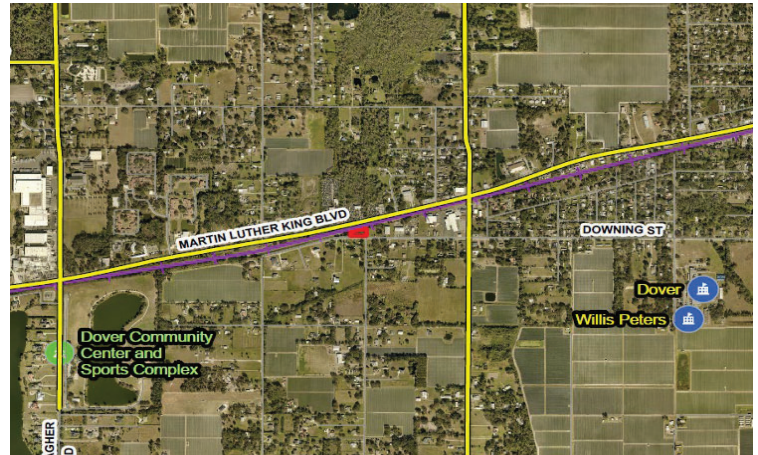


**Rezoning Application: RZ STD 25-1320****Zoning Hearing Master Date:** 12/15/2025**BOCC Land Use Meeting Date:** 02/10/2026**Hillsborough  
County Florida**

Development Services Department

**1.0 APPLICATION SUMMARY****Applicant:** RU Project Management Group, LLC**FLU Category:** OC-20**Service Area:** Rural**Site Acreage:** 0.34**Community  
Plan Area:** None**Overlay:** None**Introduction Summary:**

The applicant requests to rezone from RSC-6 (Residential, Single-Family Conventional) to CG-R (General Commercial with Restrictions). The applicant proposes to restrict several of the more intensive uses allowed in the CG zoning district and require fencing for screening.

Zoning:	Existing	Proposed
District(s)	RSC-6	CG-R
Typical General Use(s)	Single-Family Residential (Conventional Only)	General Commercial, Office and Personal Services with Restrictions
Acreage	0.34	0.34
Density/Intensity	6 du/ga	0.27 F.A.R.
Mathematical Maximum*	2 dwelling units	3998 sq. ft.

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-6	CG-R
Lot Size / Lot Width	7,000 sq ft / 70'	10,000 sq ft / 75'
Setbacks/Buffering and Screening	Front (South): 25' Sides (East & West): 7.5' Rear (North): 25'	Front (South): 30' Side (East): None Side (West): 20' Type B Rear (North): None
Height	35'	50'

