITY

The modification proposes the following site access connections:

- One (1) full access vehicular and pedestrian to Williams Road, aligning with the middle commercial driveway on the east side of Williams Road
- One (1) restricted right-in/right-out vehicular and pedestrian access to Fowler Avenue.
- One pedestrian access to US Hwy 301

The modification is also changing the cross access/shared access from between Parcel C and Parcel B to between Parcel AE to Parcel B such that it will be parallel to Fowler Ave. The cross access/shared access to the adjacent mobile home to the south and the gated emergency and pedestrian access to Parcel D (Campground/RV Park) remains unchanged.

The shared access/cross access stubouts are necessary so that they can be used as the primary access to those parcels in the future should the need arise. The connection to Parcel B is required in order to ensure all uses within the PD are interconnected as required by the LDC, but also to facilitate compliance with Sec. 6.04.03.Q. of the LDC. The connection to the adjacent mobile home parcel to the south is needed to also facilitate cross access compliance but is also being provided to ameliorate Sec. 6.04.07 LDC access spacing concerns between the proposed project access on Williams Rd. and the existing access serving the development to the south (i.e. that development in the NW corner of the Williams Rd. and US 301 intersection). Further development and redevelopment of that adjacent parcel(s) would trigger the need to provide compliant access (which is not possible due to the distances involved), and so that project may need to take access to from Williams Rd. through the Shared Access Facility referenced above.

There is no direct vehicular access to Walker Rd.

The applicant's site access analysis recommends an eastbound right turn lane at the Fowler Ave. right-in/right-out access.

ADMINISTRATIVE VARIANCE REQUEST: WILLIAMS RD. SUBSTANDARD ROAD

Williams Rd. is a substandard collector roadway. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B Administrative Variance request (dated April 23, 2025) from the Section 6.04.03.L requirement whereby an applicant is required to improve a substandard roadway, between its project access and nearest roadway meeting an applicable standard, to current County standards. Based on factors presented in the Administrative Variance request, the County Engineer found the request approvable (on June 20, 2025).

If this rezoning is approved the County Engineer will approve the above referenced Administrative Variance Request. If approved, no substandard road improvements on Williams Rd. will be required.

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
Fowler Ave.	I-75	US HWY 301	D	C
Williams Rd.	Sligh Ave.	Fowler Ave.	C	C

Source: Hillsborough County 2020 Level of Service Report.

From: Williams, Michael [WilliamsM@hcf1.gov]
Sent: Friday, June 20, 2025 2:33 PM
To: Michael Yates [myates@palmtraffic.com]; Vicki Castro [vcastro@palmtraffic.com]
CC: Kami Corbett [kami.corbett@hwhlaw.com]; Grandlienard, Christopher [GrandlienardC@hcf1.gov]; Perez, Richard [PerezRL@hcf1.gov]; Drapach, Alan [DrapachA@hcf1.gov]; Tirado, Sheida [TiradoS@hcf1.gov]; De Leon, Eleonor [DeLeonE@hcf1.gov]; PW-CEIntake [PW-CEIntake@hcf1.gov]
Subject: FW: RZ MM 25-0583 - Administrative Variance Review
Attachments: 25-0583 Rev AVReq 06-13-25.pdf

Importance: High

Vicki/Michael,
I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 25-0583 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcf1.gov 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@hcf1.gov

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: WilliamsM@HCFL.gov
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: Tuesday, June 17, 2025 4:47 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Drapach, Alan <DrapachA@hcfl.gov>; Perez, Richard <PerezRL@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: RZ MM 25-0583 - Administrative Variance Review
Importance: High

Hello Mike,

The attached Administrative Variance is **Approvable** to me, please include the following people in your response email:

vcastro@palmtraffic.com
mvates@palmtraffic.com
kami.corbett@hwhlaw.com
grandlienardc@hcfl.gov
perezrl@hcfl.gov
drapacha@hcfl.gov

Best Regards,

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

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

APPLICATION NUMBER: MM 25-0583

ZHM HEARING DATE: July 21, 2025

BOCC LUM MEETING DATE: September 9, 2025

Case Reviewer: Chris Grandlienard, AICP

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Hillsborough County Florida

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Hillsborough
County Florida
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleon@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 type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	1. AV-Substandard Rd - Williams Rd 4. x 2. Update AV per staff comments 5. 3. 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	Happy T Industrial		
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)	061059-0000, 061060-0000 <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	Vicki Castro, P.E.		
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.			
Current Property Zoning Designation			
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	MM 25-0583		
Important: If a rezoning application is pending, enter the application number preceded 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)			
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".			



