

# PD Modification Application: MM 25-0811

**Zoning Hearing Master Date:** October 20, 2025

**BOCC Land Use Meeting Date:** December 09, 2025



**Hillsborough  
County Florida**

**Development Services Department**

## 1.0 APPLICATION SUMMARY

**Applicant:** Taurus Development Group, LLC  
**FLU Category:** R-4  
**Service Area:** Urban  
**Site Acreage:** 8.2 Acres  
**Community Plan Area:** Thonotosassa  
**Overlay:** None



### Introduction Summary:

The applicant is requesting to modify PD 02-0215, as most recently modified by MM 19-0546. MM 19-0546 was approved in 2019 for two development options. Option one was approved to allow for a maximum of 114,905 square feet of hotel and exposition/banquet hall uses. Option Two was approved for 80,000 square feet of floor space for Business, Professional Office (BPO), mini warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation.

The applicant is requesting to further restrict the uses for Option Two and to consolidate the allowed uses to 98,440 square feet of warehouse with showroom(s). Both the approved development and proposed modified development include a flex request of the SMU-6 Future Land Use category.

### Existing Approval(s):

Development Plan 2, The project shall be limited to 80,000 square feet floor space for Business, Professional Office (BPO), mini warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation. No hours of operation required.

Development Plan 2, A 30-foot wide buffer with 6-foot-high solid PVC fence may be provided, instead of a wall, to meet the LDC Screening Standard C required along the southern and western boundaries.

A 30-foot wide buffer with a 6-foot-high solid PVC fence shall be provided along the eastern property boundary from the southeast corner of the building to the southern property line the fence shall be located on the western (interior) side of the scenic roadway plantings.

### Proposed Modification(s):

Development Plan 2, The shall be limited to 98,440 square feet floor space for warehouse with light office and display only. Truck traffic to and from the Site via the Williams Road access shall be limited to 7 am to 7 pm daily. A gate will be provided at the Williams Road Site access to prohibit truck traffic outside of these hours. Loading and unloading of trucks on the site shall be restricted to 7 am to 7 pm.

Development Plan 2: A 15-foot wide buffer with Type B screening along western PD boundary.

A 30-foot wide buffer with Type C screening, with no fence option to meet Type C screening, along southern PD boundary.

A 30-foot wide buffer along entire eastern PD boundary (except access point) with Type C screening (wall to be located outside of the scenic corridor)

### Additional Information:

**PD Variation(s):**

LDC Part 6.06.00 (Landscaping/Buffering)

