

Rezoning Application: PD 25-0700
Zoning Hearing Master Date: August 18, 2025
BOCC Land Use Meeting Date: October 7, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: PV-Ruskin 19, LLC
FLU Category: RES-12
Service Area: Urban
Site Acreage: +/-6.48 acres
Community Plan Area: Apollo Beach / Ruskin / South Shore Community Planning Areas
Overlay: None



Introduction Summary:

The applicant seeks to develop an approximately 6.48-acre property located on the east side of N. U.S. Highway 41 at the northeast quadrant of the intersection of U.S. Highway 41 and 19th Avenue NE. The request is for a rezoning from Commercial General (CG) and PD (80-0118) to Planned Development (PD) to allow for the development of Commercial General uses with some use restrictions on the eastern-most portion of the subject site adjacent to the single-family residential development under construction.

Zoning:	Existing		Proposed
District(s)	CG	PD 80-0118	PD 25-0700
Typical General Use(s)	Commercial General	RV Park (Holiday Palms RV Park)	Limited Commercial General
Acreage	+/-1.34 acres	+/-5.14 acres	6.48 acres
Density/Intensity	0.25 FAR	+/-10.7 units per acre	0.35 FAR
Mathematical Maximum*	+/-14,592 sf	54 RVs & 1 MH	+/-98,794 sf

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	CG	PD 80-0118	PD 25-0700
Setbacks/Buffering and Screening	Front: 30 ft. Rear: 0 ft.* Side: 0 ft.* *Subject to 2' setback per every foot over 20'	Front: 50 ft. Rear: 25 ft. Side: 25 ft.	Front: 30 ft. Rear: 0 ft.* East Side: 20 ft. * Other Sides: 0 ft.* *Subject to 2' setback per every foot over 20' Buffers: East: 20 ft. with Type "B" Screening.

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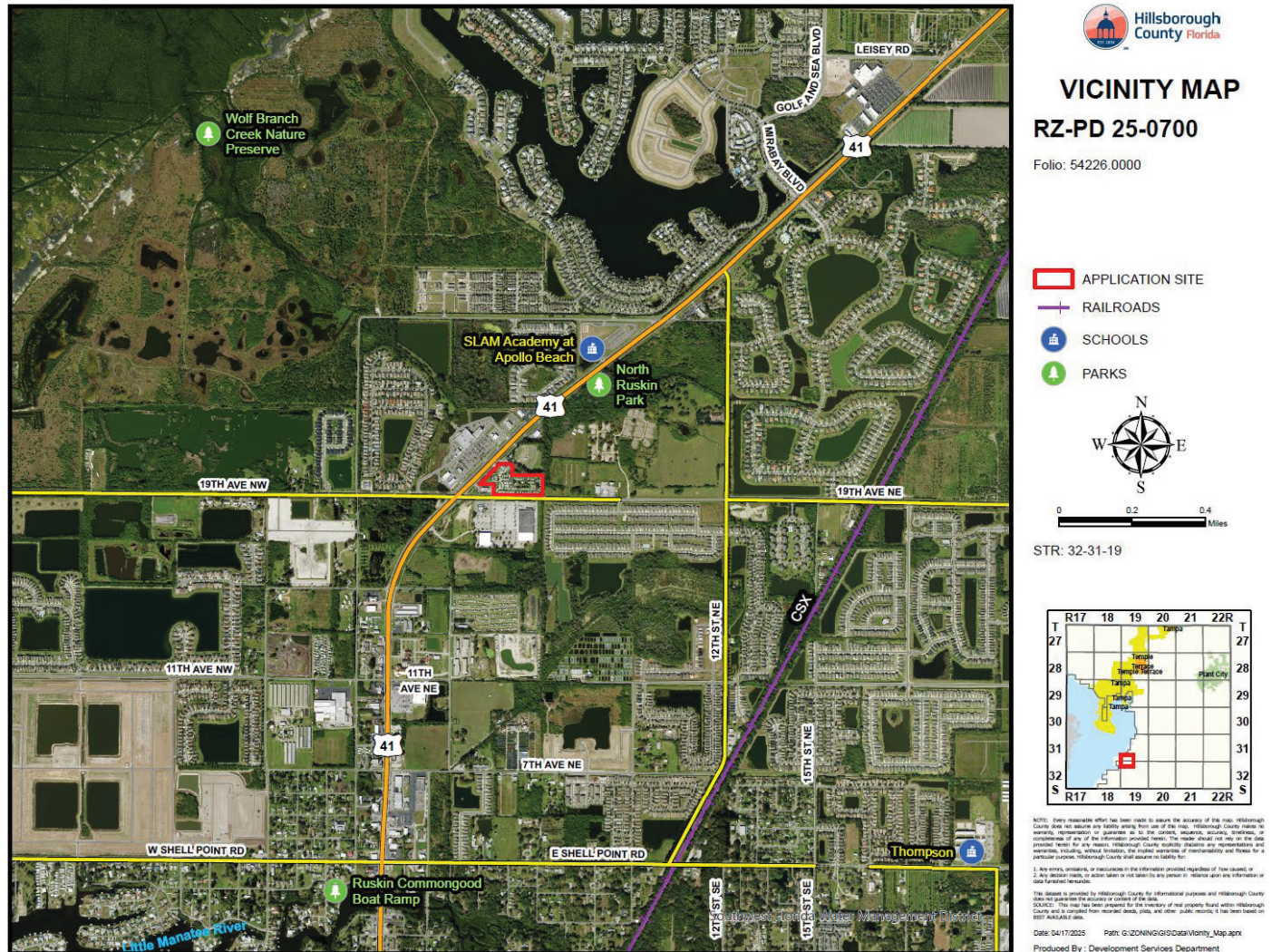
BOCC LUM MEETING DATE: October 7, 2025

Case Reviewer: Tim Lampkin, AICP

Height	50 ft. Max. Ht.	NA	50 ft. Max. Ht.
Additional Information:			
PD Variation(s)		None requested as part of this application	
Waiver(s) to the Land Development Code		None.	

