

Rezoning Application: PD 25-0704

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: Isabelle Albert, Halff

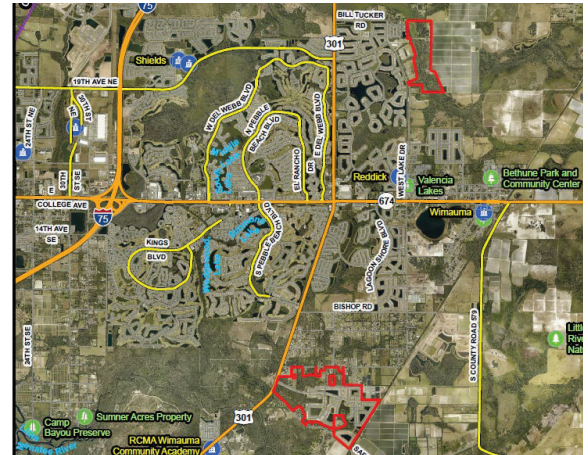
FLU Category: RES-4

Service Area: Urban

Site Acreage: 678.79 +/-

Community Plan Area: Wimauma Village & SouthShore Areawide Sys.

Overlay: None



Introduction Summary:

The applicant requests to rezone properties currently zoned AR, AS-1 and PD 24-0044 to PD (Planned Development). PD 24-0044 was previously approved to allow a density transfer between the northern area (Bullfrog Creek Mitigation) southern area (Berry Bay) when the sites were permitted a maximum density of 2 units per acre. Under the RES-4 FLU, a density transfer is no longer requested, and the northern area will remain as conservation. PD 24-0044 was previously in the WVR-2 Future Land Use area, requiring additional development requirements. Under the RES-4 FLU, those requirements are no longer applicable.

Zoning:	Existing			Proposed
District(s)	ASC-1	AR	PD 24-0044	PD 25-0704
Typical General Use(s)	Agriculture, Single-Family Conventional	Agricultural, Single-Family Conventional	Single Family Detached, Townhome & Public Use	Single Family Detached, Townhome, Public Use & Commercial
Acreage	3.93 +/-	27.91 +/-	646.95 +/-	678.79 +/- (496.95 +/- residential) (8.2 +/- public use/commercial) (173.61 +/- mitigation)
Density/Intensity	1 unit per acre	1 unit per 5 acres	1.78 u/a	2.6 u/a 0.07 FAR
Mathematical Maximum*	3	5	1,157	1,290 u/a 25,000 sf

*number represents a pre-development approximation

Development Standards:	Existing			Proposed
District(s)	ASC-1	AR	PD 24-0044	PD 24-1263
Lot Size / Lot Width	1 acre / 150'	5 acres / 150'	4,000 – 6,000 sf / 40-60'	4,000 – 6,000 sf / 40-60'
Setbacks/Buffering and Screening	50'-Front and Rear Yards 15'-Side Yards	50'-Front and Rear Yards 25' Side Yards	10'-20' Front Yard 10'-15' Rear Yard 5' Side Yards	10'-20' Front Yard 10'-15' Rear Yard 5' Side Yards
Height	50'	50'	35'	35'

ZHM HEARING DATE:	August 18, 2025
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Case Reviewer: Michelle Heinrich, AICP