**Waiver(s) to the Land Development Code:**

None Requested as part of this application

### Planning Commission Recommendation:

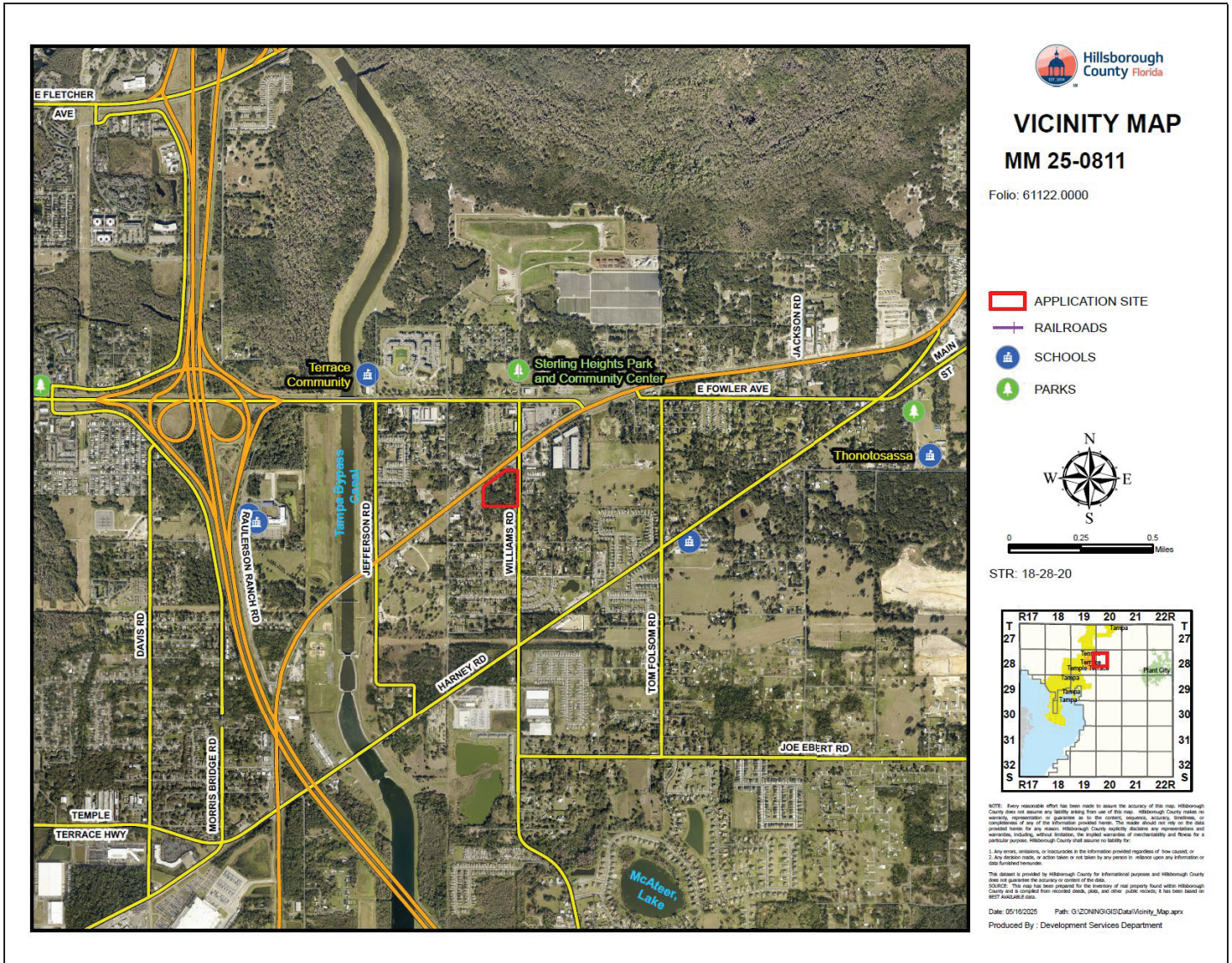
Consistent

### Development Services Recommendation:

Approvable, subject to proposed conditions

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



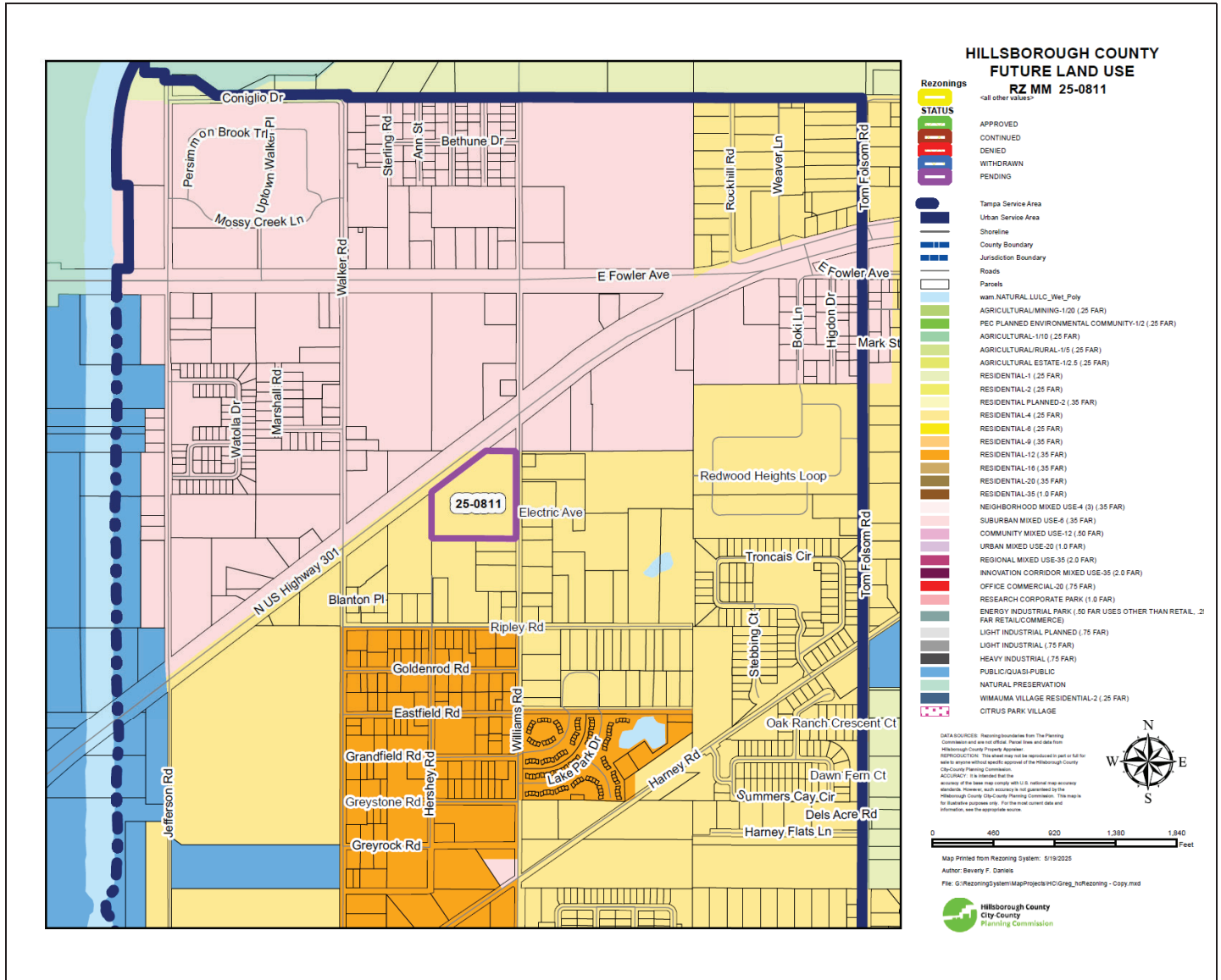
### Context of Surrounding Area:

The subject property is located on the western side of Williams Road and southern side of N US Highway 301, east of Interstate 75 S. The surrounding area is comprised of a majority residential uses at various lot sizes to the north, east, and west with existing single family and mobile home dwelling units. The adjacent properties to the north and west are zoned CG and CN with an existing single family to the west and a convenience store with gas pumps to the north. Additionally, there are a variety of uses to the east and west of the subject parcel along N US Highway 301 including vehicle storage/salvage, convenience store, warehouses, offices, a mixed-use mobile home park, and shopping center.



## 2.0 LAND USE MAP SET AND SUMMARY DATA

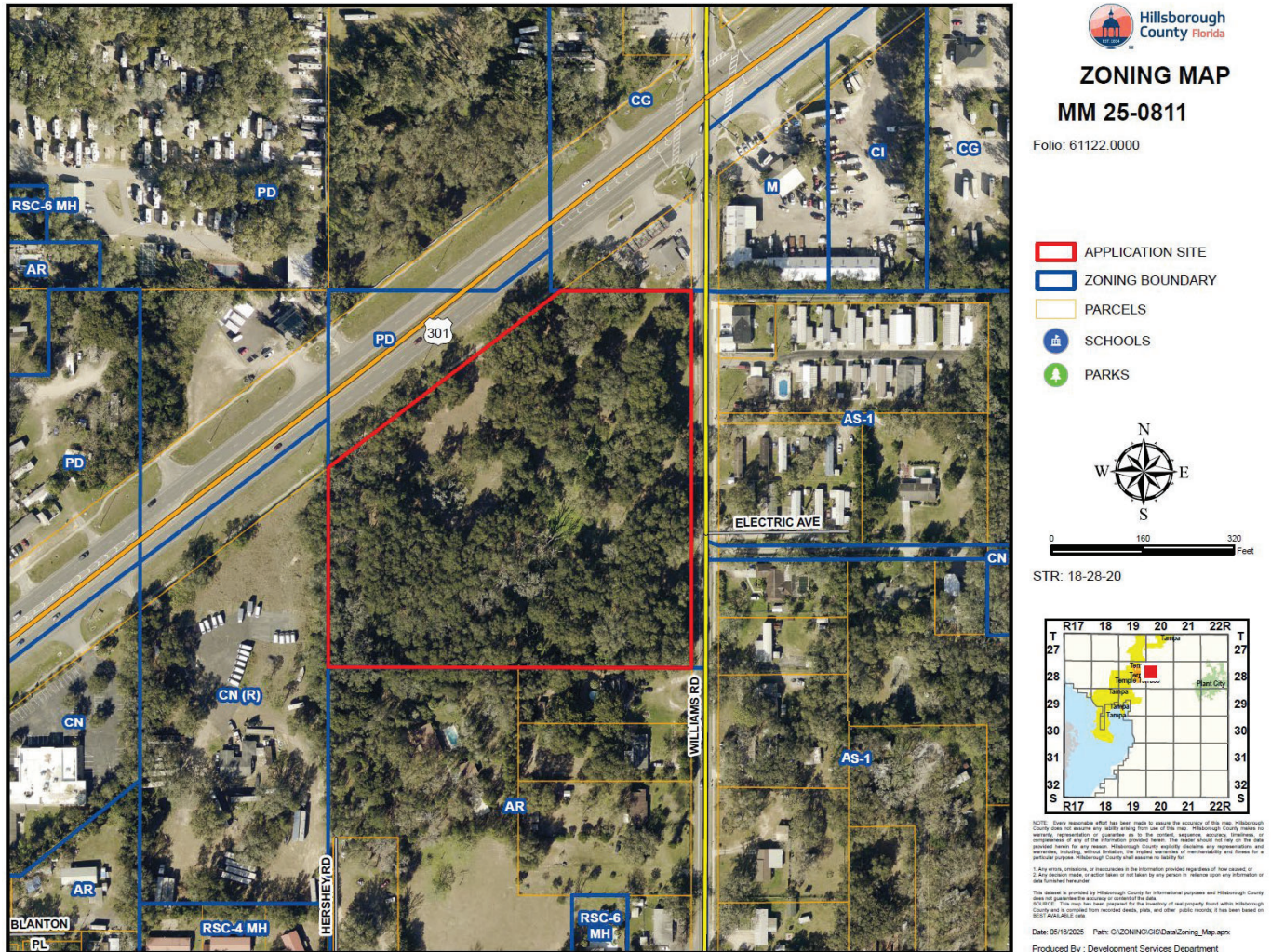
## 2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4
Maximum Density/F.A.R.:	4 DU per GA/ FAR: 0.25
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map