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable

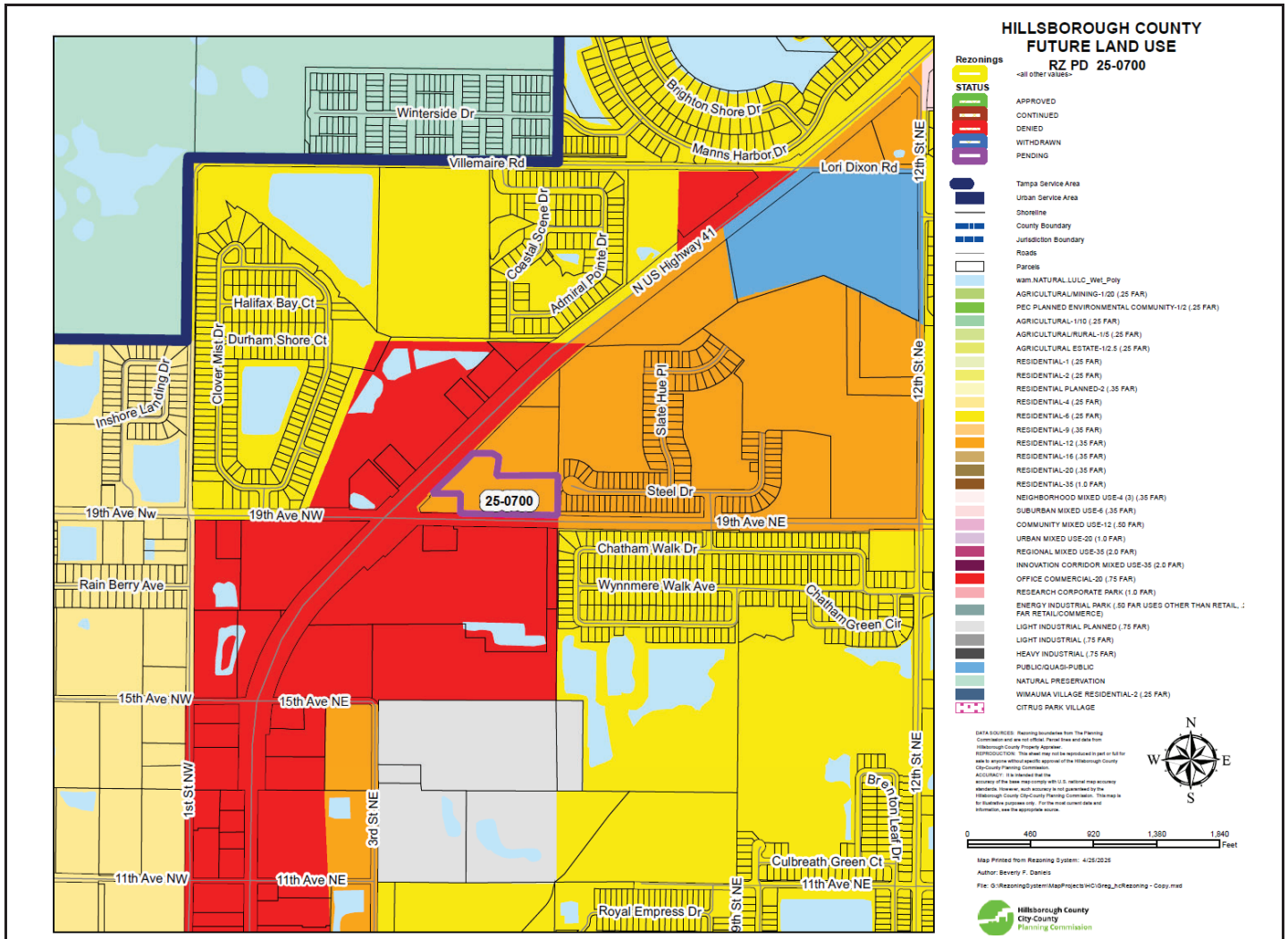
2.0 LAND USE MAP SET AND SUMMARY DATA**2.1 Vicinity Map****Context of Surrounding Area:**

The subject property is located on the east side of N. U.S. Highway 41 at the northeast quadrant of the intersection of U.S. Highway 41 and 19th Avenue NE. The subject property is within the Urban Service Area and within the limits of the Apollo Beach / Ruskin / South Shore Community Planning Areas .