Additional Information:	
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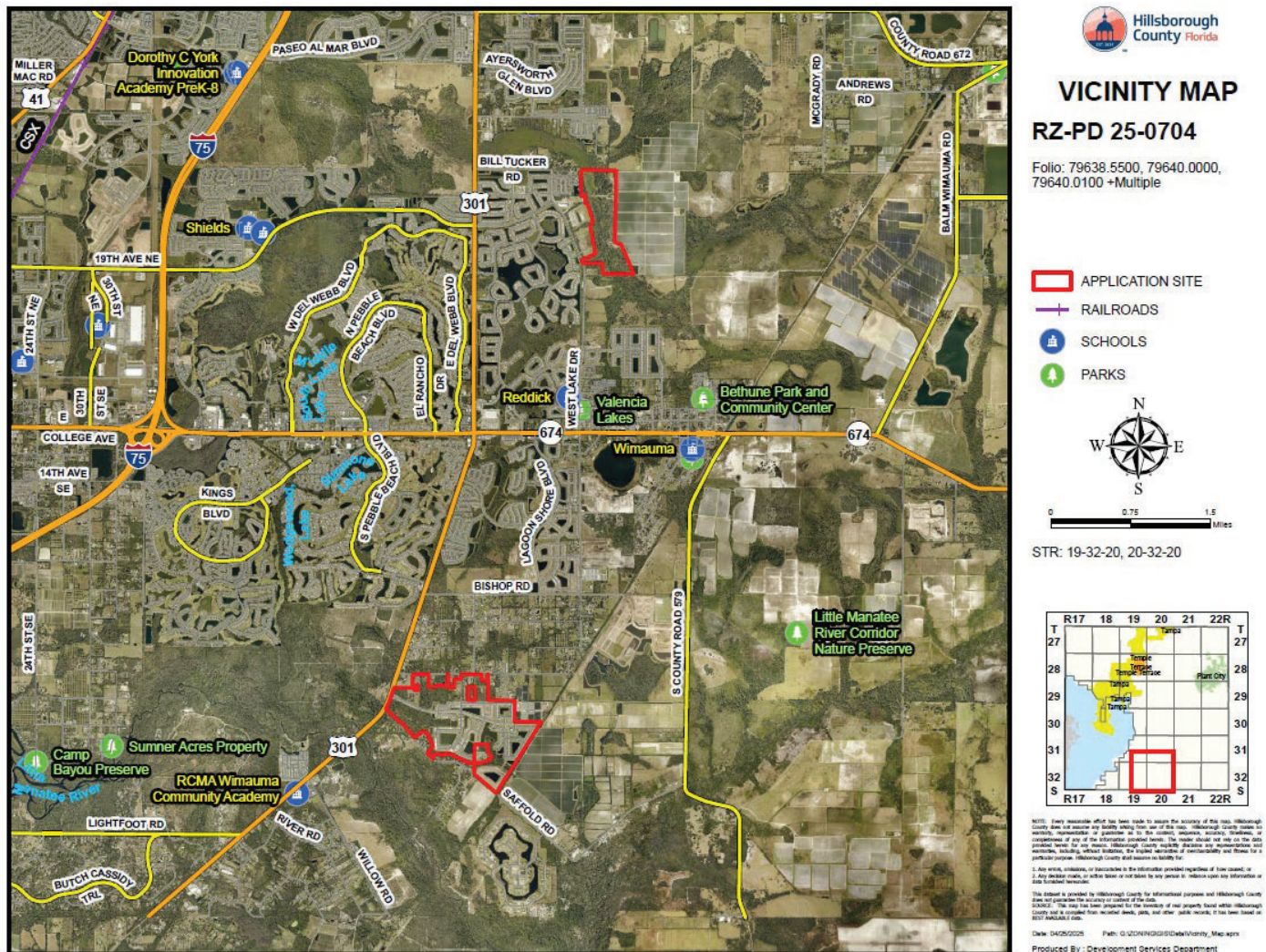
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:	Development Services Recommendation:
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Consistent	Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