April 23, 2025

Revised June 13, 2025

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

RE: Happy T - Industrial (MM 25-0583)
Folios: 061059-0000, 061060-0000
Administrative Variance Request – Williams Road
Palm Traffic Project No. T25006

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development (both option 1 and 2) located south of Fowler Avenue and west of Williams Road, as shown in Figure 1. This request is based on our virtual meeting on February 20, 2025, with Hillsborough County staff.

The major modification rezoning request is to modify the Option 2 plan to allow for 174,599 square feet of Light Industrial use on parcels A and C. The Option 1 plan for RV & Boat storage on parcels A and C, and RV & Boat storage and other commercial uses on parcel E, is still valid.

The project proposes to have the following access:

- One (1) full access to Williams Road, aligning with the middle commercial driveway on the east side of Williams Road
- One (1) right-in/right-out access to Fowler Avenue.

This request is for an administrative variance to the TS-7 typical section of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B for the section of Williams Road from Fowler Avenue to US 301, for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and; (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) There is unreasonable burden on the applicant

The existing ROW along Williams Road is approximately 50 feet. The typical TS-7 section for local and collector rural roadway requires a minimum of 96 feet of ROW with 12-foot travel lanes, a 5-foot paved shoulder, open drainage and a 5-foot sidewalk. The adjacent segment of Williams Road has approximately 10-foot travel lanes, unpaved shoulders, open drainage, a 5-foot sidewalk on the east side of Williams Road and a sidewalk that varies in width from 3 to 4 feet on the west side of Williams Road except at the very southern end near US 301. The deficiency in the existing section compared to the TS-7 is the lane widths, paved shoulders, a small missing piece

Mr. Michael Williams, P.E.

June 13, 2025

Page 2

of sidewalk and sidewalk width on the west side of Williams Road and the ditch sections. Therefore, due to the reasons described above and the limited available right of way, the requirement to improve Williams Road is unreasonable.

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

Williams Road currently has 10-foot travel lanes and a 5-foot sidewalk on the east side of the roadway from Fowler Avenue to US 301. While not paved, the existing shoulders are relatively flat. The project will provide a 5-foot sidewalk along the project frontage on Williams Road, however, due to the limited right-of-way the additional segments along the west side cannot be improved. As an alternative, internal pedestrian sidewalks will be provided that provide connection from Fowler Avenue to US 301 for the project pedestrians. The existing 10-foot travel lanes help keep the speed down and help provide a safe section that serves the neighborhood. Given the information outlined in this section, the existing roadway section would not be detrimental to the public health, safety and welfare of the motoring public.

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

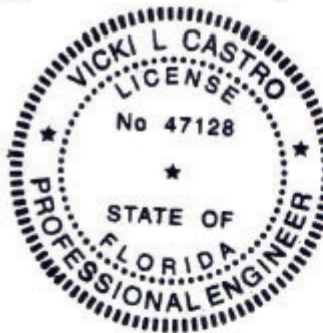
The proposed project will have one (1) full access to Williams Road, aligning with the middle commercial driveway to the east and one (1) right-in/right-out access to Fowler Avenue. Again, without the variance, reasonable access cannot be provided..

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

Sincerely,

Vicki L
Castro

Digitally signed
by Vicki L Castro
Date: 2025.06.13
15:15:43 -04'00'



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Vicki L Castro, P.E.
Principal