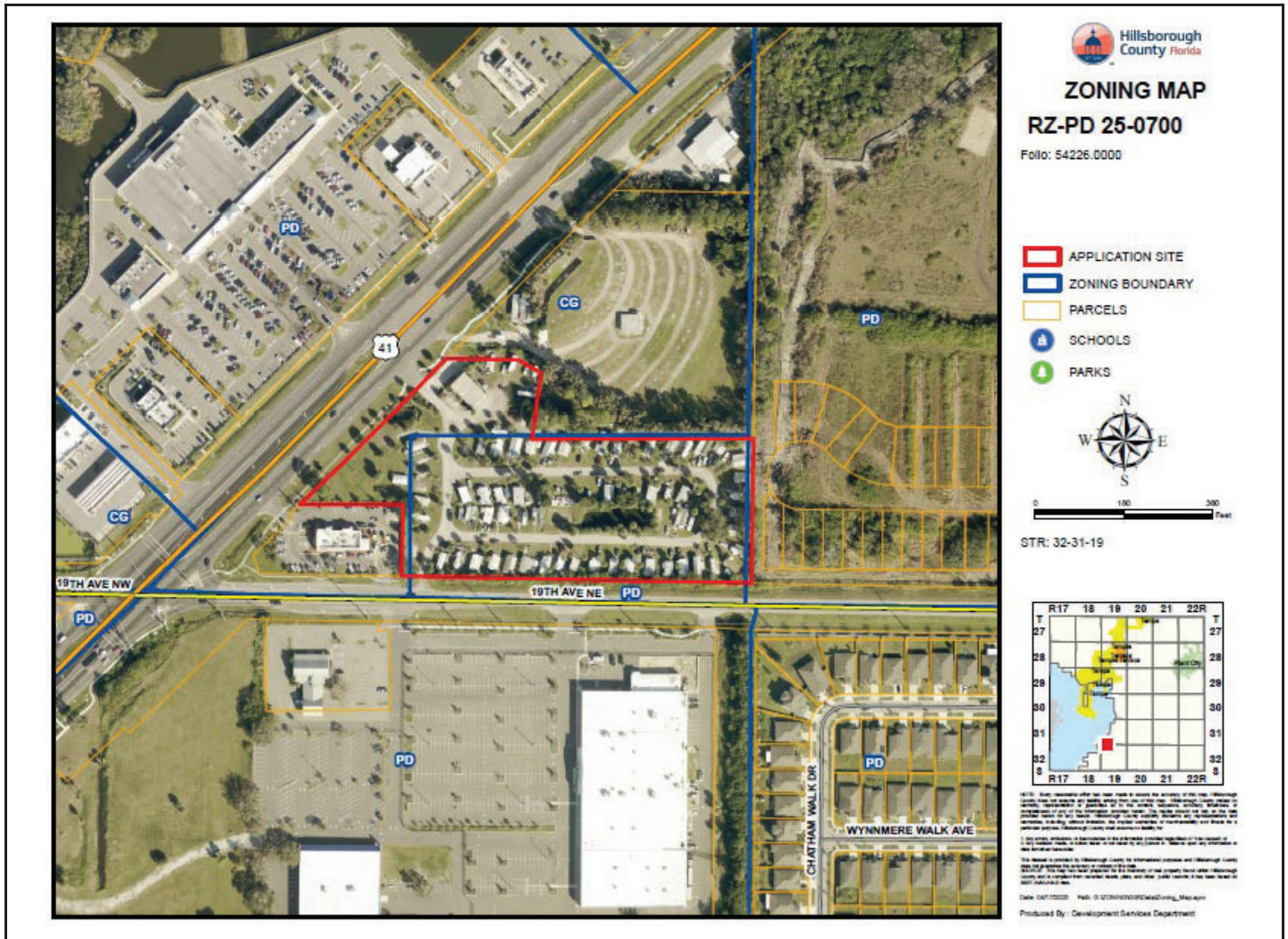
The subject property is surrounded by a mix of uses including vacant, under construction single-family residential to the immediate east of the subject site, single-family neighborhoods, commercial uses and an operational drive-in movie theater to the immediate north of the property.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-12
Maximum Density/F.A.R.:	<p>12 du per acre</p> <p>Maximum FAR: Nonresidential development that exceeds 0.35 FAR must be for office or residential support uses.</p>
Typical Uses:	Typical uses include agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

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	Max. FAR: 0.27	Commercial	Ruskin Family Drive-in Movie Theatre
South	19 th Avenue NE & PD 80-0137	FAR: +/-0.18 (178,625 sf)	Shopping Center (Commercial)	Ybor Grille Restaurant and Warehouse Storage Facility
East	PD 21-1335	3 DU per acre	Single-family Residential (detached)	Vacant and SF Residential (Under Construction)
West	CG	Max. FAR: 0.27	Commercial	McDonalds
	PD 99-0397	Max. FAR: 0.35 (Parcel 1 and commercial outparcels)	Commercial	US 41, Circle K, Publix Supermarket

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US 41	FDOT Principal Arterial - Rural	4 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
19 th Ave.	County Arterial - Rural	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,620	75	173
Proposed	11,033	957	809
Difference (+/-)	(+) 9,413	(+) 882	(+) 636

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

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat (Upland Wildlife Habitat Area) <input checked="" type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor (19 th Avenue NE) <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other:				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Transportation Report.
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees <div style="display: flex; justify-content: space-between;"> <div> Retail - Conv Mkt. w/Gas (Per 1,000 s.f. for Fire) Mobility: \$18,422 per fueling position Fire: \$313 * 4.853 = \$1,518.99 </div> <div> Retail - Shopping Center (Per 1,000 s.f.) Mobility: \$13,562 Fire: \$313 </div> </div> <div style="display: flex; justify-content: space-between; margin-top: 10px;"> <div> Bank w/Drive Thru (Per 1,000 s.f.) Mobility: \$20,610.00 Fire: \$313.00 </div> <div> Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) Mobility: \$104,494.00 Fire: \$313.00 </div> <div> Mini-Warehouse (Per 1,000 s.f.) Mobility: \$725.00 Fire: \$32.00 </div> </div> <p>Urban Mobility, South Fire - Convenience Market, with Gas, 4,853 sq ft. Number of fueling positions not specified. 4 future parcels for commercial/retail development (various examples provided), fees may change based on when they are permitted and by use).</p>				

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Credit for existing RV Park uses may be eligible, if they are replaced/removed.

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <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 checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Planning Commission Report

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The request is to rezone a +/-6.48-acre property from Commercial General (CG) and PD (80-0118) to Planned Development (PD) to allow for the development of Commercial General uses with some use restrictions on the eastern-most portion of the subject site adjacent to the single-family residential development. The site is located on the east side of N. U.S. Highway 41 at the northeast quadrant of the intersection of U.S. Highway 41 and 19th Avenue NE.