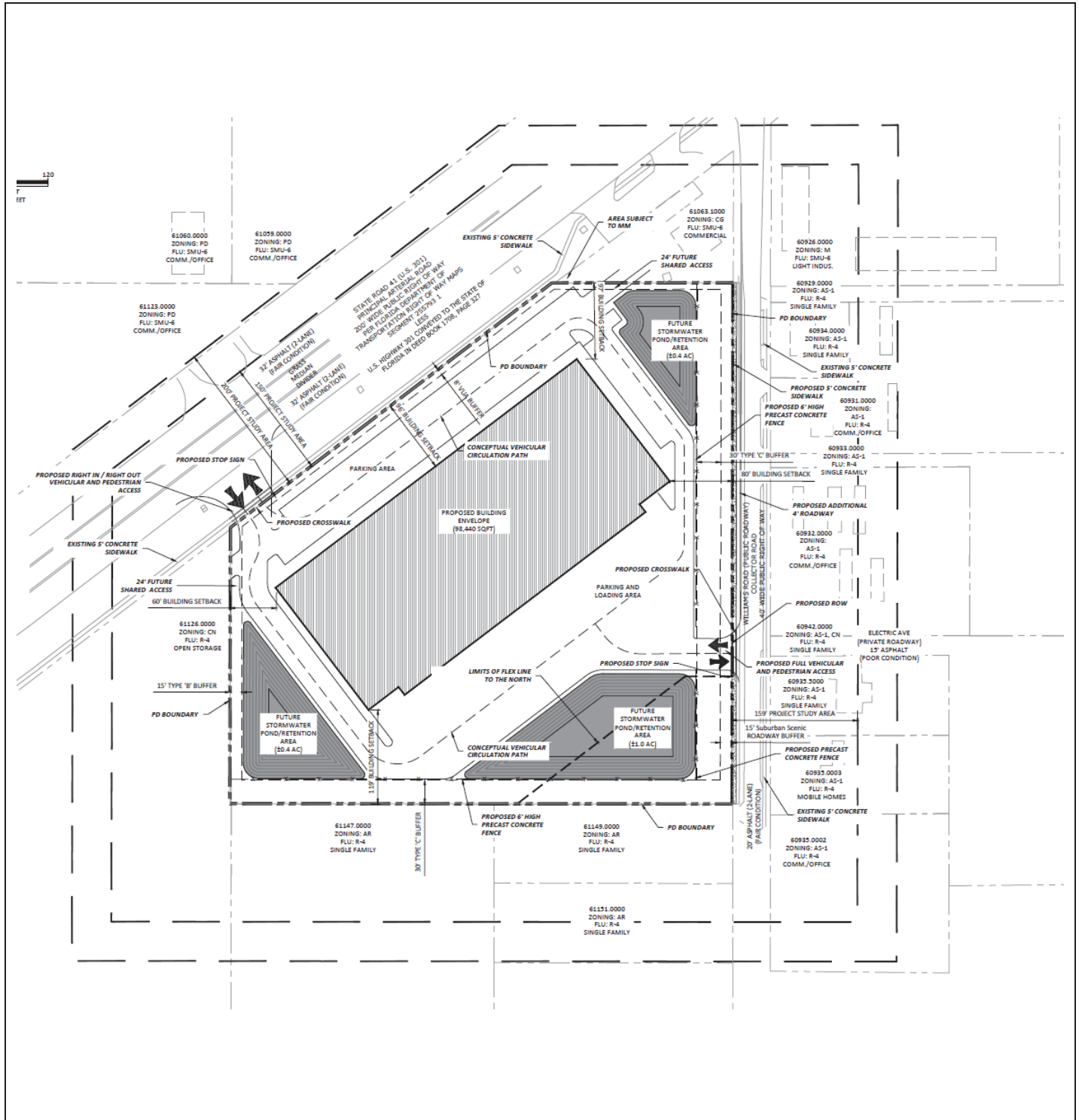
#### Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	CG	0 DU per GA/ FAR: 0.27	Commercial, General	Conv Store /Gas C
South	AR	1 DU per 5 GA/ FAR: NA	Agriculture, Single-Family Residential	Single Family Residential
East	AS-1	1 DU per GA/ FAR: NA	Agriculture, Single-Family Residential	Single Family Residential, Mobile Home Park
West	CN-R 23-0203	0 DU per GA/ FAR: 0.20	Restricted Commercial Neighborhood Uses	Single Family Residential



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







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Case Reviewer: Carolanne Peddle

**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
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 checked="" type="checkbox"/> Other
US Hwy 301	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation** ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing (Option 1)	1,026	64	68
Proposed (Option 2)	194	35	38
Difference (+/-)	-832	-29	-30

\* Trips reported are based difference between worst case scenario of approved development (Option 1) and proposed new development (Option 2).

**Connectivity and Cross Access** ☐ Not applicable for this request

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

Notes: Shared Access/cross access to be provided to adjacent properties to the north and west.

**Design Exception/Administrative Variance** ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

## 4.0 ADDITIONAL SITE INFORMATION &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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input 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 checked="" 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"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Report.
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<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	
<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	
<b>Impact/Mobility Fees</b>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<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	



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## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The Planned Development is located on the western side of Williams Road and the southern side of N US Highway 301, east of Interstate 75 S. The surrounding area is comprised of residential uses at various lot sizes to the north, east, and west with existing single family and mobile home dwelling units. Additionally, there are a variety of uses to the east and west of the subject parcel along N US Highway 301 including vehicle storage/salvage, convenience stores, warehouses, offices, a mixed-use mobile home park, and a shopping center.

The proposal intends to reduce the permitted uses for Option Two to a warehouse with showroom(s) and condense the buildable area into the center of the parcel while maintaining or exceeding the Commercial, Intensive (CI) development standards for height, building coverage, impervious surfaces and floor area ratio (FAR). Through the consolidation to a single buildable area the setbacks have been increased to all property boundaries. Additionally, the applicant has provided the required buffer and screening requirements for the eastern property boundary adjacent to the required 15' suburban scenic corridor buffer resulting in an 80-foot setback to the residential properties. The scenic buffer and type C screening would require additional landscaping which would help to break up the required masonry wall along the roadway. Previously required building enhancements will remain.

Furthermore, that applicant has agreed to provide a gate and restrict the hours truck traffic can access the site to and from the site using Williams Road which will help to reduce the impact of the use's activities to the residential properties along the eastern property boundary. Moreover, the applicant has agreed to restrict the hours trucks can be loaded and unloaded to reduce the noise impact to the surrounding residential properties.

### **5.2 Recommendation**

Approvable, subject to proposed conditions.

**Requirements for Certification:**

1. Site plan to revise concrete fence to a concrete wall along southern PD boundary of Development Option 2.
2. Site plan to revise the internal drive encroachment into the western buffer of Development Option 2.
3. Prior to Certification, the following revisions to the PD site plan shall be made: o label the plan sheet as "DEVELOPMENT PLAN 2",
  - remove labels stating "PROPOSED ADDITIONAL 4' ROADWAY" and "PROPOSED ROW",
  - change labels stating "24' FUTURE SHARED ACCESS" to state "ACCESS/CROSS ACCESS" and double headed arrows shall be provided,
  - add a hatched area between the project access on US Hwy 301 and the access/cross access to the adjacent folios #61063.1000 and #61126.0000 with a label stating "Shared access facility with folios#61063.1000 and #61126.0000".

**6.0 PROPOSED CONDITIONS**

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted August 26, 2025.

1. Plan 1 (Page 1) - The following condition applies to Development Plan 1:
  - The development shall be permitted a maximum of 114,905 square feet of hotel and exposition/banquet hall uses.
    - The proposed hotel shall be a maximum of 74,905 square feet and the exposition/banquet hall shall be a maximum of 50,000 square feet, however the combined total square footage shall not exceed the overall total.
  - The project shall be subject to the following development standards:

Front yard setback:	50 feet (Williams Road), 30 feet (US Highway 301)
Side yard setback:	30 feet
Rear yard setback:	30 feet
Maximum height:	50 feet (Hotel), 35 feet (Exposition/Banquet Hall)
Maximum impervious surface:	75 percent
2. Plan 2 (Page 2) – The following conditions applies to Development Plan 2:
  - a. The commercial portion of the project shall be limited to ~~80,000~~ 98,440 square feet floor space for Business, Professional Office (BPO), mini-warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation warehouse uses with showroom(s), not to exceed 20% of the total square footage.
  - b. Truck traffic to and from the Site via the Williams Road access shall be limited to 7 am to 7 pm daily. A gate will be provided at the Williams Road Site access to prohibit truck traffic outside of these hours.
  - c. Loading and unloading of trucks on the site shall be restricted to 7 am to 7 pm.
  - d. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 35 AM or 38 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.