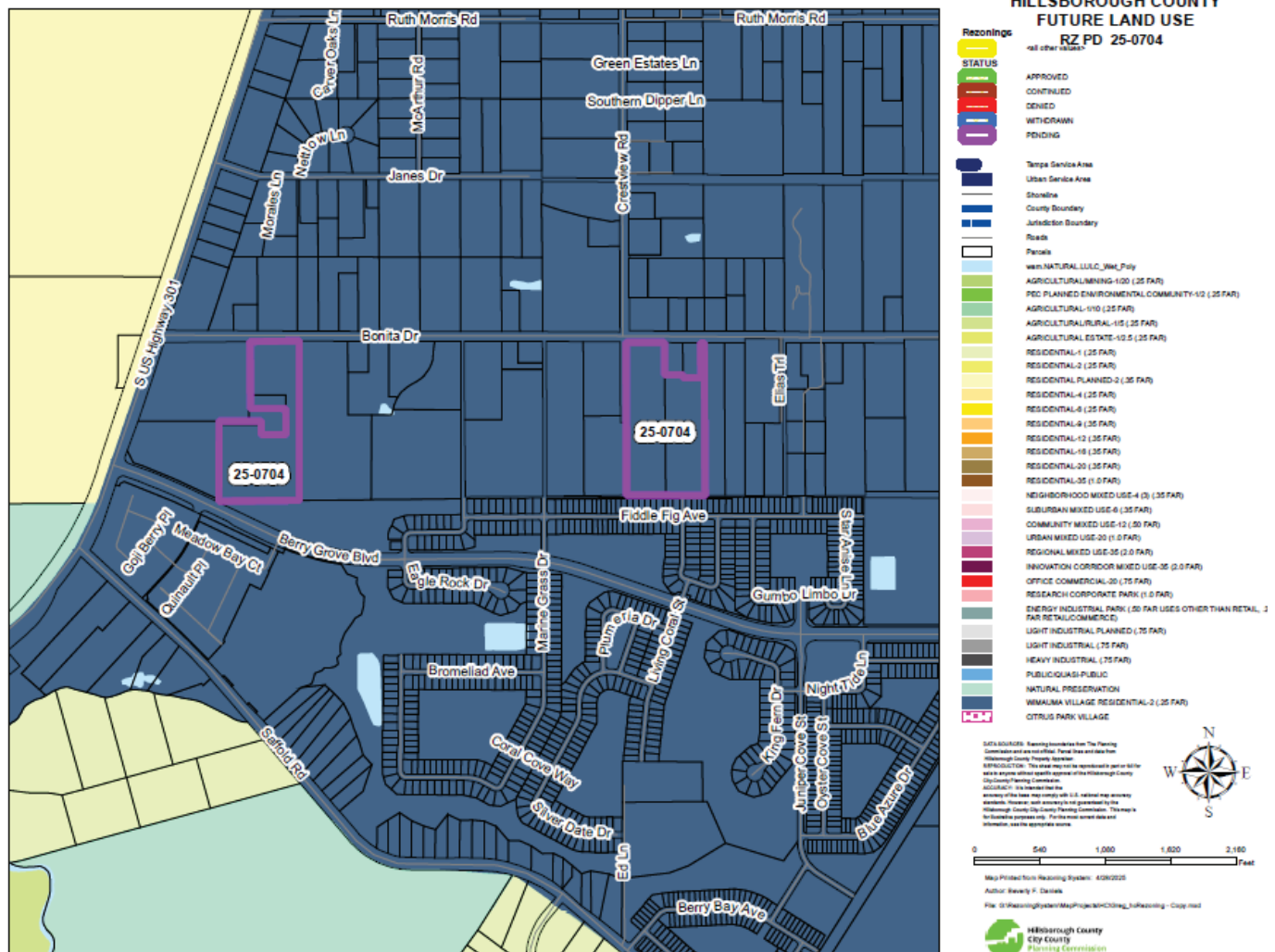


Context of Surrounding Area:

The project is located on the east side of US Highway 301, between State Road 679 and the Hillsborough County-Manatee County line. The area is generally developed with residential, recreational/preservation, and agricultural uses. Little Manatee River State Park is located to the west and the Little Mantee River Corridor Nature Preserve is located further east.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:

RES-4

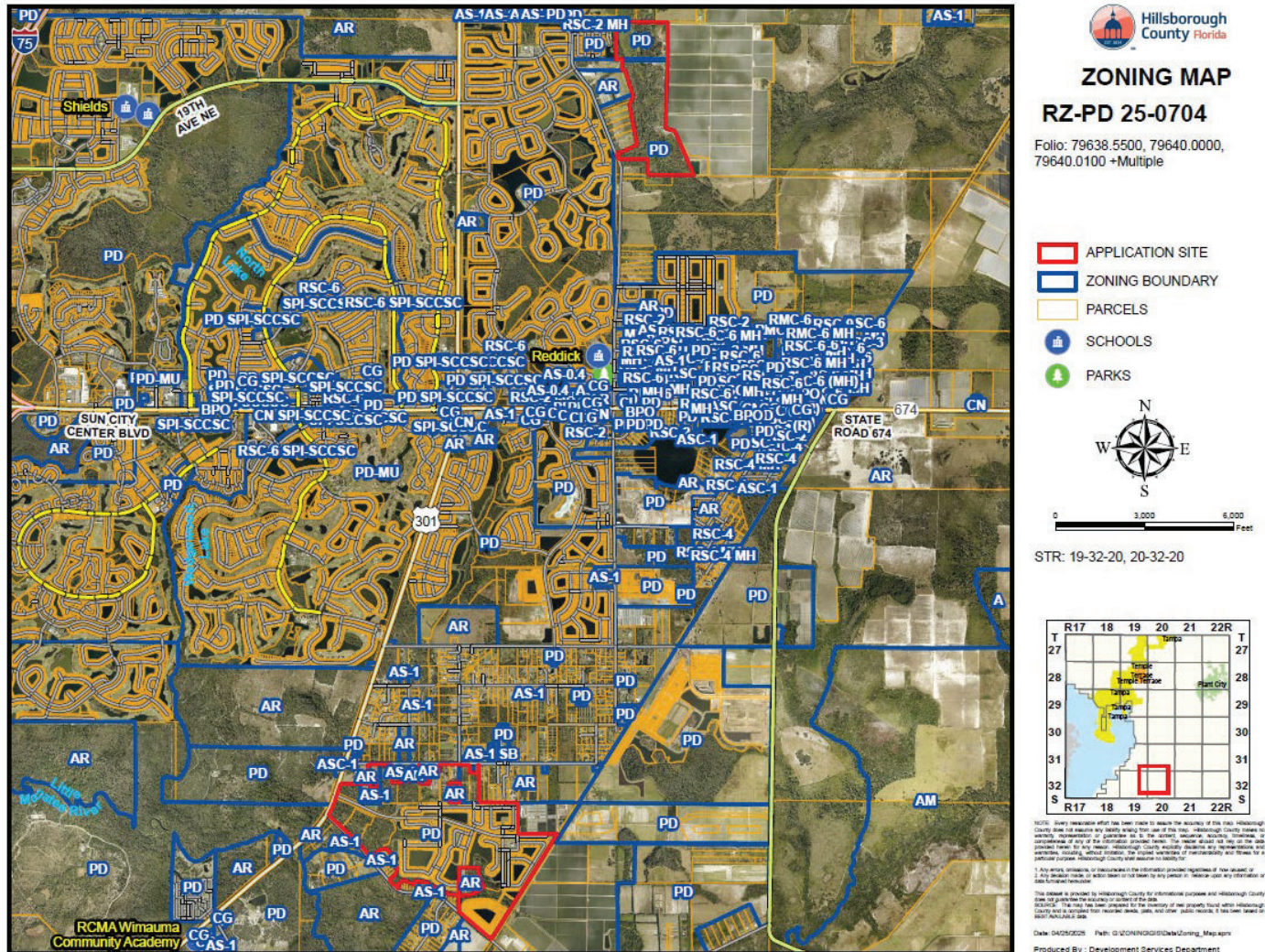
Maximum Density/F.A.R.:

4 units per acre / 0.25 FAR

Typical Uses:

Agricultural, farms, ranches, residential, neighborhood commercial, offices and multi-purpose projects.