The subject property is surrounded predominately by commercial uses including a drive-thru movie theatre, fast-food restaurants, and a Publix supermarket. To the immediate east is the location of PD 21-1335, approved for single-family residential and currently under construction. In compliance with Land Development Code, Section 6.06.06, the applicant is providing a 20-foot-wide buffer with Type "B" screening along the eastern property boundary with a stormwater pond located immediately west of that buffer providing more distance separation from the residential development located to the east of the subject site. To further mitigate potential impacts, the applicant proposes a condition limiting allowable uses within 200 feet of the eastern property line to those permitted by right in the Commercial Neighborhood (CN) zoning district. Additionally, for buildings exceeding 20 feet in height, the applicant proposes to increase the required side and rear setbacks by an additional two feet for every foot over 20 feet, thereby enhancing the transition between commercial and residential uses and mitigating potential lighting emanating from taller buildings close to the drive-in movie theatre.

The southern portion of the subject property fronts 19th Avenue NE, which is designated as an Urban Scenic Roadway. In accordance with Land Development Code (LDC) Section 6.06.03.I.2.c, Urban Scenic Roadways, the development is required to provide one street tree for every 40 linear feet of roadway frontage and one canopy tree for every 50 linear feet of yard frontage. With approximately 680 linear feet of frontage along 19th Avenue NE, this results in a requirement of approximately 17 street trees and 14 canopy trees along the Scenic Roadway frontage.

The applicant acknowledges the proximity of the existing drive-in theatre and commits to designing lighting in accordance with applicable standards to minimize potential impacts as determined at site review. Mitigation measures may include full cut-off fixtures, directional lighting away from the drive-in (to the northwest) and adjacent residential areas (to the east), reduced mounting heights, and/or screening through fencing or landscaping. The final lighting plan will be developed in coordination with the design team during permitting. Staff notes that a photometric plan must be submitted in compliance with LDC Section 6.10.00, Exterior Lighting. Additionally, prior to issuance of a certificate of occupancy, an Outdoor Lighting Professional Engineer of record must certify to the Building Services Division that the installed lighting system complies with LDC Section 6.10.01.

As part of Florida Statutes (F.S.) 723 and as required by the Development Review Procedures Manual (DPRM), Section 6.2.1.13, the applicant submitted an affidavit from the RV/Mobile Home Park manager confirming that Holiday Palms RV Park, LLC is not a mobile home park in which 10 or more lots are offered for rent or lease. Therefore, Chapter 723 of Florida Statutes is not applicable to the subject site.

The applicant has not requested any variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; nor LDC Section 6.06.00, Landscaping, Irrigation and Buffering Requirements of the Land Development Code, nor Part 6.07.00, Fences and Walls. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

The Planning Commission found that the proposed rezoning meets the intent of the Unincorporated Hillsborough County Comprehensive Plan.

5.2 Recommendation

Based on the above considerations, staff finds the request supportable.

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan stamped June 30, 2025.

1. The project shall be developed in general conformance with the June 30, 2025, site plan and be limited to Commercial General Uses with the following exceptions.

- 1.1. The following Commercial General ("CG") uses are prohibited:

- Firing Range, Small Arms, Indoor
- Gunsmith
- Heliport
- Helistop
- Kennels
- Marina
- Motor Vehicle Repair, Major
- Pawnshop
- Sexually Oriented Businesses
- Used Merchandise
- Vehicle Auction-Retail
- Vehicle Parts Sales
- Land Excavation (Dry)
- Land Excavation (Lake Creation, Lake Clearing and Stockpile Removal)
- Wholesale Distribution (Trade)
- Cemeteries (either Human or Pet) With or Without Mausoleums or Accessory Crematoriums
- Game Preserve
- Carnivals/Circuses
- Golf Club/Country Club
- Golf Driving Range
- Neighborhood Fair
- Outdoor Paintball
- Public Parks & Recreation Facilities
- Recreational Uses, General Indoor/Outdoor
- Recreational Uses, Private Community
- Recreational Use, Passive
- Swimming Pools
- Ultralight Flight Park
- Airport Related Activities
- Ambulance Services
- Correctional Facilities, Community and Major
- Flow Equalization Tanks
- Radio and Television Transmitting and Receiving Facility
- Public Service Facilities
- Wastewater Plants and Systems
- Recyclable Household Goods Facilities, Permanent Structure
- Recyclable Material Drop Off Center
- Recyclable Material Recovery Facilities
- Yard Waste Air Curtain Incinerator Temporary/Accessory

- 1.2. Automated Teller (ATM) and Neighborhood and Minor Vehicle Motor Vehicle Repair uses are permitted. These uses shall not exceed a maximum of 10,000 SF.
- 1.3. Those uses not allowed by-right in the Commercial Neighborhood ("CN") zoning category may not be constructed within 200 linear feet of the eastern property line.
2. The development shall comply with the standards shown on the June 30, 2025, site plan and the following development standards.
 - a. Maximum FAR: 0.35 FAR
 - b. Minimum Front Yard Setback (West and South): 30 feet
 - c. Minimum Side Yard Building Setback (East): 20 feet*
 - d. Minimum Side Yard Building Setback (North): 0 feet*
 - e. Maximum Impervious: 80 percent
 - f. Maximum Building Height: 50 feet*