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

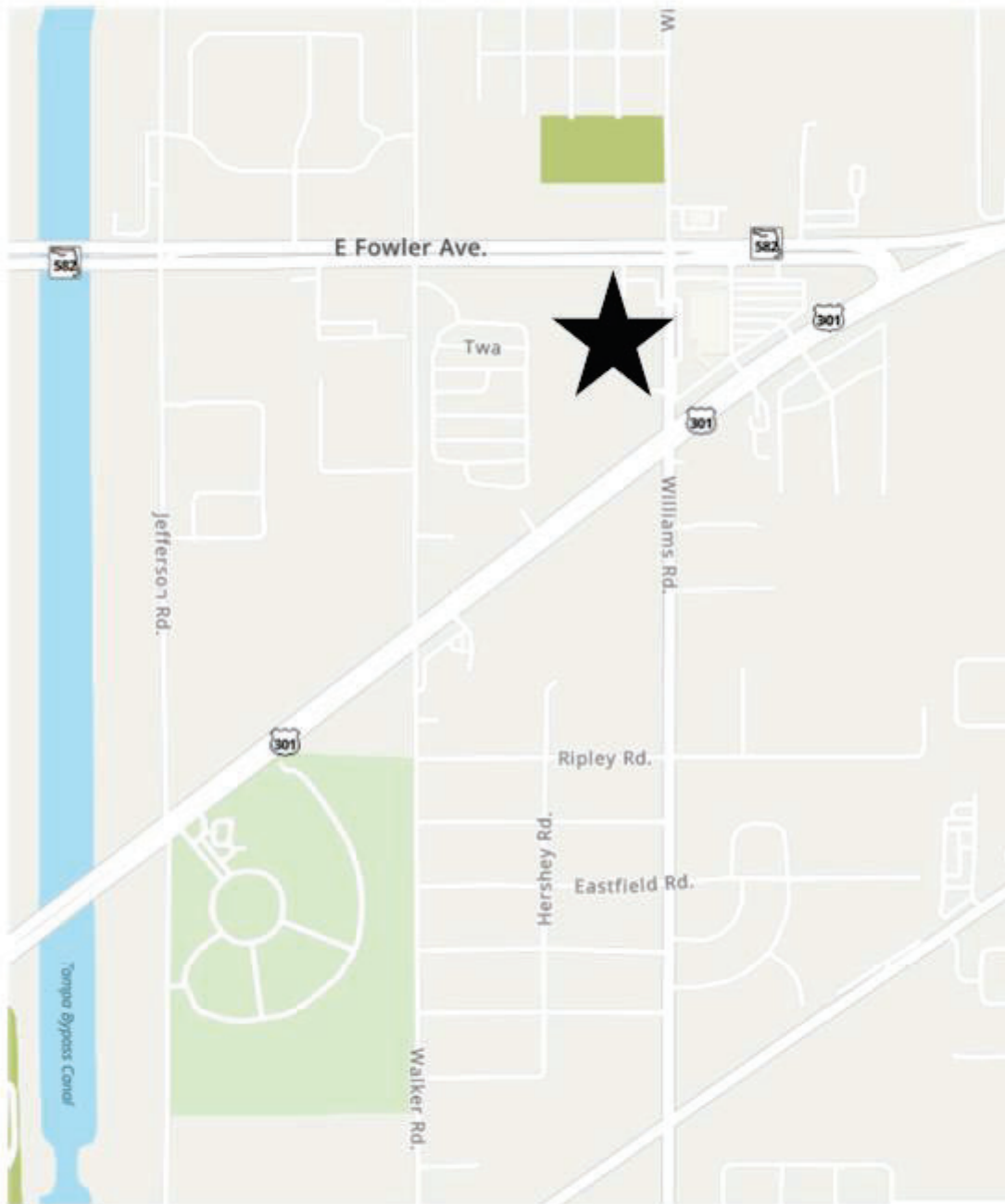
_____ Disapproved _____ Approved with Conditions _____ Approved