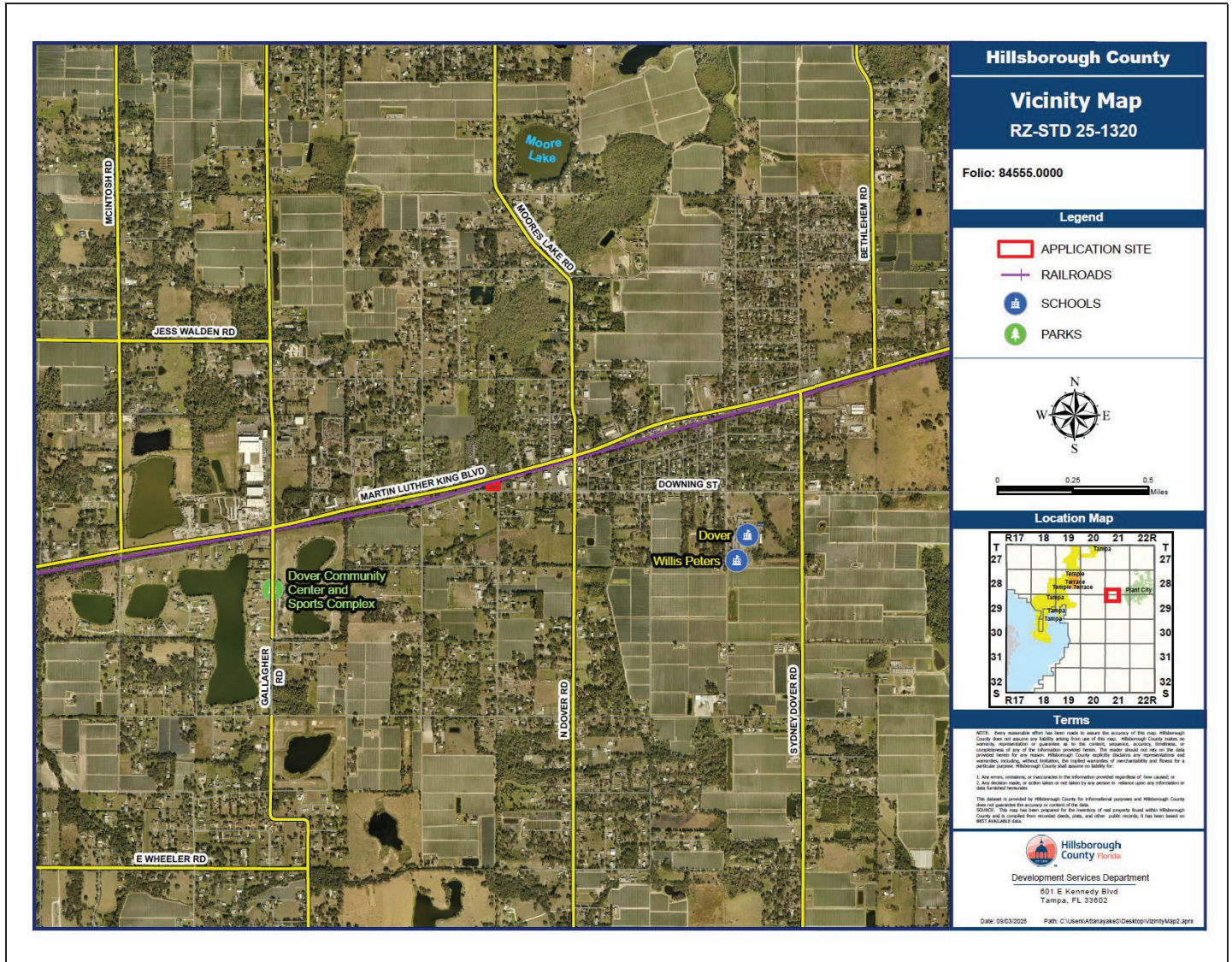
**Additional Information:**

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:**  
Inconsistent**Development Services Recommendation:**  