*Any height greater than 20 feet shall comply with Section 6.01.01, endnote 8 requiring an additional setback of 2 feet for every foot over 20 feet in height.
3. The subject property shall be subject to buffering and screening requirements of Section 6.06.00 of the Hillsborough County Land Development Code, including the following:
 - 3.1. The eastern property boundary shall provide a 20-foot-wide buffer with Type "B" screening which may not encroach into the retention pond more than 10 feet. To prevent erosion deltas from forming along the landscaped littoral shelf, bank slopes landward of the shelf should be no greater than 4:1 and should be stabilized with sod.
4. Conditional Uses shall be in compliance with all provisions of LDC Section 6.11.00, Special and Conditional Uses.
5. The PD shall be permitted up to 98,794 square feet of certain Commercial General (CG) zoning district uses as further limited as described in Condition 1. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 11,033 gross average daily trips, 957 gross a.m. peak hour trips, or 809 gross p.m. peak hour trips, nor shall development be permitted which exceeds 7,520 net new average daily trips, 635 net new a.m. peak hour trips, or 493 net new p.m. peak hour trips. Additionally:
 - 5.1. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
6. With regards to project access:
 - 6.1. Unless otherwise approved by FDOT, the project shall be served by and limited to one (1) right-in/ right-out access to US 41. The project shall also be served by and limited to two (2) access connections to 19th Ave. The westernmost connection shall be restricted to right-in/right-out movements and the easternmost access shall be a full access connection.
 - 6.2. The developer shall construct a pedestrian and vehicular cross access stubouts along the northern and western boundaries of the PD as generally shown on the PD site plan.
 - 6.3. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and

pedestrian access may be permitted anywhere along the PD boundaries.

7. With regards to site access improvements:
 - 7.1. Unless otherwise approved by FDOT, the developer shall close the non-conforming median opening on US 41 (in the vicinity of the project access) prior to or concurrent with the initial increment of development.
 - 7.2. Unless otherwise approved by FDOT, prior to or concurrent with the initial increment of development the developer shall extend the northbound to eastbound right turn lane into the US 41 access as generally shown on the PD site plan or as otherwise required by FDOT.
 - 7.3. Prior to or concurrent with the initial increment of development, the developer shall construct a raised concrete separator along 19th Ave. as generally shown on the PD site plan (i.e. +/- extending a minimum of 75 feet from either side of the westernmost project access) or as otherwise approved by the County Engineer.
 - 7.4. Prior to or concurrent with the initial increment of development, the developer shall construct an eastbound to northbound left turn lane on 19th Ave. into the easternmost project access.
 - 7.5. Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which will be used to determine throat depth requirements as well as whether additional turn lanes are warranted pursuant to LDC Sec. 6.04.04.D. The developer shall construct all such turn lanes found to be warranted.
8. The Developer shall construct internal and external sidewalks in accordance with the Hillsborough County LDC, Transportation Technical Manual (TTM) and other applicable rules and regulations. Pedestrian and vehicular interconnectivity shall be provided between uses within the PD (i.e. all uses shall be accessible to/from both US 41 and 19th Ave.).
9. In accordance with the Hillsborough County Corridor Perseverating Plan, the developer shall preserve up to +/- 7.5 feet of right-of-way along its 19th Ave. frontage or as otherwise required to accommodate its share of right-of-way needs to accommodate a future 4-lane facility. The developer shall be required to dedicate any right-of-way needed to accommodate right turn lanes to serve the proposed project.
10. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
11. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approval
12. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
13. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/ other surface water (OSW) line must be incorporated into the site plan. The wetland/labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
14. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

15. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval, unless otherwise stated herein.
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:**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

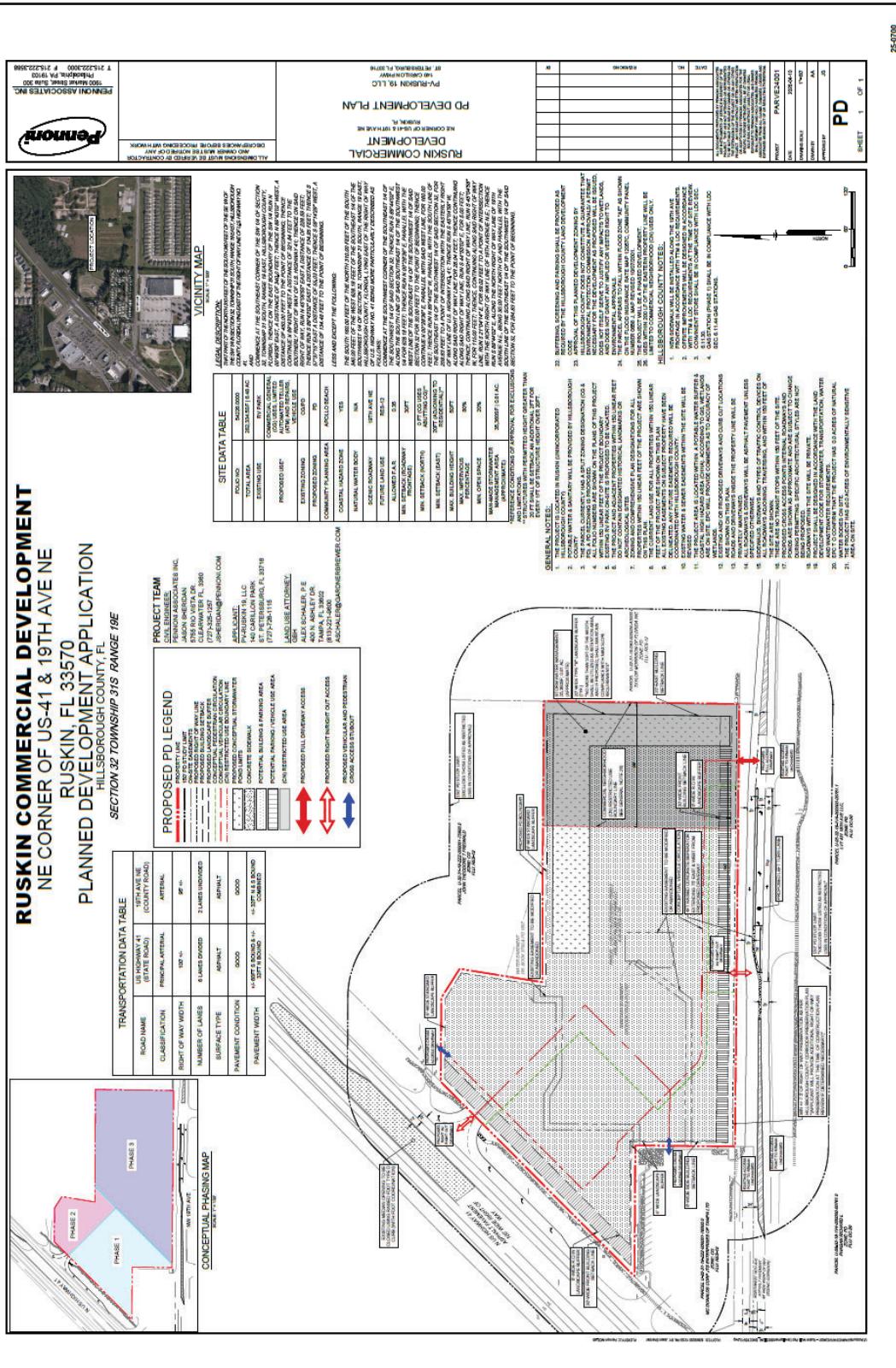
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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.