2.3 Immediate Area Map

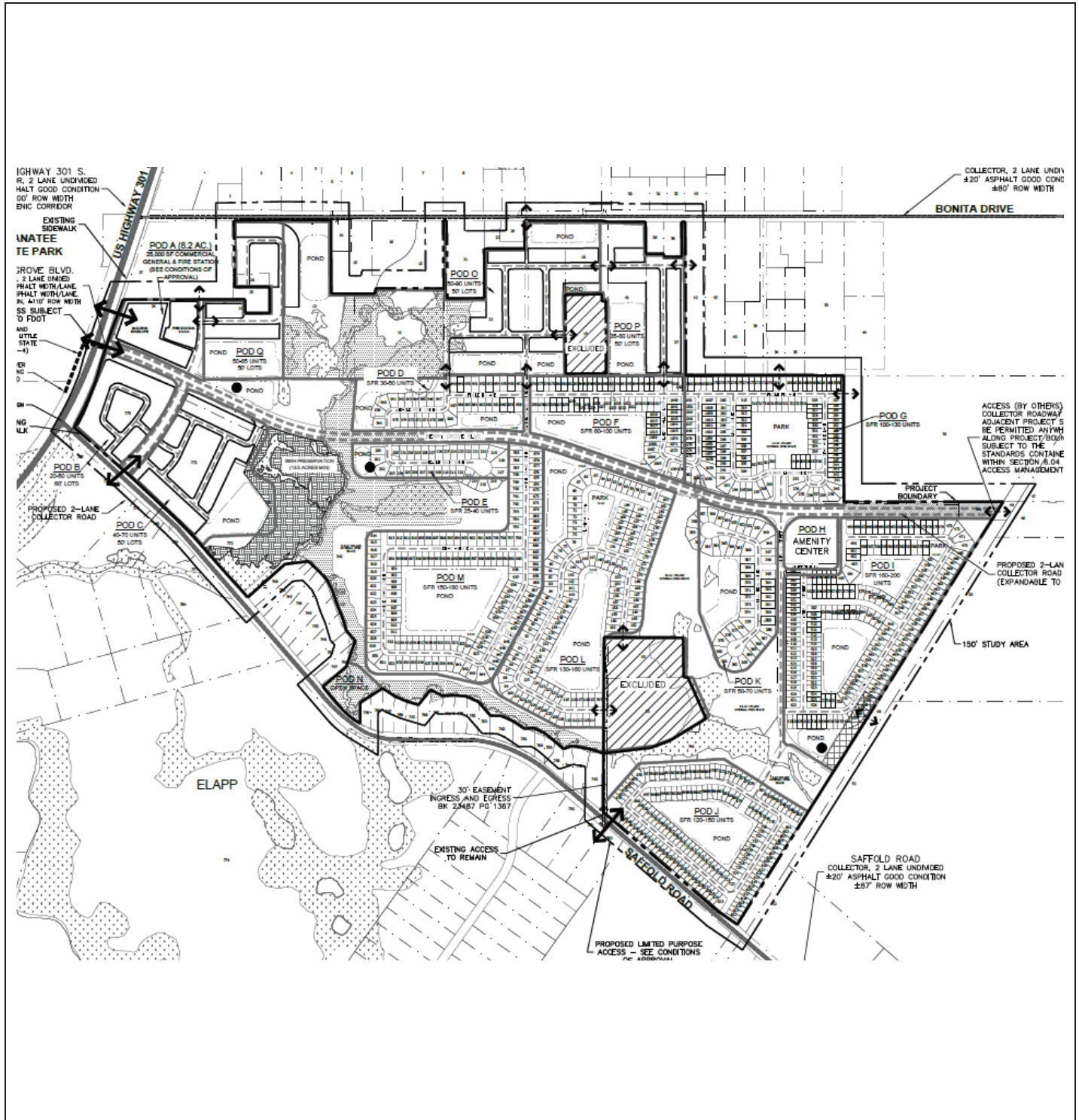


Adjacent Zonings and Uses (Development Area)

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-1 AR	AS-1: 1 unit per acre AR: 1 unit per 5 acres	AS-1 & AR: Single-Family Residential and Agriculture	Single-Family Residential and Agriculture
South	AR, AS-1 & PD	AR: 1 unit per 5 acres AS-1: 1 unit per acre PD: 1 unit per acre	AR & AS-1: Single-Family Residential & Agriculture PD: Single Family Residential	Single-Family Residential, SWFMD/Government, Agriculture, Undeveloped
West	PD 91-0181 PD 80-0147	N/A	Park	Park
East	PD & AR	PD: 4 units per acre AR: 1 unit per 5 acres	PD: Single-Family Residential, Recreation, Residential Support uses AR: Agriculture, Single-Family Residential	PD: Undeveloped AR: Agriculture

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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 Highway 301	FDOT Principal Arterial - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
Berry Grove Boulevard	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for 4-lanes)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
Bonita Drive	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Section)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
Saffold Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Section)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other

Project Trip Generation (Receiving Area Only) <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	9,764	706	1,008
Proposed	19,382	1,674	1,800
Difference (+/-)	+ 9,618	+ 968	+ 792

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

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
Notes: There are Transportation Related Administrative Reviews (TRARs) which are anticipated to be needed; however, they have been deferred to the site/subdivision stage. See Conditions of Approval.		

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 checked="" type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Determination	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The majority of this application consists of an already approved Planned Development, approved in 2019 and then expanded and approved in 2024. This PD will further expand the PD by approximately 30 acres, located north and west of the existing development. Previous and proposed development standards are unchanged. The increase in the number of lots is 133 from the previous approval. The addition of a commercial parcel will be located on the east side of US Hwy 301, to serve both internal and external residents.

Staff has not identified any compatibility concerns with the proposal.

5.2 Recommendation

Approvable, subject to conditions.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 9, 2025.