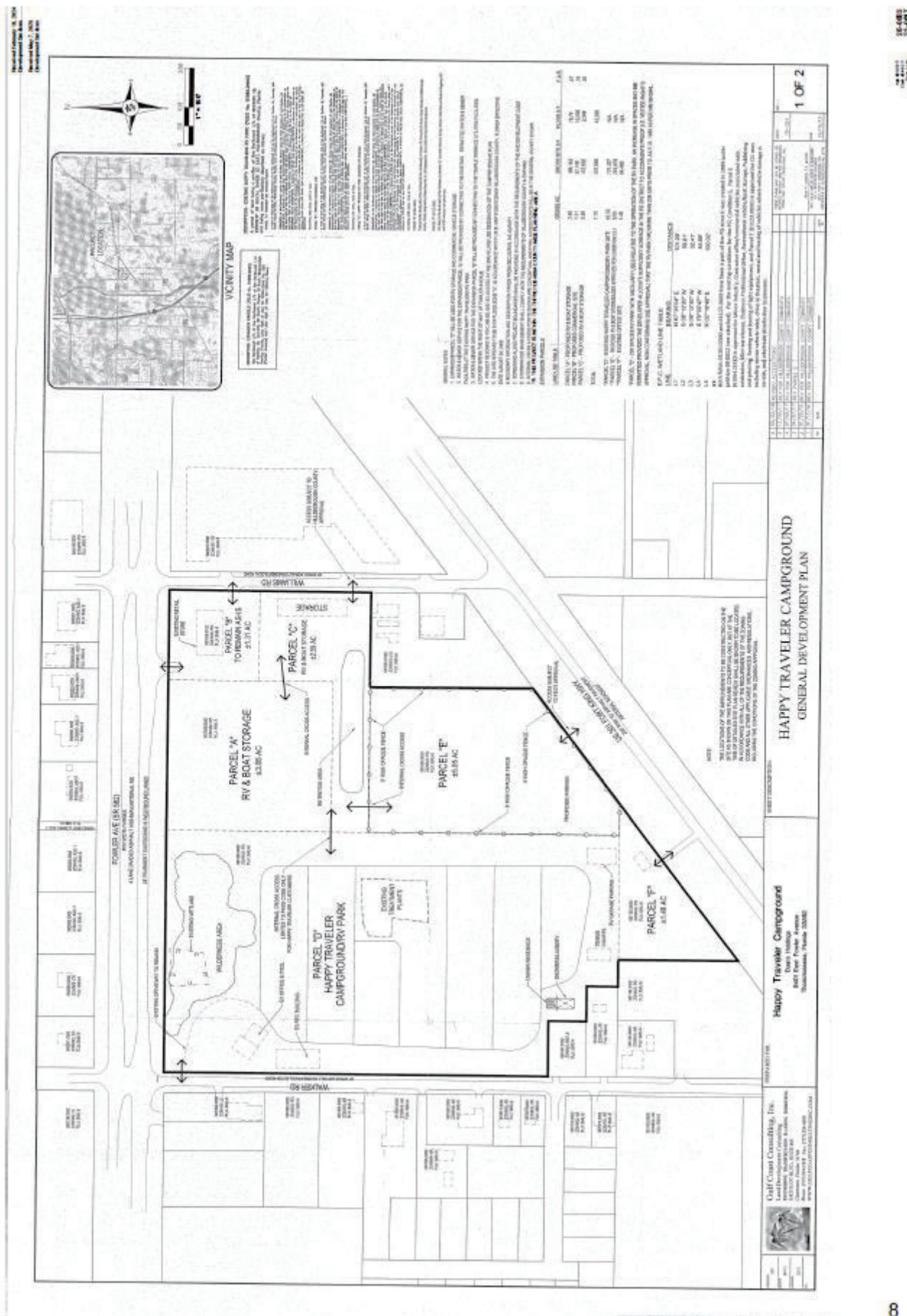
If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