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 08/09/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: APB/ South

PETITION NO: RZ 25-0700

☐

This agency has no comments.

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This agency has no objection.

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

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This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

Revised Conditions

1. The PD shall be permitted up to 98,794 square feet of certain Commercial General (CG) zoning district uses as further limited as described in Condition __, below. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 11,033 gross average daily trips, 957 gross a.m. peak hour trips, or 809 gross p.m. peak hour trips, nor shall development be permitted which exceeds 7,520 net new average daily trips, 635 net new a.m. peak hour trips, or 493 net new p.m. peak hour trips. Additionally:
 - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
5. With regards to project access:
 - 5.1 Unless otherwise approved by FDOT, the project shall be served by and limited to one (1) right-in/right-out access to US 41. The project shall also be served by and limited to two (2) access connections to 19th Ave. The westernmost connection shall be restricted to right-in/right-out movements and the easternmost access shall be a full access connection.
 - 5.2 The developer shall construct a pedestrian and vehicular cross access stubouts along the northern and western boundaries of the PD as generally shown on the PD site plan.
 - 5.3 Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
6. With regards to site access improvements:
 - 6.1 Unless otherwise approved by FDOT, the developer shall close the non-conforming median opening on US 41 (in the vicinity of the project access) prior to or concurrent with the initial increment of development.

- 6.2 Unless otherwise approved by FDOT, prior to or concurrent with the initial increment of development the developer shall extend the northbound to eastbound right turn lane into the US 41 access as generally shown on the PD site plan or as otherwise required by FDOT.
 - 6.3 Prior to or concurrent with the initial increment of development, the developer shall construct a raised concrete separator along 19th Ave. as generally shown on the PD site plan (i.e. +/- extending a minimum of 75 feet from either side of the westernmost project access) or as otherwise approved by the County Engineer.
 - 6.4 Prior to or concurrent with the initial increment of development, the developer shall construct an eastbound to northbound left turn lane on 19th Ave. into the easternmost project access.
 - 6.5 Prior to or concurrent with each increment of development, the developer shall submit a trip generation and site access analysis which will be used to determine throat depth requirements as well as whether additional turn lanes are warranted pursuant to LDC Sec. 6.04.04.D. The developer shall construct all such turn lanes found to be warranted.
7. The Developer shall construct internal and external sidewalks in accordance with the Hillsborough County LDC, Transportation Technical Manual (TTM) and other applicable rules and regulations. Pedestrian and vehicular interconnectivity shall be provided between uses within the PD (i.e. all uses shall be accessible to/from both US 41 and 19th Ave.).
 8. In accordance with the Hillsborough County Corridor Perseverating Plan, the developer shall preserve up to +/- 7.5 feet of right-of-way along its 19th Ave. frontage or as otherwise required to accommodate its share of right-of-way needs to accommodate a future 4-lane facility. The developer shall be required to dedicate any right-of-way needed to accommodate right turn lanes to serve the proposed project.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 6.48 ac. parcel currently zoned Planned Development (PD) 80-0118 and Commercial General (CG) a new PD. PD 80-0118 is approved for 1 mobile home unit and a 54-unit RV Park. The applicant is proposing a new PD to allow for up to 98,794 s.f. of the following uses:

- CG uses, excluding the following uses:

The following Commercial General ("CG") uses are prohibited:

Firing Range, Small Arms, Indoor
 Gun Sales
 Gunsmith
 Heliport
 Helistop
 Kennels
 Marina
 Motor Vehicle Repair, Major
 Pawnshop
 Sexually Oriented Businesses
 Used Merchandise
 Vehicle Auction-Retail
 Land Excavation (Dry)
 Land Excavation (Lake Creation, Lake Clearing and Stockpile Removal)
 Wholesale Distribution (Trade)
 Cemeteries (either Human or Pet) With or Without Mausoleums or Accessory Crematoriums
 Game Preserve
 Carnivals/Circuses
 Golf Club/Country Club16
 Golf Driving Range
 Neighborhood Fair
 Outdoor Paintball
 Public Parks & Recreation Facilities
 Recreational Uses, General Indoor/Outdoor
 Recreational Uses, Private Community
 Recreational Use, Passive
 Swimming Pools
 Ultralight Flight Park
 Airport Related Activities
 Ambulance Services
 Correctional Facilities, Community and Major
 Flew Equalization
 Radio and Television Transmitting and Receiving Facility
 Public Service Facilities
 Wastewater Plants and Systems
 Recyclable Household Goods Facilities, Permanent Structure
 Recyclable Material Drop Off Center
 Recyclable Material Recovery Facilities
 Yard Waste Air Curtain Incinerator Temporary/Accessory

- Additional uses include:

Automated Teller (ATM) and Repairs, Vehicle uses are permitted. These uses shall not exceed a maximum of 10,000 SF.