Approvable, subject to applicant proposed restrictions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



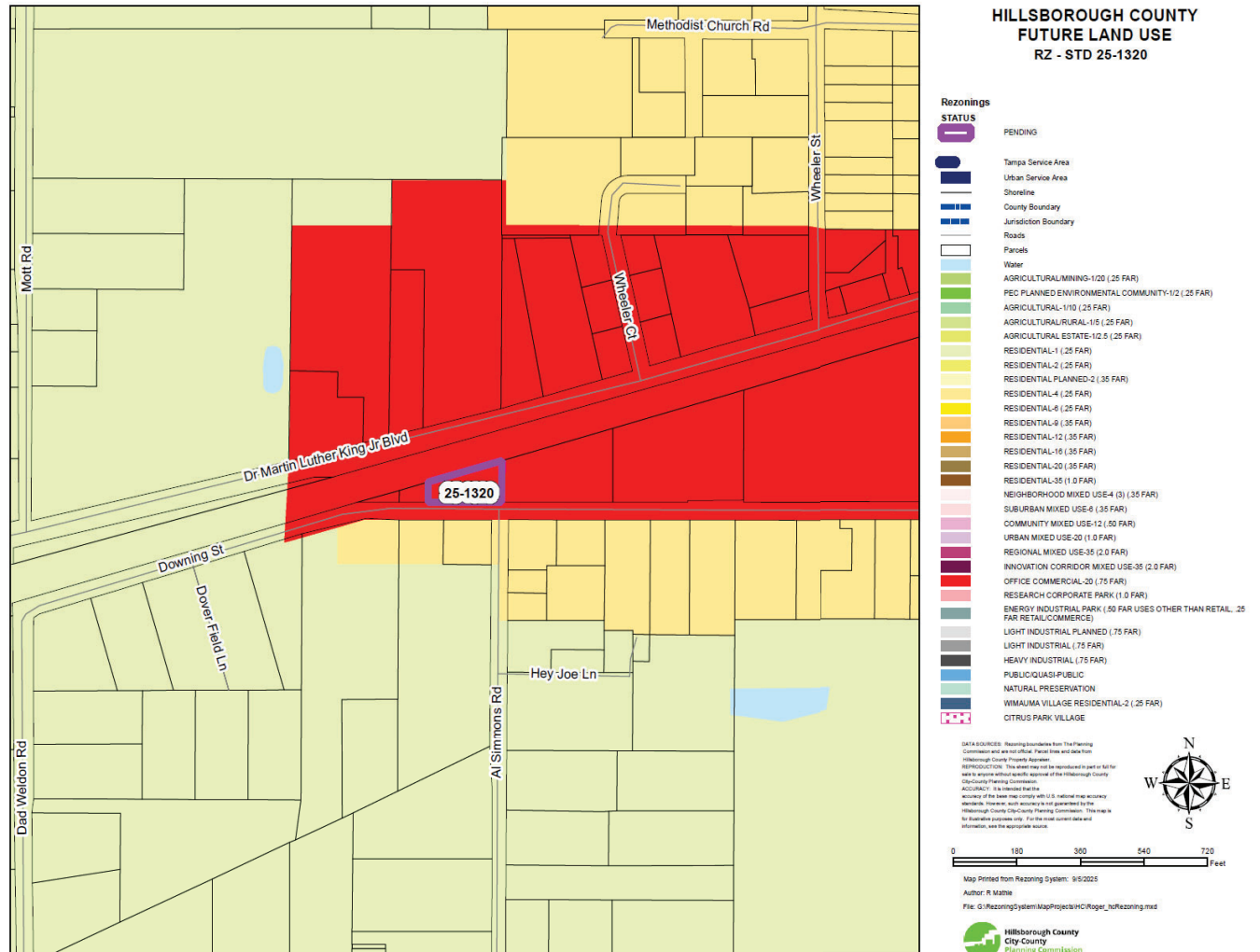
### Context of Surrounding Area:

The site is located directly south of the Seaboard Coast Line Railroad, approximately 1,000 feet west of the North Dover Rd. and Downing St. intersection. The surrounding area consists of residential, general commercial, and intensive commercial uses.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

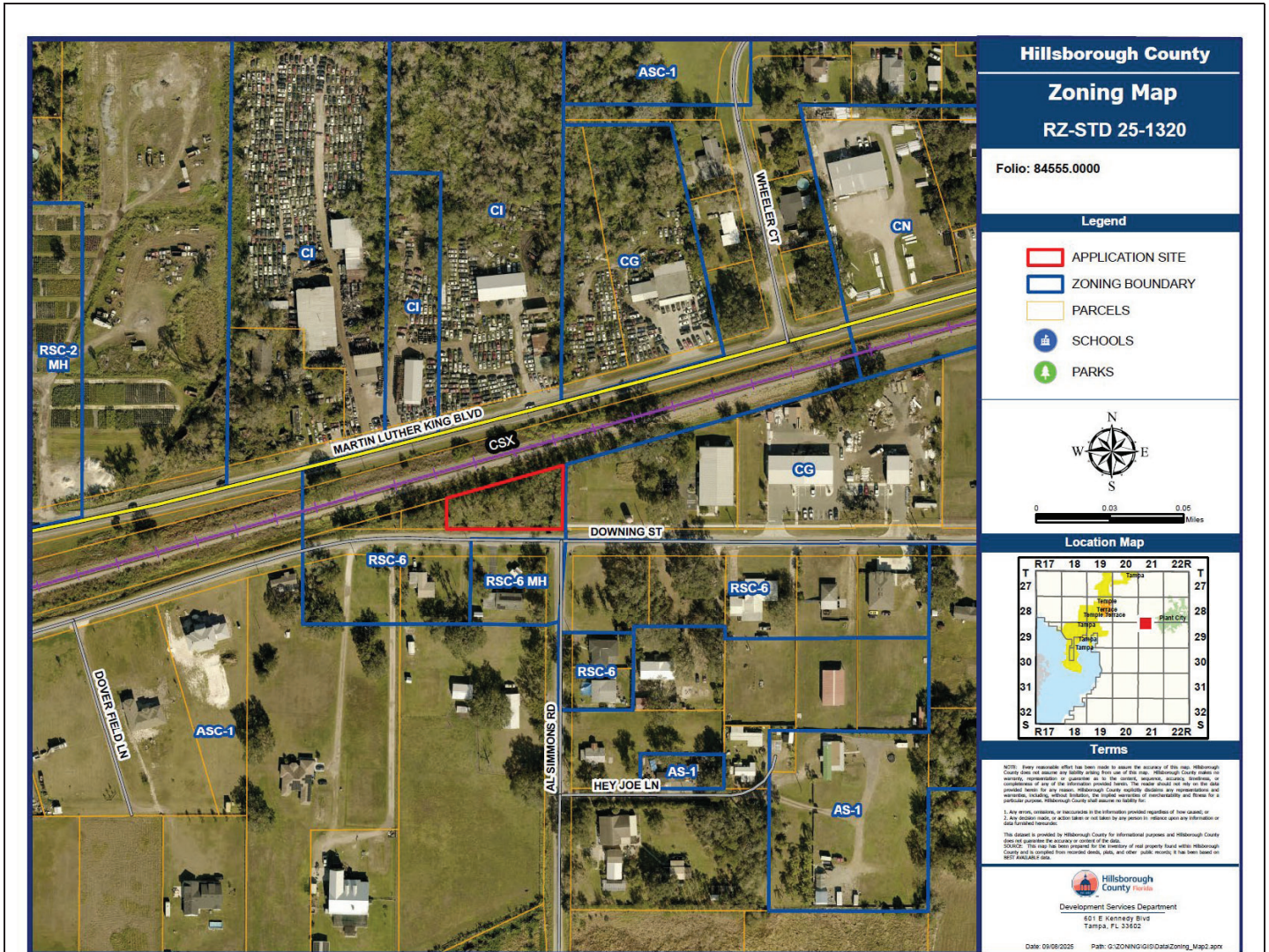
## 2.2 Future Land Use Map



Subject Site Future Land Use Category:	Office Commerical-20
Maximum Density/F.A.R.:	20 du/ga and 0.75 F.A.R.
Typical Uses:	Agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.3 Immediate Area Map



## Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-6	6 du/ga	Single-Family Residential	Railway
South	RSC-6-MH	6 du/ga	Single-Family Residential	Single-Family Home
East	CG	0.27 F.A.R.	General Commercial	Warehouse
West	RSC-6	6 du/ga	Single-Family Residential	Vacant

## 2.0 LAND USE MAP SET AND SUMMARY DATA

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

N/A

APPLICATION NUMBER: RZ-STD 25-1320

ZHM HEARING DATE: December 15, 2025

BOCC LUM MEETING DATE: February 10, 2026

Case Reviewer: Cierra James

### 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
Downing Street	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 type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	18	1	2
Proposed	39	7	8
Difference (+/-)	+21	+6	+6

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

Connectivity and Cross Access <input checked="" type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	
South		Choose an item.	Choose an item.	
East		Choose an item.	Choose an item.	
West		Choose an item.	Choose an item.	
Notes:				

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

#### 4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Restrictions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input 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	Restrictions are requested by the applicant.



## 4.0 ADDITIONAL SITE INFORMATION &amp; 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See agency comments.
Natural Resources	<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	N/A
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	N/A
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided <input checked="" type="checkbox"/> N/A	<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	N/A
<b>Service Area/ Water &amp; Wastewater</b> <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" 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	N/A
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	N/A
<b>Impact/Mobility Fees</b>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	N/A

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

The applicant is requesting to rezone from RSC-6 (Residential, Single-Family Conventional) to CG-R (General Commercial with Restrictions). The site is located directly south of the Seaboard Coast Line Railroad, and takes access from Downing Street, a two-lane local county road. There is a mixture of uses in the surrounding area including single-family residential (south), general commercial (adjacent to the east), and intensive commercial (to the north across CSX and MLK Blvd). The purpose of their rezoning is to allow operation of a boat upholstery business.

The properties to the north, south and west of the subject site are zoned RSC-6. However, only the property to the south is developed with a single-family home. The RSC-6 property to the west is vacant, and the RSC-6 property to the north is occupied by the CSX railroad. Parcels to the east are zoned CG. The subject site and the adjacent RSC-6 and CG parcels to the north, west, and east are all located on the north side of Downing Road within the OC-20 plan category. Parcels on the south side of Downing Road, zoned RSC-6 and developed for residential use, fall within the RES-4 plan category.

Per LDC Sec. 6.06.06., the west boundary of the property will require a 20-foot Type B Buffer. The applicant has also proposed to add a 6-foot fence to provide screening from the single-family home across the street.

Due to the size and location of the parcel, the applicant is limiting the more intensive uses allowed in the CG zoning district. The purposed restricted general commercial zoning would create a development pattern that is consistent with the existing zoning and development pattern in the surrounding area.