- ~~b. e.~~ The project shall be subject to the Land Development Code (LDC) Commercial, Intensive (CI) development standards, unless otherwise referenced herein.

Front Yard Setback:	65 feet (Williams Road), 98 feet (US Highway 301)
Northern Setback:	91 feet
Southern Setback:	114 feet
Western Setback:	60 feet

3. ~~A 6-foot high solid PVC precast concrete fence may be provided, instead of a wall, to meet the LDC Screening Standard C required along the southern and western property boundaries for Development Plan 2. A 30-foot wide buffer with Type C screening shall be provided along the southern PD boundary. A 15-foot wide buffer with Type B screening shall be provided along the western PD boundary.~~

Natural Resources staff may count existing trees and native vegetation, which in their judgment meets the intent of the LDC screening requirements. For Development Plan 2 a 30-foot wide buffer with Type C screening shall be provided along the eastern PD boundary (except for access point). The required wall shall be located outside of the scenic corridor. A 6-foot high solid PVC fence shall be provided along the eastern property boundary from the southeast corner of the building to the southern property line for Development Plan 2 only; the fence shall be located on the western (interior) side of the scenic roadway plantings. Landscape buffering and screening shall be in accordance with LDC Section 6.06.06 for Development Plan 1, except as provided herein.

- a. ~~A 30-foot wide landscape buffer with Type B screening shall be provided along the south, east, and west PD boundaries.~~

4. No uninterrupted and/or unadorned length of any portion of the facade shall exceed 100 linear feet. Interruptions of such continuous lengths of the building facade shall be at least 20 feet in length, and include two or more of the following: wall plane projections and/or recesses not less than five feet in offset and/or architectural features such as pilasters, columns, canopies/porticos, arcades, colonnades, and/or parapets. The entire building facade shall include at least two of the preceding architectural features. These requirements shall not apply to sides that incorporate loading and/or service areas unless said sides(s) face adjoining public right-of-way or residentially zoned property.
5. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
6. Natural Resources staff identified a number of significant trees, including Grand Oaks on the site. The developer shall meet with staff prior to submittal of the preliminary site plan to design the site around these trees. The site plan may be modified to avoid tree removal.
  - 6.1. This site contains trees that qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan through the Site Development Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees. Special efforts must be made to preserve the following Grand Oaks: G03, G09, G011 and GOB.

- 6.2. The planting of required trees shall be sensitive to overhead electric utility lines. Trees that exceed a mature, overall height of 20 feet shall not be planted within 30 feet of an existing or proposed overhead electric utility line.
7. For any development occurring under Development Plan 2, the ~~developer shall construct a left turn lane into the project's driveways on US 301 and Williams Road~~ project access shall be served by one restricted right-in/right-out access connection to US Hwy 301, unless otherwise approved by FDOT and subject to any required site access improvements determined by FDOT, and one (1) access connection to Williams Rd.
- 7.1 As requested by FDOT and shown on the PD site plan, the developer shall establish a shared access facility between the project access on US Hwy 301 and the following, unless otherwise approved by FDOT:
- One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61063.1000, along the northern project boundary.
  - One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61126.0000, along the western project boundary with).
- 7.2 As Williams Rd. is a collector substandard roadway, the developer will be required to improve Williams Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.
8. The Developer shall construct sidewalks within the right-of-way along all roadways adjacent to the property boundaries. The construction of internal sidewalks shall comply with the County's LDC. The sidewalks shall be a minimum width of five (5) feet. Pedestrian interconnectivity shall be provided between uses and adjacent parcels.
9. The applicant shall provide internal access to the storage area and any other existing or future out parcels on the site (LDC 5.03.05 H).
10. Notwithstanding anything shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
11. As Williams Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Williams Rd. consistent with the Design Exception approved by the County Engineer on July 3, 2019. Specifically, in addition to the sidewalks typically required under LDC regulations, the developer will be required to construct certain segments of sidewalk along the east and west sides of Williams Rd. as specified therein. This condition shall only apply to Development Plan 1.
12. Approval of this rezoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as Proposed will be issued, does not itself serve to justify any impacts to wetlands and does not grant any implied or vested right to environmental approvals.
13. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

14. 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.
15. 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.
16. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

**Zoning Administrator Sign Off:**

*J. Brian Grady*

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

Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are being waived or otherwise approved. The project will be required to comply with the Site Development Plan Review approval process in addition to obtain all necessary building permits for on-site structures.



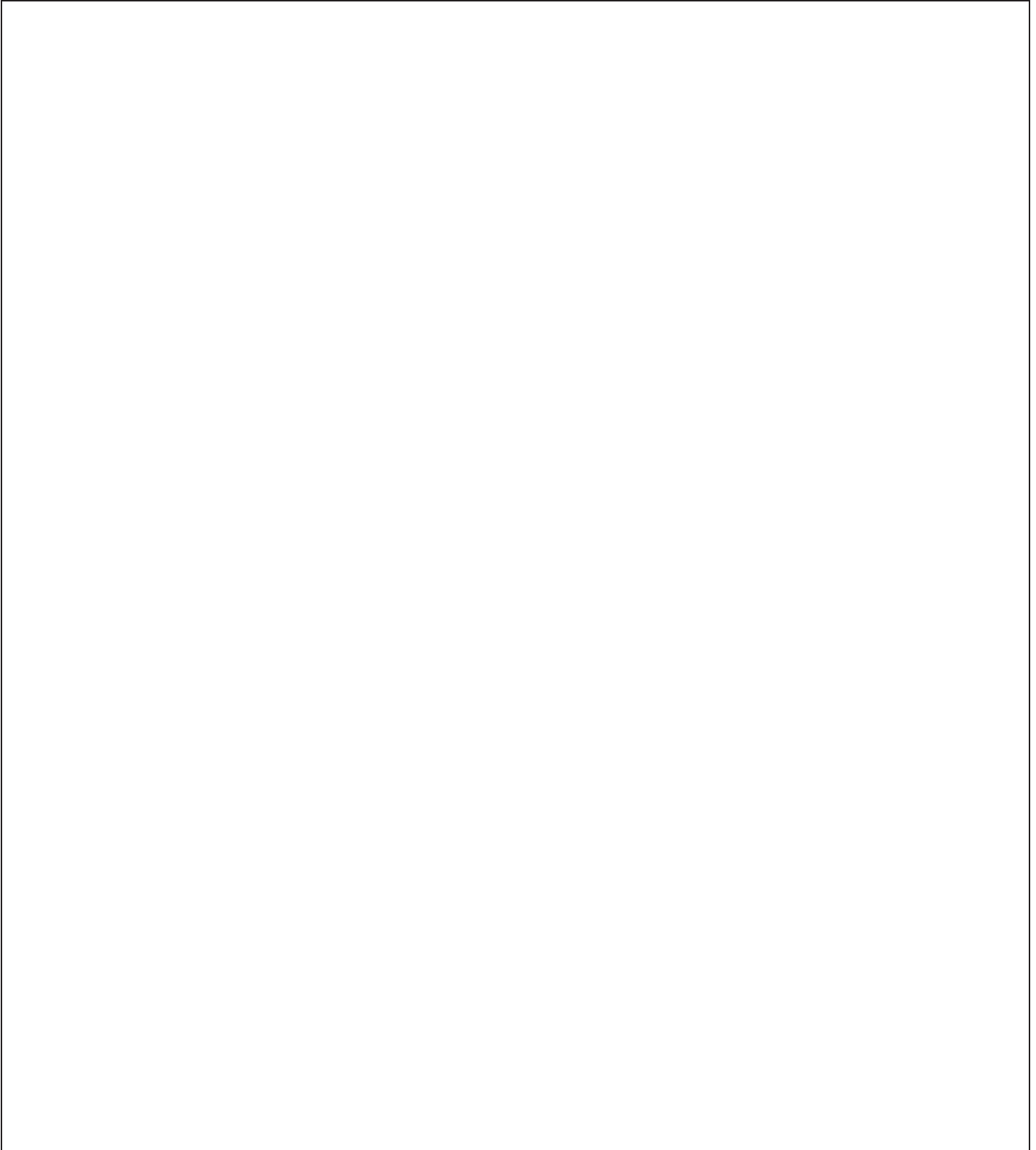
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**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS****PD Variation Request:**