Sincerely,

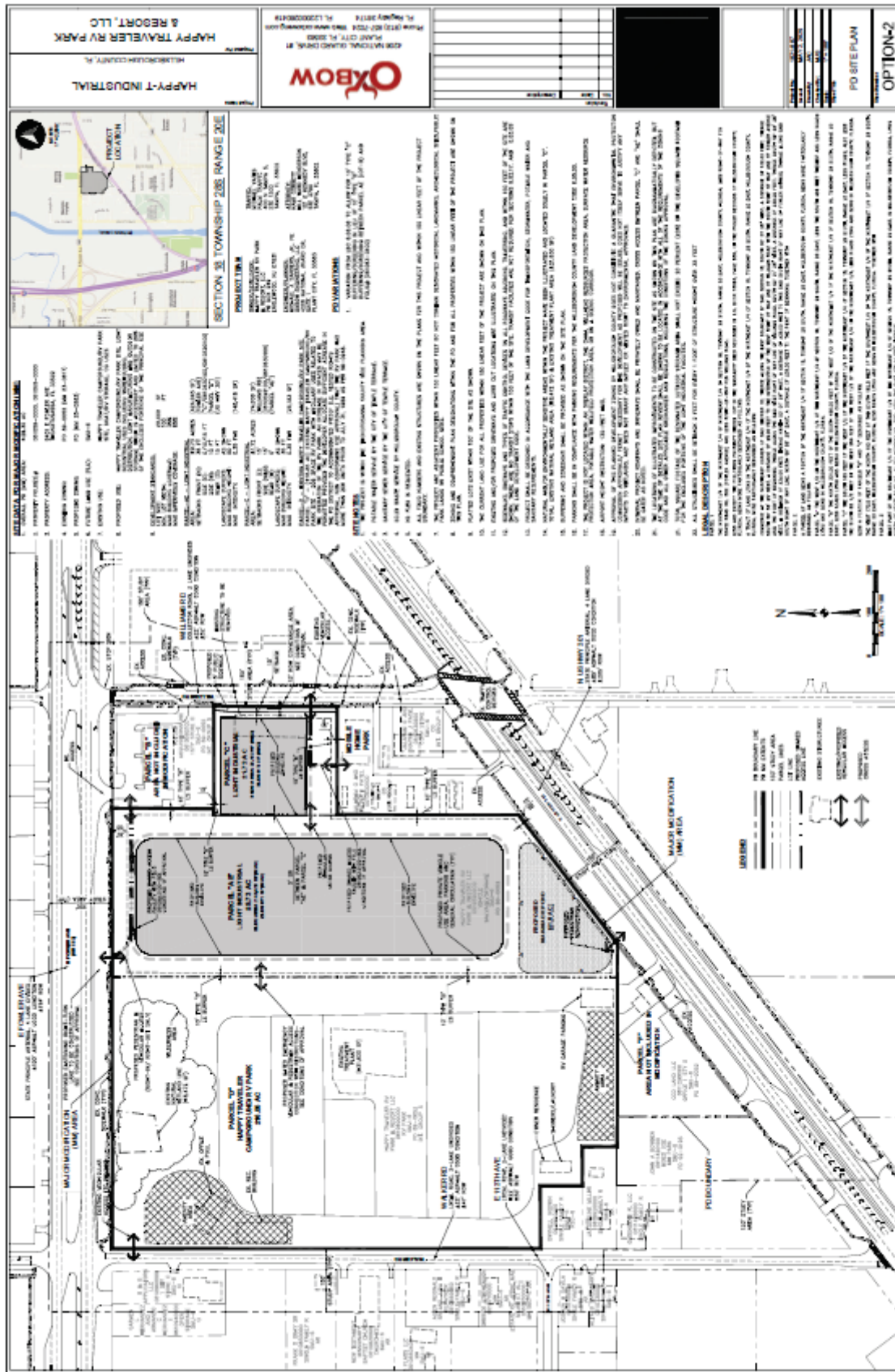
Michael J. Williams
Hillsborough County Engineer