### 5.2 Recommendation

Staff find the rezoning request **approvable**, subject to the following proposed restrictions:

1. The allowed uses will be limited to the following:
  - Furniture Refinishing, Repair and Upholstery
2. A 6-foot-high solid PVC or wooden fence shall be installed at the time of development along the southern boundary outside of the required front yard.

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.



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**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

Not applicable.

**8.0 PROPOSED SITE PLAN (FULL)**

Not applicable.

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

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/03/2025

REVIEWER: Jessica Kowal, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: East Rural

PETITION NO: RZ 25-1320

- ☐ 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.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone a parcel of land totaling +/- 0.34 acres from Residential, Single-Family Conventional (RSC-6) to Commercial, General – Restricted (CG-R). The site is located on the north side of Downing St at the intersection with Al Simmons Rd, approximately 1,300 feet west of N Dover Rd. The Future Land Use (FLU) designation of the site is Office Commercial – 20 (OC-20) which permits community commercial uses, office uses, mixed-use development, and compatible residential uses.

The applicant proposes to restrict the use on site to furniture refinishing, repair, and upholstery with accessory structures. An additional screening restriction for a 6-foot fence is also being proposed.

### **Trip Generation Analysis**

In accordance with the Development Review Procedures Manual (DRPM), no transportation analysis was required to process the proposed rezoning. Staff prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized, worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's *Trip Generation Manual, 12th Edition*.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-6, 2 Single-Family Detached Units (ITE Code 210)	18	1	2

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CG-R, 3,998 square feet Specialty Trade Contractor (ITE Code 180)	39	7	8

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>+ 21</b>	<b>+ 6</b>	<b>+ 6</b>

### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The site has frontage on Downing Street.

Downing Street is a 2-lane, undivided, rural, substandard local roadway. The roadway is characterized by a +/- 17-foot-wide paved surface in average condition within a varied +/- 42-foot-wide to +/- 45-foot-wide right of way. There are no sidewalks along the project frontage. However, there is a +/- 5-foot-wide sidewalk on the north side of the roadway immediately east of the proposed project.

### **SITE ACCESS**

It is anticipated that the subject parcel will take access to Downing Street.

Generally, for projects with a Euclidean zoning designation, a project's potential transportation impacts, site layout and design, other issues related to project access, and compliance with other applicable Hillsborough County Comprehensive Plan, Hillsborough County Land Development Code (LDC), and Hillsborough County Transportation Technical Manual (TTM) requirements are evaluated at the time of plat/site/construction plan review. Given the limited information available as is typical of all Euclidean zoned properties and/or non-regulatory nature of any conceptual plans provided, Transportation Review Section staff did review the proposed rezoning to determine (to the best of our ability) whether the zoning is generally consistent with applicable policies of the Hillsborough County Comprehensive Plan, LDC and TTM (e.g. to ensure that the proposed rezoning would not result in a violation of the requirement whereby access to commercial properties cannot be taken through residentially or agriculturally zoned properties), and/or whether, in staff's opinion, some reasonable level of development under the proposed zoning designation could be supported.

Transportation Review Section staff did not identify any concerns that would require a more detailed staff report to be filed. Staff notes that, regardless of this review, the developer/property owner will be required to comply with all Comprehensive Plan, LDC, TTM, and other applicable rules and regulations at the time of plat/site/construction plan review. As such, staff has no objection to this request.

Staff notes that any plans or graphics presented as a part of a Euclidean zoning case are non-binding and will have no regulatory value at the time of plat/site/construction plan review.

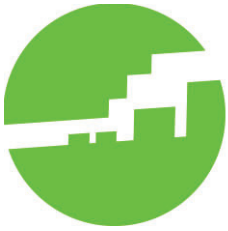
### **ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

The roadway level of service for Downing Street is not available. The roadway level of service provided for Dover Road is for information purposes only.



Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Dover Road	Sydney Road	Dr Martin Luther King Jr Boulevard	D	C

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 – 272 – 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> December 15, 2025 <b>Report Prepared:</b> December 4, 2025	<b>Case Number:</b> RZ 25-1320 <b>Folio(s):</b> 84555.0000 <b>General Location:</b> North of Downing Road, south of Dr. Martin Luther King Jr Boulevard, and west of North Dover Road
<b>Comprehensive Plan Finding</b>	<b>INCONSISTENT</b>
<b>Adopted Future Land Use</b>	Office Commercial-20 (20 du/ga; 0.75 FAR)
<b>Service Area</b>	Rural
<b>Community Plan(s)</b>	None
<b>Rezoning Request</b>	RSC-6 to CG-R to restrict the use to furniture refinishing and repair and commercial boat upholstery
<b>Parcel Size</b>	+/- 0.34 acres
<b>Street Functional Classification</b>	Downing Road – <b>Local</b> Dr. Martin Luther King Jr Blvd – <b>State Principal Arterial</b> North Dover Road – <b>County Collector</b> Al Simmons Road – <b>Local</b>
<b>Commercial Locational Criteria</b>	Not applicable