Mini-warehousing, hotel and motel, canopies and gasoline pump islands (as accessory uses), motor vehicle repair, neighborhood, gasoline sales and service, vehicle parts sales, freestanding emergency room, convenience store (with and without gas pumps), restaurant with drive-up facilities, service station, and car wash facilities are permitted.

From the above list, it is unclear what “Motor Vehicle Repair” is referring to, as the LDC specifies three distinct types of Motor Vehicle Repair, including Minor, Major and Neighborhood. Regardless staff notes that the trip generation for all would be less than the other more trip intensive uses which are proposed, and that the entire site is proposed by staff to be governed by a trip cap as further outlined below.

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 represent a worst-case analysis which represents maximum potential trip impacts of the wide range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant’s transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 98,794 s.f. of certain CG uses, 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 (for example 98,794 s.f. of restaurant uses could not be constructed). It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

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

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data for the proposed project is based upon the transportation impacts identified in the transportation analysis, which forms the basis of the trip cap. It should be noted that since the applicant also analyzed external impacts based on allowances for pass-by reductions, staff also included a second element to the trip generation cap which requires the applicant to not exceed the number of net new trips studied in their analysis. Data shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CG*, 27,015 s.f. Shopping Plaza (less than 40k) (ITE Code 822)	1,472	64	158
PD, 1 mobile home (ITE Code)	8	0	1
PD, 54-unit RV Park (ITE Code 933)	140 (est.)	11	14
Subtotal:	1,620	75	173

**Future land use designation of R-12 limits max. FAR for CG zoning district to 0.25.*

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Limited CG Uses As Studied/ Subject to Trip Generation Cap*	11,033	957	809

**Gross trip generation is reported for purposes of this table/comparison.*

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(+) 9,413	(+) 882	(+) 636

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Along the project's frontage, US 41 is a 4-lane, divided, principal arterial roadway that is under the permitting authority of and maintained by the Florida Department of Transportation (FDOT). The roadway is characterized by +/- 12-foot-wide travel lanes in average condition, and lying within a +/- 180-foot-wide right-of-way. There are +/- 5-foot-wide sidewalks along both sides of the roadway in the vicinity of the proposed project. There are +/- 4-foot-wide bicycle facilities (on paved shoulders) along portions of US 41 in the vicinity of the proposed project.

US 41 is shown on the Hillsborough County Corridor Preservation Plan (north of 19th Ave.) as a future 6-lane roadway. FDOT's comments did not address whether any PD&E has been completed which identifies if additional right-of-way is needed to serve the proposed project. As such, staff reverts to the County's method of determining needed right-of-way. TS-6 (for 4-lane collector roadways) within the Hillsborough County 2021 Transportation Technical Manual (TTM) requires a minimum of 110 feet of right-of-way, to which an additional 22 feet is needed for 2 additional lanes, for a total of 132 feet of right-of-way needed to accommodate a 6-lane urban facility. This section does not include room to accommodate right-turn lanes if needed to serve the proposed project. Given the existing right-of-way exceeds this amount, no additional right-of-way preservation was identified.

19th Ave. is a 2-lane, undivided, collector roadway characterized by +/- 11-foot-wide travel lanes in average condition. Along the project's frontage, the roadway lies within a +/- 95-foot-wide right-of-way. There are +/- 5-foot-wide sidewalks along portions of the north and south sides of 19th Ave. in the vicinity of the proposed project. There are +/- 4 wide bicycle facilities (on paved shoulders) along 19th Ave. in the vicinity of the project. The County Engineer reviewed the roadway and determined it meets applicable standards.

19th Ave. is shown on the Hillsborough County Corridor Preservation Plan (east of US 41) as a 4-lane roadway. TS-6 (for 4-lane collector roadways) within the 2021 Hillsborough County Transportation Technical Manual (TTM) requires a minimum of 110 feet of right-of-way. This section does not include room to accommodate right-turn lanes if needed to serve the proposed project. Additional right-of-way to accommodate such facilities, if any, would need to be dedicated and conveyed in addition to the preserved lands. As there is +/- 95 feet of right-of-way existing along the project's frontage, the applicant is required to preserve +/- 7.5 feet of right-of-way along its project frontage.

TRANSIT FACILITIES

There is an existing transit stop located along US 41 south of 19th Ave. on the same side of the proposed project, and two along US 41 on the opposite side from the proposed project (one which includes a bus bay). The applicant's proposed development requires installation of transit amenities per LDC Sec.6.03.09.C.3, specifically a transit accessory pad including: shelter, seating, trash receptacle, and bicycle rack. Although not shown on the PD site plan, these will need to be provided at the time of site unless otherwise waived in accordance with LDC Sec. 6.03.09.D.

SITE ACCESS AND CONNECTIVITY

The applicant is proposing to utilize an existing access to US 41, and is being required by FDOT to close the median opening closest to the access to ensure safe and efficient access to US 41.

The applicant is also proposing to close an existing access to 19th Ave., and is instead proposing two new access connections further east (i.e. away from the 19th Ave. and US 41 intersection). The easternmost such access is proposed to be a full access driveway, while the westernmost connection is proposed to be a right-in/right-out driveway with raised median to enforce movement restrictions at the easternmost access and ensure the roadway and turn lanes serving the project can operate safely and efficiently.