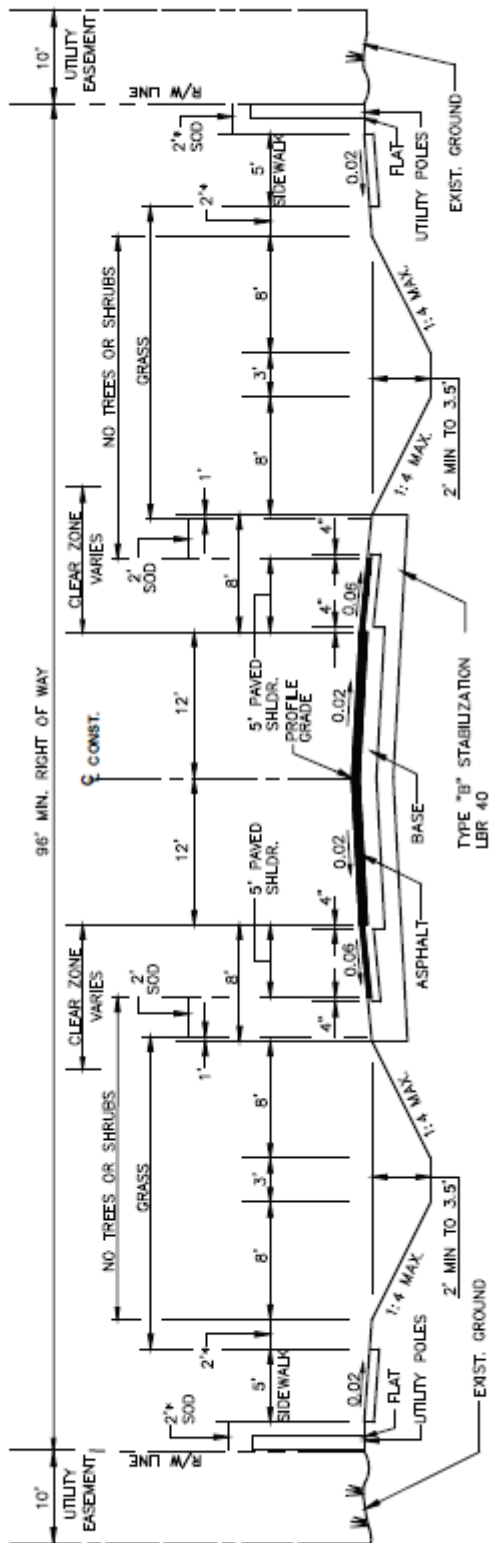
Figure 1. Location Map





35-481





TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

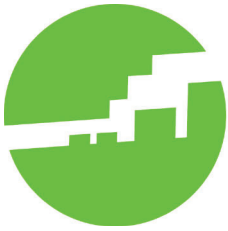
REVISION DATE: 10/17

TRANSPORTATION
TECHNICAL
MANUALHillsborough
County Florida

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1



**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: July 21, 2025 Report Prepared: July 10, 2025	Case Number: MM 25-0583 Folio(s): 61059.0000 & 61060.0000 General Location: North of North US Highway 301, south of East Fowler Avenue and west of Williams Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga; 0.25/.35/.50 FAR)
Service Area	Urban
Community Plan(s)	Thonotosassa
Rezoning Request	Major Modification (MM) to modify the outdoor storage and commercial pods and allow light industrial uses
Parcel Size	28.3 ± acres
Street Functional Classification	North US Highway 301 – State Principal Arterial East Fowler Avenue – State Principal Arterial Williams Road – County Collector
Commercial Locational Criteria	Not Applicable

Evacuation Area	None
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6	PD	Mobile Home Park + Heavy Commercial
North	Suburban Mixed Use-6 + Residential-1 + Residential-12	PD + ASC-1 + CN + CG + RSC-2 + RSC-9 + RSC-4	Vacant Land + Single Family + Public/Quasi-Public/Institutions + Light Commercial
South	Suburban Mixed Use-6 + Residential-4 + Residential-12	PD + CN + AR + RSC-4 + RMC-12 + RDC-12	Light Commercial + Single Family + Vacant Land
East	Suburban Mixed Use-6 + Residential-4	CG + PD + M + CI	Light Commercial + Mobile Home Park + Light Industrial + Public/Quasi-Public/Institutions + Single Family + Single Family + HOA Property + Light Commercial + Light Industrial + Heavy Industrial + Public/Quasi-Public/Institutions + Vacant Land
West	Suburban Mixed Use-6 + Public/Quasi-Public + Community Mixed Use-12	AR + PD + RSC-6 + CG + RSC-9	

Staff Analysis of Goals, Objectives and Policies:

The 28.3 ± acre subject site is located north of North US Highway 301, south of East Fowler Avenue and west of Williams Road. The subject site is in the Urban Service Area and is within the limits of the Thonotosassa Community Plan. The applicant requests a Major Modification (MM) to modify the outdoor storage and commercial pods labeled as pods A, E and C in the existing Planned Development (PD) 89-0052 to allow light industrial uses.

According to the revised request, which was uploaded into Optix on June 30, 2025, the applicant proposes to develop a total of approximately 11.45 acres with the contemplated Light Industrial uses, and to reconfigure access to the 16.85-acre existing Mobile Home/RV Park. The existing retail uses that constitute the balance of the existing PD are not proposed for modification. The proposed light Industrial use area is to be divided into two pockets, a combined “Parcel AE” and a “Parcel C”. Parcel AE is proposed for up to 148,416 square feet of building area at a Floor Area Ratio (FAR) of 0.35, maximum building height

of 50' and maximum impervious area of 85%. Parcel C is proposed for up to 26,183 square feet of building area at a FAR of 0.35, a maximum building height of 35', and a maximum impervious area of 85%. Both parcels include vehicle circulation and a parking area, as well as cross-access between each other and adjacent parcels within the PD.

The subject 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." A mobile home park and heavy commercial uses are currently on the subject site. The area surrounding the subject site contains a wide range of uses, including single family, light commercial, light industrial, heavy industrial, mobile home, vacant, and public institutional uses. The proposed modification meets the intent of FLUS Objective 1.1 and FLUS Policy 3.1.3.