<b>Evacuation Area</b>	None
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<b>Table 1: COMPARISON OF SURROUNDING PROPERTIES</b>			
<b>Vicinity</b>	<b>Future Land Use Designation</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Property</b>	Office-Commercial -20	RSC-6	Vacant
<b>North</b>	Office-Commercial -20	RSC-6 + CI + CG	Right of Way + Heavy Commercial
<b>South</b>	Office-Commercial -20 + Residential-4 + Residential-1	RSC-6 + ASC-1	Single-Family Residential + Vacant
<b>East</b>	Office-Commercial -20	CG + RSC-6	Light Industrial
<b>West</b>	Office-Commercial -20 + Residential-1	RSC-6 + ASC-1	Public/Quasi-Public + Single-Family Residential + Right of Way

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

The ± 0.34-acre subject site is located north of Downing Road, south of Dr. Martin Luther King Jr Boulevard, and west of North Dover Road. The site is in the Rural Area, is not within the limits of a Community Plan, and has a Future Land Use designation of Office Commercial-20 (OC-20). The applicant is requesting to rezone from Residential Single-Family Conventional (RSC-6) to Commercial General-Restricted (CG-R) to restrict the use to furniture refinishing and repair and commercial boat upholstery.

The site is in the Rural Area where, according to Objective 1.2 of the Future Land Use Section (FLUS), the Rural Area is intended for long-term agricultural uses, large lot rural residential uses and undeveloped natural areas. Per Policy 1.2.1, densities in the rural areas shall be no higher than 1 du/5ga unless located within an area identified as with a higher density land use category on the Future Land Use as a suburban enclave, a planned village, a Planned Development pursuant to the Planned Environmental Community – ½ (PEC ½) category, or rural community which will carry higher densities. FLUS Policy 1.2.2 defines suburban enclaves as existing areas shown on the Future Land Use Map as higher than 1 du/ga outside of the Urban Service Area (USA). The current Future Land Use category of the site is Office Commercial-20 (OC-20), which would fall under the category of an urban enclave, as the OC-20 category has a higher density than 1 du/ga and the site is located within the Rural Area. The OC-20 Future Land Use category is intended for existing commercial and office centers and provide for future development opportunities.



New commercial development should be part of a mixed-use development or be clustered at the intersections of major roadways. Commercial uses should be discouraged outside of these nodes. The request is to develop the site with new commercial uses; however, the site is not clustered at a major intersection or major roadway. The property is located along a local roadway and although it is south of Dr. Martin Luther King Jr Boulevard, there is the CSX railway between the site and the roadway and is therefore not accessed by Dr. Martin Luther King Jr Boulevard. The request is therefore not consistent with the intention of the OC-20 Future Land Use category in having new commercial uses located at major intersections.

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. With the site being 0.34 acres, the maximum square feet that may be considered for this site would be 11,107 square feet (0.34 ac x 43,560 square feet = 14,810 square feet x 0.75 FAR = 11,107 square feet). FLUS Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the OC-20 Future Land Use category, which allows for the consideration of agricultural, community commercial type uses, office uses, mixed-use developments and compatible residential uses. As outlined in the description of the OC-20 Future Land Use category, commercial uses are permitted and therefore, the proposal meets Objective 2.2 and the associated policies. FLUS Policy 2.2.1 states that each category has a range of permissible uses, as described in Table 2.2, 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. Other policy provisions of the Future Land Use Section may further limit or expand the uses, density, and intensity of development. Therefore, while the proposed use on the site aligns with uses permitted in the OC-20 Future Land Use, there are other factors to consider for the consistency of the request such as compatibility and any other related policies in the *Unincorporated Hillsborough County Comprehensive Plan*.