Property to the west of the site is zoned CN (Commercial Neighborhood), which requires no buffering and screening. However, property to the west, despite the zoning, is developed with a residential use. Per the Land Development Code, buffering and screening is therefore required, which would be a 20-foot wide buffer with Type B screening. The applicant proposes a 15-foot wide buffer with Type B screening. No buffering and screening will be provided where shared access will occur. Outside of the 15-foot wide buffer, stormwater and internal circulation is planned. The building on the subject site will have a 60-foot setback from the common boundary line.

## **8.0 SITE PLANS (FULL)**

### **8.1 Approved Site Plan (Full)**

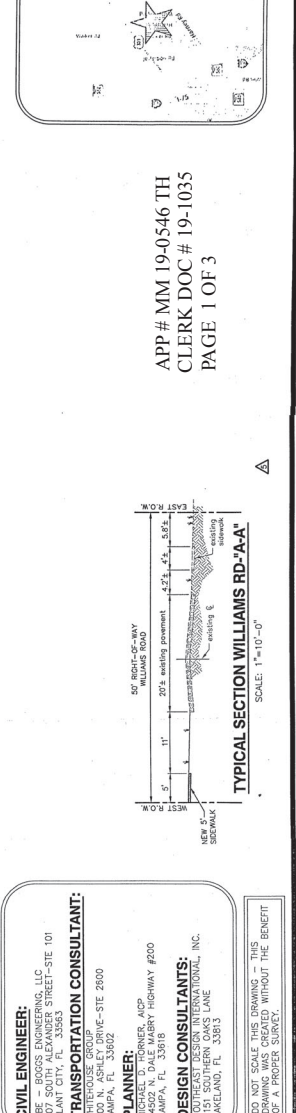


## DEVELOPMENT NOTES FOR REZONING

1. THE PROJECT IS LOCATED WITHIN AN ENVIRONMENTAL SENSITIVE AREA WITHIN WATER BODIES AND/OR ANY ENVIRONMENTAL SENSITIVE AREAS WITHIN THE PROJECT BOUNDARY.
2. THE PROJECT IS LOCATED WITHIN THE MONOTONOUS COMMUNITY BASED ZONING DISTRICT. THE PROJECT IS NOT LOCATED WITHIN AN ENVIRONMENTAL SENSITIVE AREA, BUT IS NOT LOCATED WITHIN AN HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES OR STRUCTURE.
3. THE SITE IS WITHIN THE URBAN SERVICE AREA.
4. THE PROJECT IS NOT LOCATED WITHIN ANY OTHER SPECIAL ZONES.
5. THERE ARE NO DESIGNATED HISTORIC LANDMARKS OR OTHER HISTORICAL OR ARCHAEOLOGICAL SITES OR STRUCTURES WITHIN 150 FEET OF THE SITE.
6. THERE ARE NO PLATS NOR PLAT VACATIONS WITHIN OR PROPOSED FOR THIS PROJECT OR WITHIN 150' OF THIS PROJECT.
7. THE PROJECT IS LOCATED ALONG A DESIGNATED SEEDING ROWWAY CORRIDOR (WILLAMAS).
8. THERE IS NO EASEMENT LOCATED WITHIN THE PROJECT BOUNDARY OR WITHIN 150 FEET OF THE PROJECT BOUNDARY.
9. EXISTING PROPERTY IS VACANT AND THERE ARE NO EXISTING STRUCTURES PROPOSED TO BE REMOVED.
10. THERE ARE NO PROPOSED COMMON OPEN SPACE OR RECREATION AREAS.

Diagram illustrating a rectangular plot with various labels and a central arrow:

- Top Left:** 150' STUDY AREA
- Top Center:** PROPOSED INGRESS/EGRESS
- Top Right:** REFLECTIVE PAVIDMENT MARKERS
- Left Side (from top to bottom):**
  - SMU 6 AREA
  - FOLD NUMBER
  - ZONING/STUDY
  - LAND USE
- Center:**
  - EXISTING LAND USE
  - IMHP (with a double-headed vertical arrow)
  - RPUIS
- Bottom Left:** ABC-1/100-01
- Bottom Center:** 083427.0000
- Bottom Right:** 083427.0000



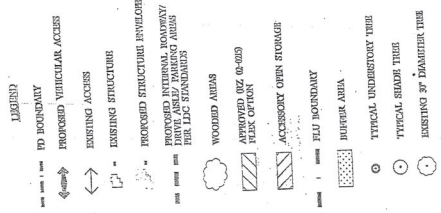


Allowed Uses	
Existing Uses Currently Allowed	
- Office and Warehouse with Retail	
- Wholesale Display as an Accessory to the Warehouse	
- Request to Conform Existing Uses to Current Land Development Code	
- Warehouse (to conform the existing Office use)	
- Warehouse (to conform the existing Warehouse use)	
- Wholesale Distribution (to conform the existing Warehouse use)	
Proposed New Uses	
- Mini Warehouse	