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 subject site is in the Suburban Mixed Use-6 (SMU-6) Future Land Use category. The SMU-6 designation allows for the consideration of agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The category allows neighborhood commercial up to 175,000 sq. ft. or 0.25 Floor Area Ratio (FAR), whichever is less intense or 20% of the projects land area when part of larger planned research/corporate park. Office, research corporate park uses, light industrial multi-purpose and mixed-use projects may achieve up to a 0.35 FAR. Light industrial uses may achieve up to a 0.50 FAR. The proposal meets the permitted Floor Area Ratio for the site in the SMU-6 category and therefore meets the intent of FLUS Objective 2.2 and its 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 does meet 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 of mixed uses. FLUS Policy 4.4.1 states that 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 the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections and gradual transition of intensity. The mobile home and RV park uses allow for an adequate transition of use between the aforementioned roadway intersections and the existing single-family homes to the west of the subject site. The proposal also includes land uses that are similar to those existing in the surrounding area, making the request consistent with FLUS Objective 4.4, FLUS Policy 4.4.1 and FLUS Policy 4.7.4.

The subject site does meet Commercial Locational Criteria (CLC) as established in FLUS Objective 4.7. According to FLUS Policy 4.7.2, neighborhood-serving commercial uses, including office uses, can be considered to the maximum FAR permitted in each Future Land Use category in the following locations: 50% of the site must front along a roadway with a context classification of suburban commercial, suburban

town or urban general context classification in the Hillsborough County Context Classification Map or the Florida Department of Transportation Context Classification Map or within 1,000 feet of the intersection of roadways both functionally classified as a collector or arterial per the Hillsborough County Functional Classification Map. At least 75% of the subject property must fall within the specified distance (1,000 feet) from the intersection. All measurements should begin at the edge of the road right-of-way. The land area within this distance, as measured along both roadways, makes a quadrant. The site is within the required distance (900 feet) from the qualifying intersection nodes of both East Fowler Avenue and Williams Road along with North US Highway 301 and Williams Road.

There are no goals or strategies outlined in the Thonotosassa Community Plan that apply to this request.

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

Recommendation

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

FUTURE LAND USE SECTION

Urban Service Area

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

Compatibility

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

Land Use Categories

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

Policy 2.2.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general*

atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.

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

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

Commercial-Locational Criteria

Objective 4.7: To meet the daily shopping and service needs of residents, only neighborhood-serving commercial uses will be permitted within land use categories that are primarily residential or agricultural in nature. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving commercial. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established by the following policies and all other Goals, Objectives and Policies in the Comprehensive Plan. The frequency and allowance of neighborhood-serving commercial uses will be different in the Urban Service Area than in the Rural Area due to the population density, scale and character of the areas.

Policy 4.7.2: In the above land use categories, neighborhood-serving commercial uses, including office uses, can be considered to the maximum FAR permitted in each Future Land Use category in the following locations:

- *50% of the site must front along a roadway with a context classification of suburban commercial, suburban town or urban general context classification in the Hillsborough County Context Classification Map or the Florida Department of Transportation Context Classification Map; or*
- *Within 1,000 feet of the intersection of roadways both functionally classified as a collector or arterial per the Hillsborough County Functional Classification Map. At least 75% of the subject property must fall within the specified distance (1,000 feet) from the intersection. All measurements should begin at the edge of the road right-of-way. The land area within this distance, as measured along both roadways, makes a quadrant*

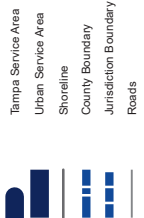
HILLSBOROUGH COUNTY FUTURE LAND USE

RZ MM 25-0583

<all other values>

Rezoning

STATUS



- WATER NATURAL LULC_Wet_Poly
- AGRICULTURAL MINING-120 (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/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the rezoning boundaries be approved by the Hillsborough County Planning Commission. ACCURACY: It is intended that the rezoning boundaries be approved by the Hillsborough County Planning Commission. This map is for informational purposes only. It is not intended to be used as a legal document. It is intended that the rezoning boundaries be approved by the Hillsborough County Planning Commission.



Map Printed from Rezoning System: 3/21/2025
Author: Beverly F. Daniels
File: G:\Rezoning\System\MapProject\Hillsborough\hillsborough - Copy.mxd