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.” According to the Hillsborough County Property Appraiser, the site currently consists of vacant land. There is the CSX railway to the north of the site, with Dr. Martin Luther King Jr Boulevard to the north of the railway. North of Dr. Martin Luther King Jr Boulevard, there are heavy commercial uses, with a heavy industrial use to the west of that. There are single-family residential uses to the south of the site, across Downing Street. To the west there is a public/quasi-public parcel owned by the county as well as a single-family residential parcel and to the east is a light industrial use that exists as an aluminum and screen service. The proposal for CG-R does not meet the intent of FLUS Objective 3.1, as the use of furniture refinishing and repair and commercial boat upholstery would be too intensive of a use in such close proximity to the single-family residential located directly south of the site.

FLUS Policy 3.1.1 states to restrict incompatible land uses to protect established and planned neighborhoods and communities by utilizing planning principles that limit commercial development in residential Future Land Use categories. While the site is not technically within a residential Future Land Use category, it is directly north of the Residential-4 (RES-4) and Residential-1 (RES-1) Future Land Use categories. As there is no access to the property from Dr. Martin Luther King Jr Boulevard, the only access to the site is from the local road that travels through those adjacent residential Future Land Use categories. FLUS Policy 3.1.2 emphasizes the importance of gradual transitions of intensities and densities between different land uses. These transitions shall be provided as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control

of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged. With this request being a standard rezoning and not a Planned Development, there is not an opportunity to build in mitigation measures to the site plan to help alleviate compatibility concerns. One of the restrictions included in this request is for there to be a 6-foot-high solid PVC or wooden fence to be installed at the time of development along the southern boundary to add additional screening between the use and the residential properties. While Planning Commission staff recognize the addition of this fence is a positive step in the right direction for alleviating compatibility concerns, it does not fully address the broader intent of FLUS Policy 3.1.2, which emphasizes gradual transitions and context sensitive buffering. Without the ability to incorporate additional mitigation techniques and site plan specific measures through a Planned Development, the proposed rezoning still poses long-term compatibility concerns with the surrounding lower-density residential community.

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 not 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 mostly of single-family residential and light industrial uses, with the CSX railway to the north. FLUS Policy 4.4.1 states that any density or intensity increase 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, the mitigation of adverse impacts, transportation and pedestrian connections, and gradual transitions of intensity. Rezoning of the site to Commercial General – Restricted would introduce a higher intensity commercial use that does not meet any of the above-mentioned integration techniques and is therefore inconsistent with this policy. Additionally, FLUS Objective 4.8 encourages in residential land use categories, the location of higher intensity non-residential land uses at locations that complement interstate changes, high employment areas, and affordable housing. FLUS Policy 4.8.1 states that high intensity non-residential development shall be located external to emerging and established residential neighborhoods and accessed on arterial or collector roadways. While the site is not in a residential Future Land Use category, the site is adjacent to residential categories, is within a residential community, and can only be accessed through a local roadway that is within a residential Future Land Use category.

Overall, staff finds that while the proposed use is an allowable use in the Office Commercial-20 (OC-20) Future Land Use category, it does not support the intent of the category and is not compatible with the existing development pattern found within the surrounding area. The proposed rezoning would not 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 Standard Rezoning **INCONSISTENT** 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 SECTION**

***Rural Areas***

***Objective 1.2:*** The Rural Area is intended to provide areas for long-term agricultural areas, large lot rural residential areas and undeveloped natural areas.

***Policy 1.2.1:*** Within the Rural Area, densities shown on the Future Land Use Map will be no higher than 1 du/5 ga unless located within an area identified with a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the Planned Environmental Community – ½ (PEC ½) category, or rural community which will carry higher densities.

***Policy 1.2.2:*** For the purpose of this Plan, planned villages shall be defined as areas identified as Residential Planned-2 or Wimauma Village-2 on the Future Land Use Map within the Rural Area. Rural communities are generally existing areas shown on the Future Land Use map at densities higher than 1 du/5ga and up to 1 du/ga outside the USA. Suburban enclaves are those existing areas shown on the Future Land Use Map as higher than 1 du/ga outside the USA.