The Following Shall Apply to the Southern Area of the Planned Development:

- 1. Residential development shall be limited to a maximum of 1,290 residential units.
- 2. Pods B, C, D, E, F, G, I, J, K, L, M, O, P, and Q shall meet the following:
 - 2.1 Limited to single-family detached residential. Each pod shall be limited to the maximum number of units provided for each pod on general site plan.
 - 2.2 Single-family detached lots and units shall be developed in accordance with the following:

Minimum lot size:	4,000 sf
Minimum lot width:	40 feet
Minimum front yard setback:	10 feet (unless otherwise stated)
Minimum garage setback:	20 feet
Minimum side yard setback:	5 feet
Minimum rear yard setback:	10 feet
Maximum building height:	35 feet/2-stories

Minimum lot size:	5,500 sf
Minimum lot width:	50 feet
Minimum front yard setback:	20 feet*
Minimum side yard setback:	5 feet
Minimum rear yard setback:	15 feet
Maximum building height:	35 feet/2-stories

*corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard. For front yards functioning as a side yards, the garage setback shall be 20 feet.

Minimum lot size:	6,000 sf
Minimum lot width:	60 feet
Minimum front yard setback:	20 feet*
Minimum side yard setback:	5 feet
Minimum rear yard setback:	15 feet
Maximum building height:	35 feet/2-stories

*corner lots shall permit a setback of 10 feet for the front yard functioning as a side yard. For front yards functioning as a side yards, the garage setback shall be 20 feet.
 - 2.3 Single-family detached lots developed at a width under 50 feet shall comply with the following:
 - 2.3.1 No more than 65% of the single-family detached lots within Pods B, C, D, E, F, G, I, J, K, L, M, O, P, and Q may be under 50 feet in width. If the project will be platted by pod or phase, individual pods or phases shall meet this requirement for each individual pod or phase submitted for plat review. If these percentages will be blended throughout Pods B, C, D, E, F, G, I, J, K, L, M, O, P, and Q each plat shall provide a table providing the number and percentage of lots under 50 feet

in width proposed and approved within Pods B, C, D, E, F, G, I, J, K, L, M, O, P, and Q. If when blended an individual pod or phase at platting will exceed the percentage maximum of lots under 50 feet in width, the permissibility for lots under 50 feet in width will be restricted accordingly elsewhere in Pods B, C, D, E, F, G, I, J, K, L, M, O, P, and Q.

2.3.2 Single-family detached units shall provide a 2-car garage.

2.3.3 Each unit's primary entrance door shall face the roadway.

2.4 Buildings and uses within the amenity center (Pod H) shall be developed in accordance with the following:

Minimum front yard setback:	10 feet
Minimum side yard setback:	5 feet
Minimum rear yard setback:	10 feet
Maximum building height:	35 feet/2-stories

Buffering and screening where adjacent to any residential uses shall be required.

3. Pod A shall be permitted a maximum of 25,000 sf for limited CG (Commercial General) zoning district uses and a County Fire Station. The Fire Station shall be on a minimum 2-acre site.

4. In regards to the County Fire Station in Pod A:

4.1 The County and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years from the zoning approval of PD 25-0704 (the "Agreement Period").

4.2 Any and all roadways within the PD serving and/or providing access to Pod A shall be platted to the Pod A property lines. In no event shall there be any intervening lands restricting access to Pod A (i.e. spite strips shall not be permitted). Additionally, all uses within Pod A shall be accessible from both US 301 and Berry Grove Blvd.

4.3 Should the County and the Developer not reach a mutually agreeable dedication agreement within the Agreement Period, Commercial General uses shall be permitted on the 2 ac. Site.

5. Commercial development within Pod A shall be developed in accordance with the following:

Maximum building height:	50 feet*
Minimum Front Yard Setback:	30 feet**
Minimum Side and Rear Yard Setbacks:	20 feet**

*An additional setback of 2 feet for every 1- foot over 20 feet in height shall be required.

**Measured from Pod A boundaries.

5.1. Any buffering and screening required per the Land Development Code shall be provided (excluding internal development).