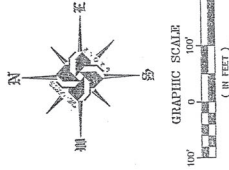
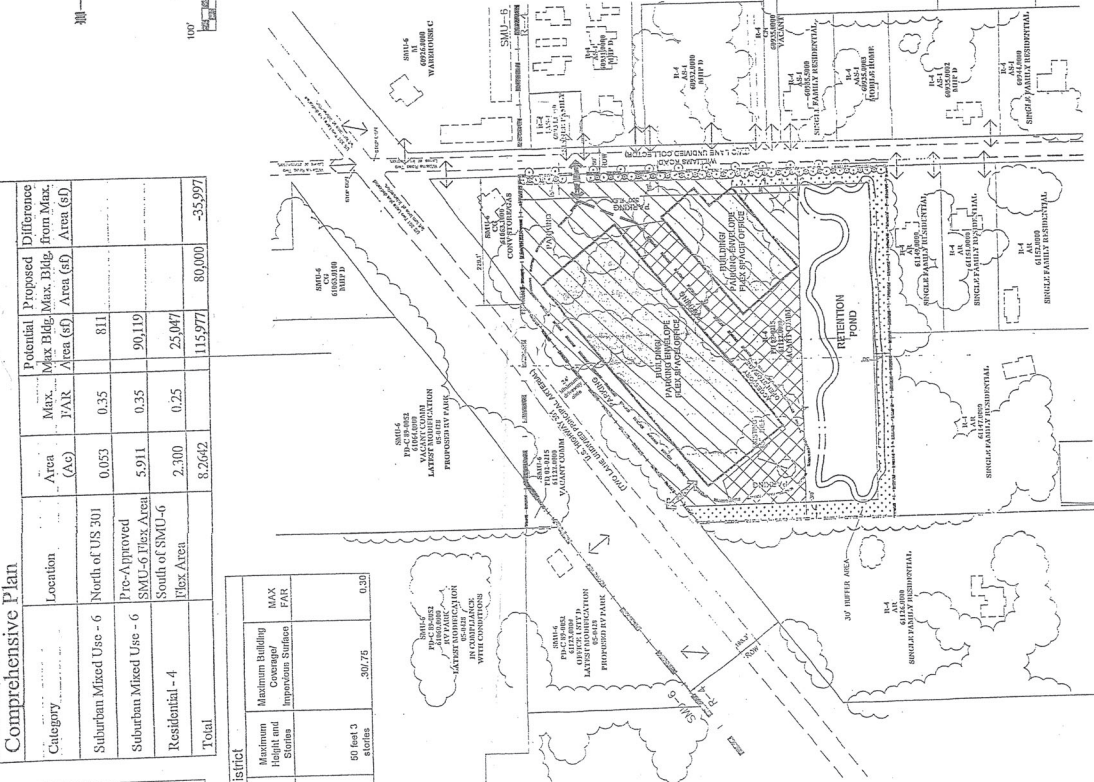
Category	Location	Area (Ac)	Max. FAR	Potential Max Bldg. Area (sq ft)	Difference from Max. Area (sq ft)
Suburban Mixed Use - 6	North of US 301	0.053	0.35	811	
Suburban Mixed Use - 6	Pre-Approved SMU-6 Flex Area	5.911	0.35	90,119	
Residential - 4	South of SMU-6 Flex Area	2.300	0.25	25,047	
<b>Total</b>		<b>8.264</b>		<b>115,977</b>	<b>-35,997</b>

Setbacks and Other Development Standards for C1 Zoning District				
Front	Side	Rear	Minimum Lot Width	Minimum Building Height and Stories
30	30	30	20,000	100 feet
				50 feet 3 stories
				MAX FAR 0.30

Maximum Building Floor Area			
Uses	Building Floor Area (sq ft)	Site Area (Ac)	FAR
Office and Warehouse with Retail	70,000		
Wholesale Display as an Accessory to the Warehouse			
Wholesale Distribution			
Mini Warehouse	10,000		
Mini Warehouse	50,000		
<b>Total</b>			<b>0.22</b>



NOTES: THIS PLAN IS FOR DISCUSSION PURPOSES ONLY. SUBJECT TO FINAL SURVEYS, DESIGN, ENGINEERING AND REGULATORY REVIEW.



**GENESIS GROUP**  
 3910 US HIGHWAY 301 NORTH, SUITE 140, TAMPA, FL 33618  
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 WWW.GENESISGROUP.COM

**AZZARELLI BUILDERS, INC.**  
 5000 N 19th St, Suite A, Tampa, FL 33607

**MINOR CHANGE**  
 BUILDERS HARDWARE  
 MIXED USE PROJECT

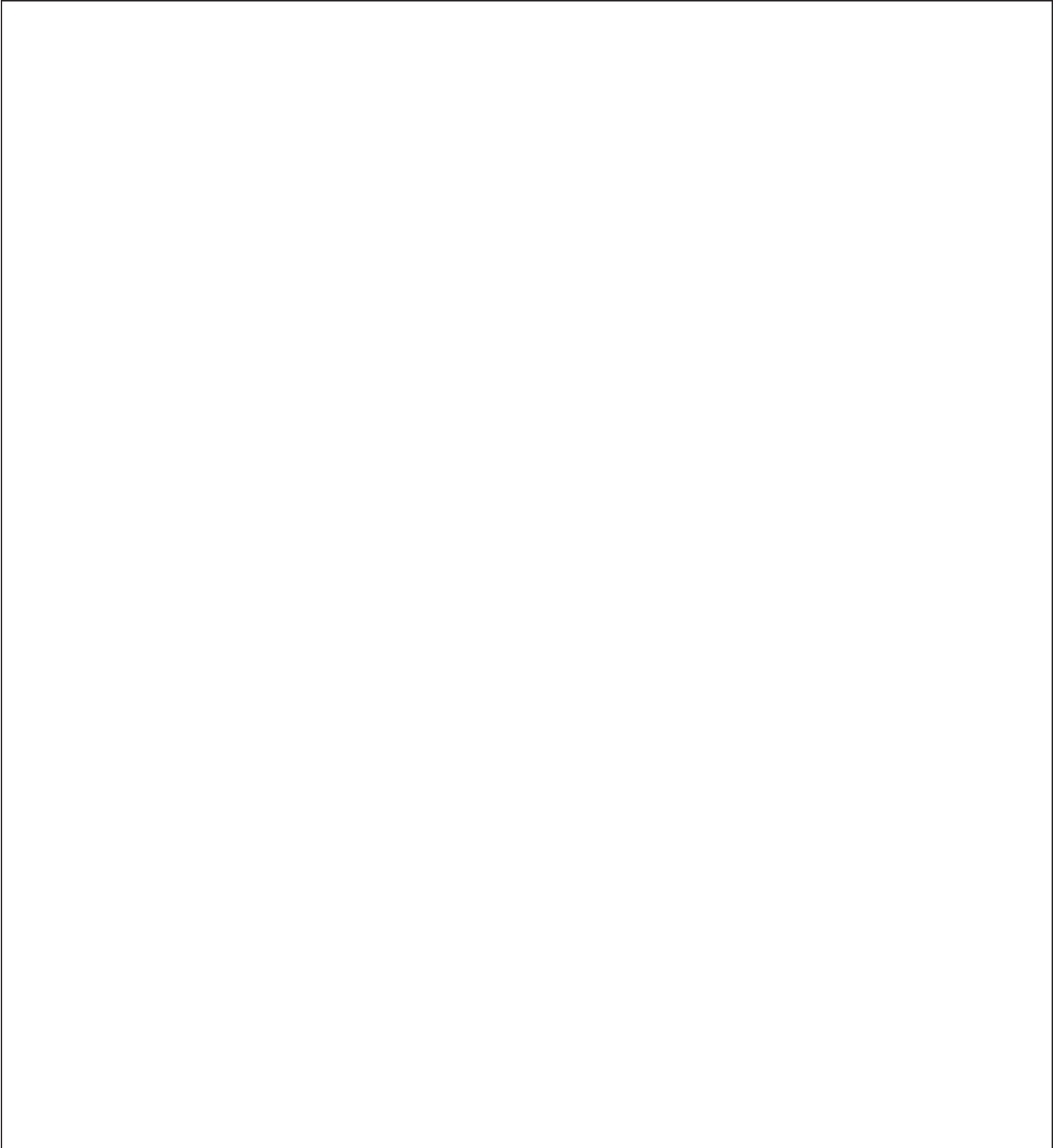
**SCANNED**

**RECEIVED**  
 AUG 28 2009  
 Development Services  
 Department

**LEGAL DESCRIPTION**  
 THE NORTHWEST QUARTER OF THE SOUTHWEST  
 QUARTER OF SECTION 28, TOWNSHIP 28 SOUTH, RANGE 20 EAST, LINE 15 FIRST  
 ALONG WITH SECTION 28, TOWNSHIP 28 SOUTH, RANGE 20 EAST, LINE 15 FIRST  
 RIGHT-OF-WAY FOR PUBLIC ROAD AND LESS  
 THE STATE OF FLORIDA IN DEED BOOK 1708, PAGE 327,  
 OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY,  
 FLORIDA.

## **8.0 SITE PLANS (FULL)**

### **8.2 Proposed Site Plan (Full)**

A large, empty rectangular box with a thin black border, intended for the submission of the Proposed Site Plan. It occupies the majority of the page below the section header.