***Relationship to the Future Land Use Map***

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

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

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

***Future Land Use Categories***

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

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

***Compatibility***



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

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

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

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

## **Development**

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

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

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

## **Neighborhood/Community Development**

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

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

- a) the creation of like uses; and
- b) creation of complementary uses; and

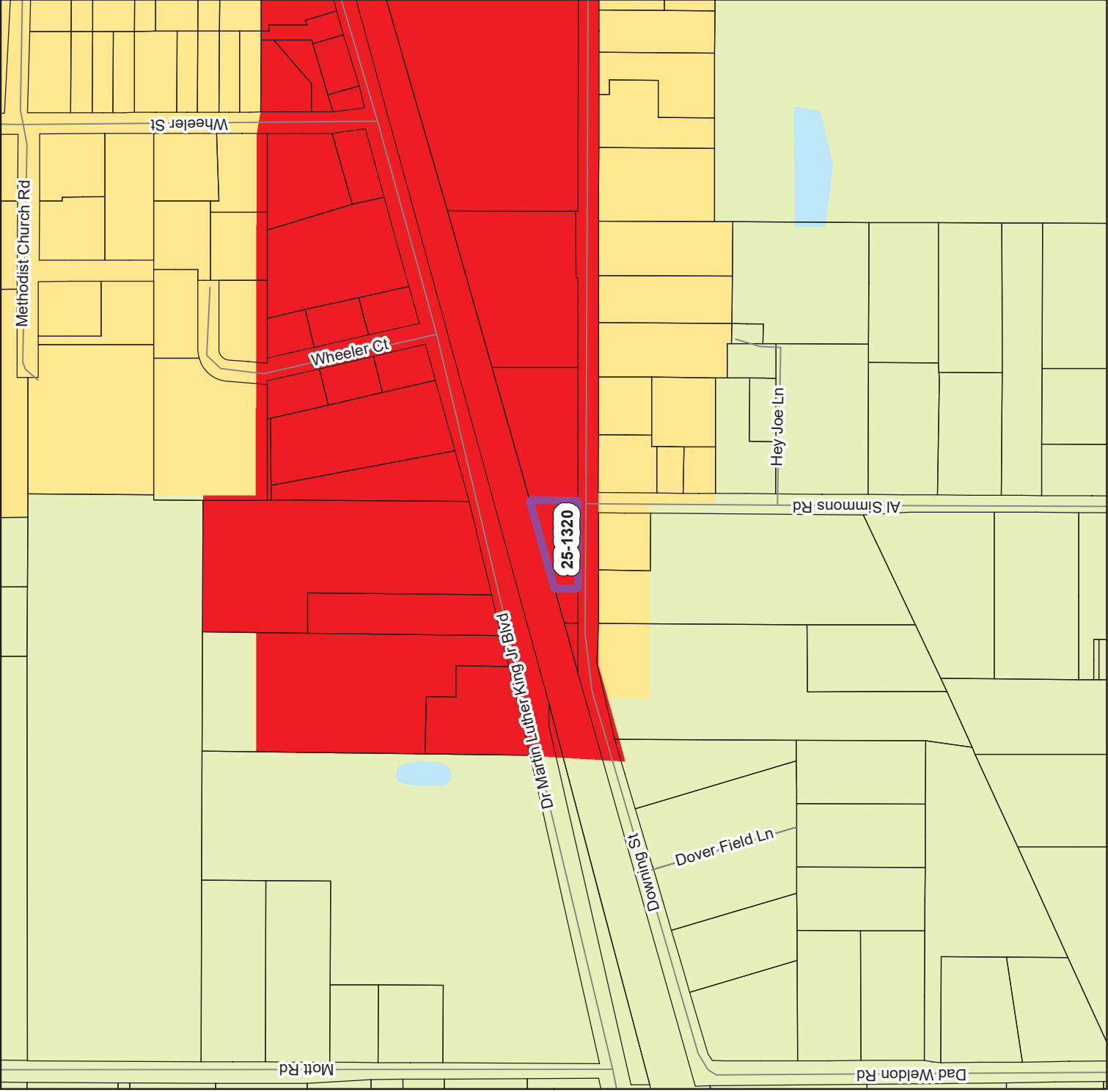
- c) mitigation of adverse impacts; and*
- d) transportation/pedestrian connections; and*
- e) Gradual transitions of intensity*

***Non-residential Uses in Specific Locations***

***Objective 4.8:*** *In the residential land use categories, the County will encourage the location of higher intensity non-residential land uses at locations that complement interstate interchanges, high employment areas and affordable housing.*

***Policy 4.8.1:*** *High intensity non-residential development shall be located external to emerging and established residential neighborhoods and accessed on arterial or collector roadways.*

HILLSBOROUGH COUNTY  
FUTURE LAND USE  
RZ - STD 25-1320



Rezoning  
STATUS



PENDING

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

- 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/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the user of this map verify the accuracy of the information shown on this map with the official records of the Hillsborough County Planning Commission. ACCURACY: It is intended that the user of this map verify the accuracy of the information shown on this map with the official records of the Hillsborough County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate local code.



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