Access to both 19th Ave. and US 41 is critical to avoid unnecessary impacts to US 41 and 19th Ave. intersection. Staff notes that there have been conceptual plans developed for certain interim improvements to 19th Ave., although no formal PD&E has been completed.

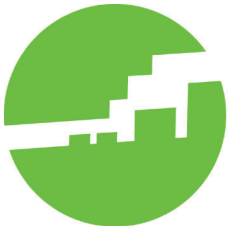
Vehicular and pedestrian cross access is required along the project's northern and western boundaries pursuant to LDC Sec. 6.04.03.Q.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
19 th Ave. NE	US 41	US 301	D	C
US 41	19 th Ave.	Apollo Beach Blvd.	D	C

Source: Hillsborough County 2020 Level of Service Report.



**Hillsborough County
City-County
Planning Commission**

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Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: August 18, 2025 Report Prepared: August 7, 2025	Case Number: PD 25-0700 Folio(s): 54226.0000 General Location: North of 19 th Avenue Northeast and southeast of North US Highway 41
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-12 (12 du/ga; 0.35, 0.50 FAR)
Service Area	Urban
Community Plan(s)	Ruskin, Apollo Beach & SouthShore Areawide Systems
Rezoning Request	Planned Development (PD) to allow for commercial development, and the allowable uses include Automated Teller (“ATM”), Vehicle Repair, and Commercial General (CG) uses
Parcel Size	6.48 ± acres
Street Functional Classification	19 th Avenue Northeast – County Arterial North US Highway 41 – State Principal Arterial
Commercial Locational Criteria	Meets
Evacuation Area	N/A

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-12	PD + CG	Mobile Home Park
North	Office Commercial-20 + Residential-12	CG	Light Commercial
South	Office Commercial-20	PD	Heavy Commercial
East	Residential-12	PD	Vacant + HOA
West	Office Commercial-20	CG	Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The 6.48 ± acre subject site is located north of north of 19th Avenue Northeast and southeast of North US Highway 41. The site is in the Urban Service Area and is located within the limits of the Ruskin Community Plan, Apollo Beach Community Plan and SouthShore Areawide Systems Community Plan. The applicant is requesting to rezone the site from Planned Development (PD) and Commercial, General (CG) to Planned Development (PD) to allow for commercial development, and the allowable uses include Automated Teller (“ATM”), Vehicle Repair, and Commercial General (CG) uses.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county’s growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The site currently has mobile home park uses. Light commercial uses surround the site. The proposal for Commercial General uses with the commitment to restrict uses to Commercial Neighborhood on the eastern boundary meets the intent of Objective 1.1.

Per FLUS Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the Residential-12 (RES-12) Future Land Use category which can be considered for up to 12 dwelling units per acre and a maximum of a 0.50 FAR with anything over a 0.35 FAR being limited to office or residential support uses. The applicants request of commercial general uses with a maximum of 0.35 FAR is within the limits of the maximum intensity expected in this land use category. The Residential-12 Future Land Use category allows

for the consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development. As the language states above, commercial uses are allowed and therefore, it meets Objective 2.2 and the associated policies.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of light commercial. The proposed uses will complement the area.

The subject site is within the limits of the Ruskin Community Plan, Apollo Beach Community Plan and SouthShore Areawide System Community Plan. Goal 1 of the Ruskin Community Plan states that it encourages commercial development and redevelopment within downtown Ruskin and the Town Center. The proposal meets the intent of this policy direction. The SouthShore regions desires to promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity, and cultural heritage. The community desires to encourage activities that benefit residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life. The proposed Planned Development aligns well with both the Ruskin Community Plan and the SouthShore Areawide Systems Plan There are no applicable policies in the Apollo Beach Community Plan that relate to this request.

Overall, staff find that the proposed use is an allowable use in the RES-12 category and is compatible with the existing development pattern found within the surrounding area and meets the intent of its associated community plans. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Relationship to the Future Land Use Map

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

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

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

Future Land Use Categories

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

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

Compatibility

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

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

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

Development

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

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

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

Neighborhood/Community Development

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

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

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

LIVABLE COMMUNITIES ELEMENT: RUSKIN COMMUNITY PLAN

Goal 1: *Downtown Ruskin – Revitalize Ruskin’s business center along US 41, enhance the appearance of the district, and promote business growth that is compatible with our small town community.*

- *Encourage commercial development and redevelopment within downtown Ruskin and the Town Center and direct commercial development away from Shell Point Road West and 19th Avenue N.W.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS PLAN

Cultural/Historic Objective:

The community desires to:

- *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*

Economic Development Objective:

- *The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.*

RZ PD 25-0700

<all other values>



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

wam.NATURAL.LULC_Wet_Poly
AGRICULTURAL/MINING-1/20 (.25 FAR)
PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURE-1/10 (251 FAX)

AGRICULTURAL ESTATE-1 1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL PLANNED-2

RESIDENTIAL-4 (.25 FAR)

DECIDEDLY O (25 FAD)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL 10 (30 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

COMMUNITY MIXED USE-12 / 50 FA

URBAN MIXED USE-20 (1.0 FAR)

INITIATION OF THE CONSTRUCTION OF THE NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH ON COGNITIVE PARK (1.51 PARK)

FARRE JAIL/COMMERCE)

LIGHT INDUSTRIAL (75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

STUDIOS 1000 VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser.

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ACCURACY: It is intended that this map comply with U.S. national map accuracy standards. However, such compliance is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, see the appropriate web source.



Map Printed from Rezoning System: 4/25/2025

Author: Beverly E. Daniels

Fig. 3. A) Determination of the concentration of the monomer in the monomer solution; B) Determination of the concentration of the monomer in the monomer solution.