**APPLICATION NUMBER: MM 25-0811**

ZHM HEARING DATE: October 20, 2025

BOCC LUM MEETING DATE: December 09, 2025

Case Reviewer: Carolanne Peddle

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

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 10/09/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: THONOTOSSASA

PETITION NO: MM 25-0811

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

### **CONDITIONS OF APPROVAL**

#### *Revised Conditions*

2. Plan 2 (Page 2) – The following condition applies to Development Plan 2:

- a. The commercial portion of the project shall be limited to ~~80,000~~ 98,600 square feet floor space for ~~Business, Professional Office (BPO), mini-warehouse, wholesale distribution, office and warehouse with retail, and wholesale display as an accessory use related to the warehouse operation.~~ warehouse/distribution uses with wholesale showroom uses, not to exceed 20% of the total square footage.
  - b. The project shall be subject to the Land Development Code (LDC) Commercial, Intensive (CI) development standards, unless otherwise referenced herein.
  - c. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 35 AM or 38 PM gross peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
7. For any development occurring under Development Plan 2, the ~~developer shall construct a left turn lane into the project's driveways on US 301 and Williams Road.~~ project access shall be served by one restricted right-in/right-out access connection to US Hwy 301, unless otherwise approved by FDOT and subject to any required site access improvements determined by FDOT, and one (1) access connection to Williams Rd.

7.1 As requested by FDOT and shown on the PD site plan, the developer shall establish a shared access facility between the project access on US Hwy 301 and the following, unless otherwise approved by FDOT:

- a. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61063.1000, along the northern project boundary.
- b. One (1) access/cross access connection for vehicular and pedestrian traffic to folio # 61126.0000, along the western project boundary with).



7.2 As Williams Rd. is a collector substandard roadway, the developer will be required to improve Williams Rd., between the project access connection and the nearest standard roadway, to current County standards unless otherwise approved in accordance with Section 6.04.02.B. of the Hillsborough County LDC. Deviations from TTM standards may be considered in accordance with Section 1.7.2. and other applicable sections of the Hillsborough County TTM.

11. As Williams Rd. is a substandard collector roadway, the developer will be required to make certain improvements to Williams Rd. consistent with the Design Exception approved by the County Engineer on July 3, 2019. Specifically, in addition to the sidewalks typically required under LDC regulations, the developer will be required to construct certain segments of sidewalk along the east and west sides of Williams Rd. as specified therein. This condition shall only apply to Development Plan 1.

Other Conditions:

- Prior to Certification, the following revisions to the PD site plan shall be made:
  - label the plan sheet as “DEVELOPMENT PLAN 2”,
  - remove labels stating “PROPOSED ADDITIONAL 4’ ROADWAY” and “PROPOSED ROW”,
  - change labels stating “24’ FUTURE SHARED ACCESS” to state “ACCESS/CROSS ACCESS” and double headed arrows shall be provided,
  - add a hatched area between the project access on US Hwy 301 and the access/cross access to the adjacent folios #61063.1000 and #61126.0000 with a label stating “Shared access facility with folios#61063.1000 and #61126.0000”.

**PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Major Modification (MM) to Planned Development, (PD) zoning #02-0215, as most recently modified via Major Modification (MM) 19-0546. The PD consists of a single 8.2-acre parcel approved for two development options. Option 1 permits a combined total of 74,905 s.f. of hotel uses and up to 40,000 s.f. of exposition/banquet hall uses. Option 2 is approved for up to 80,000 s.f. BPO, mini-warehouse, wholesale distribution, office and warehouse with retail, wholesale display.

The applicant is proposing a change to development Option 2 to allow up to 98,600 sf of warehouse/distribution with limited office/wholesale showroom uses, not to exceed 20% of the total square footage.

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 may not permit the construction of 100% of the potential entitlements sought by the applicant (e.g. 98,600 s.f. of certain types of applicable uses such as contractor’s yard (ITE Land Use Code equivalent, Specialty Trade Contractor), 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 range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses that are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the

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

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (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 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 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 highest trip generation scenario for the approved developments allowed under the current PD zoning, e.g. Development Plan 1, and proposed modification of Planned Development 2, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11<sup>th</sup> Edition.

**Approved Uses (Development Plan 1):**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 74,905sf Hotel with Exposition - (Based on PD 19-0546 Traffic Analysis)	1,026	64	68

**Proposed Uses (Development Plan 2):**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 98,600 sf Warehouse w/ Show Room - Per Applicant's Traffic Study*	194	35	38

**Trip Generation Difference (between approved Development Plan 1 and Proposed Development Plan 2):**

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 832</b>	<b>(-)29</b>	<b>(-)30</b>

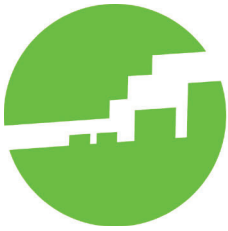
\* The trip cap data is based on the figures presented in the applicant's traffic study.

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

US 301 is a 4-lane, divided, principal arterial roadway in average condition. The roadway is characterized by +/- 12-foot wide travel lanes, lying within a 200-foot wide right-of-way. There are +/- 5-foot wide bicycle facilities (on paved shoulders) and +/- 5-foot wide sidewalks along both sides of US 301 in the vicinity of the proposed project.

Williams Rd. is a 2-lane, undivided, substandard, collector roadway in good condition. The roadway is characterized by +/- 10-foot wide travel lanes, lying within +/- 41-foot wide right-of-way along the project's

Source: Hillsborough County 2024 Level of Service Report.



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
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Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> October 20, 2025 <b>Report Prepared:</b> October 9, 2025	<b>Case Number:</b> MM 25-0811 <b>Folio(s):</b> 61122.0000 <b>General Location:</b> South of North US Highway 301, north of Ripley Road and west of Williams Road
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Residential-4 (4 du/ga; 0.25 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Thonotosassa
<b>Rezoning Request</b>	Major Modification to Planned Development (PD 02-0215 (MM 19-0546)) for a flex of the SMU-6 Future Land Use category and to change development Option 2 from 80,000 square feet of BPO and light industrial uses to 98,440 square feet of warehouse with light office and display uses
<b>Parcel Size</b>	+/- 8.26 acres
<b>Street Functional Classification</b>	N US 301 Highway – <b>State Principal Arterial</b> Ripley Road – <b>Local</b> Williams Road – <b>County Collector</b>



<b>Commercial Locational Criteria</b>	Meets
<b>Evacuation Area</b>	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
<b>Subject Property</b>	Residential-4	PD	Vacant
<b>North</b>	Suburban Mixed Use-6	PD + CG	Mobile Home Park, Light Commercial + Heavy Commercial
<b>South</b>	Residential-4 + Residential-12	AR, RSC-4, RSC-6, RDC-12, + RMC-12	Single-Family, Two Family + Multifamily
<b>East</b>	Residential-4	CN, AS-1, AR, M, CI, + PD	Single Family, Mobile Home Park, Agricultural, Light Commercial + Light Industrial
<b>West</b>	Residential-4 + Suburban Mixed Use-6	CN, AR, PD, + BPO	Single Family, Mobile Home Park, Vacant, Light Commercial + Public/Quasi-Public/Institutions

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

The ± 8.26-acre subject site is located south of North Highway US 301, north of Ripley Road, and west of Williams Road. The site is located in the Urban Service Area (USA) and is also located within the limits of the Thonotosassa Community Plan. The subject site has a Future Land Use designation of Residential-4 (RES-4), which allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The applicant is requesting a Major Modification to the Planned Development (PD 02-0215 (MM 19-0546)) to utilize the Flex Provision to extend the SMU-6 Future Land Use category located to the north of the subject property and to change development Option 2 from 80,000 square feet of BPO, mini-warehouse, wholesale distribution, office, and warehouse with retail, and wholesale display as accessory uses to 98,440 square feet of warehouse with light office and display uses.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. FLUS Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The site is currently vacant. Surrounding land uses include single-family, mobile home parks and some multifamily residential to the east, west, and south of the site. To the north, there are light commercial uses and northeast of the site there are some light industrial uses. There are single family uses directly adjacent to the site on the south and to the east across Williams Road. The applicant has provided a 30-foot Type C buffer with a 6-foot precast concrete fence in addition to the 15-foot Suburban Scenic Roadway buffer along Williams Road. This provided for a total of 45 feet of buffering and screening from the single family uses on the eastern boundary of the site. The applicant has also agreed to two Conditions of Approval to restrict truck traffic to and from the Site via the Williams Road access shall be limited to 7 am to 7 pm daily. A gate will be provided at the Williams Road Site access to prohibit truck traffic outside of these hours. Additionally, loading and unloading of trucks on the site shall be restricted to 7 am to 7 pm to reduce truck traffic and noise impacts to the adjacent residential uses. These Conditions of Approval are essential to Planning Commission Staff's finding of consistent. Based on the buffering provided and additional restrictions, the request meets the intent of 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 Residential-4 (RES-4) Future Land Use category, which is intended for low density residential development. Per FLUS Policy 2.2.3, the applicant is requesting to utilize the Flex Provision to extend the Suburban Mixed Use-6 (SMU-6) Future Land Use category located to the north of the subject property a measurement of 500 feet onto the subject. The SMU-6 Future Land Use category is intended for urban/suburban in intensity and density of uses. The proposed uses requested under the Flex Provision aligns with allowable uses under the SMU-6 Future Land Use category.

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, Hillsborough County Development Services Department and Transportation Division comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised primarily of light commercial, single-family residential, mobile home parks, and multi-family residential uses with minimal light industrial uses. While the area is mainly comprised of residential uses, the proposed light industrial use is oriented towards US Highway 301, which is where the commercial and light industrial uses in the area are located.

The site meets the Commercial Locational Criteria outlined in FLUS Objective 4.7 and its associated policies, as it is approximately 390 feet from the closest qualifying intersection of N. US 301 Highway and Williams Road. FLUS Policy 4.7.9 emphasizes that locational criteria is not the only factor to consider when evaluating the approval of commercial uses. Considerations such as land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of affected roadways and other policies of the Comprehensive Plan and zoning regulations carry more weight in the approval of the

potential neighborhood-serving commercial use. The locational criteria would only designate locations that could be considered, and in no way guarantees the approval of a particular use.

The applicant is requesting to utilize the Flex Provision. FLUS Policy 2.2.3 outlines that the Board of County Commissioners may flex the boundaries of Future Land Use plan categories to recognize or grant a zoning district which is not permitted in the land use category. FLUS Policy 2.2.3 also states that Major Modifications to approved zonings that changes the intensity, density or the range of uses will require that the previous Flex request be re-evaluated for consistency and a new Flex request may be required. Since this request increased intensity and changes the range of uses, the previous flex must be re-evaluated for consistency with the Comprehensive plan. Planning Commission staff shall make a recommendation of consistency based on the criteria outline in FLUS Policy 2.2.4.

FLUS Policy 2.2.4. requires the applicant to provide data and analysis to address the availability and adequacy of public facilities to serve the proposed development accommodated by the flex, the compatibility with surrounding land uses and their density and intensity, and that the utilization of the flex furthers other goals, objectives and policies of the Comprehensive Plan. The applicant submitted a written request for the Flex and addressed the three criteria outline in FLUS Policy 2.2.4. The proposal meets the intent of compatibility and density/intensity and furthers the goals, objectives, and polices of the Comprehensive Plan, specifically, FLUS Policies 3.1.2, 3.1.3, and 4.7.1.

The subject site is located within the limits of the Thonotosassa Community Plan. There are no applicable policies in the Community Plan that relate to this development proposal.

Overall, staff finds that the proposed use is an allowable use in the Suburban Mixed Use-6 Future Land Use category proposed Flex area, the requested SMU-6 Flex and accompanying development proposal with conditions is compatible with the existing development pattern found within the surrounding area. The request meets the requirements of the Flex Provision, compatibility, and neighborhood protection policies. Therefore, the proposed Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Section of the *Unincorporated Hillsborough County Comprehensive Plan*.

#### **Recommendation**

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

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

##### **FUTURE LAND USE SECTION**

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

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

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

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

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

**Policy 2.1.1:** *The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further des*

## **Future Land Use Categories**

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

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

**Policy 2.2.3:** *The Board of County Commissioners may flex the boundaries of Future Land Use plan categories to recognize or grant a zoning district which is not permitted in the land use category. Prior to the determination, Planning Commission staff shall make a recommendation regarding the consistency of the request with the Comprehensive Plan.*

*Future Land Use categories may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:*

- *Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.*
- *The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.*
- *No new flexes can be extended from an existing flexed area.*
- *All flexes must be parallel to the land use category line.*
- *A flex must be requested as part of a planned development or site controlled rezoning application. Major Modifications to approved zonings that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.*
- *The Future Land Use category may be flexed a maximum of 500 feet from the existing line, not including right-of-way, but including man-made or natural features. Flexes must be parallel to the adopted Future Land Use category line.*



- *Flexes are not permitted in the Rural Area or in areas specified in Community Plans. Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.*
- *Flexes to increase density are not permitted in the Coastal High Hazard Area.*
- *Flexes are not permitted from a municipality into the unincorporated county.*

**Policy 2.2.4:** *A flex request must include data and analysis addressing the following criteria:*

- *The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;*
- *The compatibility with surrounding land uses and their density and intensity;*
- *The utilization of the flex furthers other goals, objectives and policies of the Comprehensive Plan.*

### **Compatibility**

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

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

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

### **Development**

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

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

**Policy 4.1.6:** *Existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and*

*consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

### **Neighborhood/Community Development**

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

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

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

### **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 4.7.1:** *In the Urban Service Area, locational criteria must be met to allow neighborhood- serving commercial uses in the following primarily residential land use categories:*

- *Residential Planned -2 (RP-2)*
- *Residential - 2 (RES-2)*
- *Residential - 4 (RES-4)*
- *Neighborhood Mixed Use- 4(3) (NMU-4(3))*
- *Neighborhood Mixed Use-6 (NMU-6)*
- *Residential - 6 (RES-6)*
- *Suburban Mixed Use-6 (SMU-6)*
- *Residential - 9 (RES-9)*
- *Any rural Future Land Use categories in the Urban Service Area*

**Policy 4.7.9:** *The locational criteria are not the only factors to be considered for approval of a neighborhood-serving commercial or office use. Considerations such as land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of affected roadways and other policies of the Comprehensive Plan and zoning regulations carry more weight in the approval of the potential neighborhood-serving commercial use. The locational criteria would only designate locations that could be considered, and in no way guarantees the approval of a particular use.*

HILLSBOROUGH COUNTY  
FUTURE LAND USE  
RZ MM 25-0811

Rezonings

<all other values>

STATUS  
APPROVED  
CONTINUED  
DENIED  
WITHDRAWN  
PENDING

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

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

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended to provide a general overview of the rezoning process and is not intended to be used as a legal document. It is intended that the rezoning process be completed in accordance with the standards and procedures of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the rezoning process be completed in accordance with the standards and procedures of the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. It is not the most current data and information, and the appropriate use of data.



Map Printed from Rezoning System: 5/19/2025  
Author: Beverly F. Daniels  
File: G:\Rezoning\System\Map\Projects\Hill\Green\_hill\Rezoning - Copy.mxd