5.2 The following CG zoning district uses shall not be permitted:

- Wholesale Distribution (Trade)
- Garage and Storage Yards for School Buses, Highway Construction Equipment, Telephone Equipment, and Utility Trucks and Equipment

- Recyclable Metal Recovery Facilities

6. As Saffold Rd. is a substandard collector roadway, the developer will be required to improve the roadway, between the easternmost project access and US 301, to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM) or Transportation Design Manual (TDM) standards may be considered through the Design Exception (DE) or Design Deviation Memorandum (DDM) process, as applicable.
7. As Bonita Dr. is a substandard collector roadway, the developer will be required to improve the roadway, between the easternmost project access and US 301, to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM) or Transportation Design Manual (TDM) standards may be considered through the Design Exception (DE) or Design Deviation Memorandum (DDM) process, as applicable.
8. The developer shall dedicate and convey to Hillsborough County up to 15 feet of right-of-way, for a distance of approximately 50 feet on either side of:
 - a. the Dug Creek stormwater cross drain under Saffold Rd.; and,
 - b. the stormwater cross drain located +/- 300 feet to the northwest of the Dug Creek stormwater cross drain.
9. The developer shall construct a minimum 5-foot-wide sidewalk along the project's West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.
[THIS CONDITION HAS BEEN SATISFIED]
10. With regards to the Designated Receiving Area:
 - 10.1 Internal project roadways shall be public and may not be gated.
 - 10.2 The developer shall construct all proposed full access connections and future roadway connections as generally shown on the PD site plan, as well as any additional internal connections that may be required to satisfy Section 6.02.01.H emergency access requirements. Access to US 301 is subject to FDOT approval.
 - 10.3 Consistent with Section 10.01.05.D.2., no further notification to future PD residents shall be required when such connections are completed.
11. With regards to required site access improvements:
 - 11.1 The developer shall construct the following improvements:
 - 11.1.1 A southbound to eastbound left turn lane on US 301 onto Saffold Rd.
 - 11.1.2 A southbound to eastbound left turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway).
 - 11.1.3 A northbound to eastbound right turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway).
 - 11.1.4 A westbound to southbound left turn lane on the proposed east-west collector roadway onto US 301.
 - 11.1.5 An eastbound to northbound left turn lane on Saffold Rd onto the proposed north-south collector roadway.
 - 11.1.6 An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway.

[CONDITION 11.1 HAS BEEN SATISFIED]

- 11.2 The developer shall construct the following additional improvements:
 - 11.2.1 A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.; and
 - 11.2.2 Any site access improvements, including but not limited to new or extended turn lanes, which may be identified as needed in the trip generation and site access analysis required pursuant to Condition 16 herein. The developer shall be required to dedicate any additional right of way needed to accommodate the required improvements, if any.
- 11.3 In addition to the above improvements that may require the developer to dedicate and convey (or otherwise acquire) additional right of way, the developer shall preserve any additional right of way necessary to accommodate construction (by others) of a westbound to southbound left turn lane on Saffold Rd. onto US 301.
12. With regards to certain internal roadways:
 - 12.1 The developer has constructed the east-west collector roadway (i.e. Berry Grove Blvd.) as 2-lane collector roadways consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the 2021 Hillsborough County Transportation Technical Manual (TTM). In addition to the right of way required for the above improvements, the developer shall preserve additional right of way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future.
 - 12.2 The developer shall construct the north-south collector roadways as 2-lane collector roadways consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the 2021 Hillsborough County Transportation Technical Manual (TTM).
13. With each increment of development, the developer shall conduct a signal warrant analysis to determine if a traffic signal is warranted at the intersection of Berry Bay Blvd. and US 301. If warranted and approved by FDOT, the developer shall install the signal. Concurrent with the signalization of the intersection, the developer shall install a crosswalk for pedestrians and bicyclists at the intersection.
14. Concurrent with the signalization and construction of the crosswalk at the intersection, the developer shall construct a multi-use path along the west side of US 301 connecting the development to the Little Manatee River State Park North Trail Head trailhead located on the west side of US 301. Improvements are subject to FDOT approval.
15. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trails (MUTs), may be permitted anywhere along the PD boundaries.
16. Concurrent with each increment of development within Pod A, the developer shall submit a trip generation and site impact analysis, which shall be used to determine whether existing turn lanes are of sufficient length and/or whether additional site access improvements may be needed pursuant to Sec. 6.04.04.D of the LDC.

The following shall apply to the Northern Area of the Planned Development:

17. The Designated Sending Area depicted on the site plan, shall be limited to one dwelling unit for the entire 173.61 acre Designated Sending Area. Prior to preliminary plat approval for the Designated Receiving Area, the developer shall submit to Hillsborough County a proposed deed restriction in the form of conservation easement consistent with Section 704.06, Florida Statutes, which shall encumber the Designated Sending Area, limit the development within the Designated Sending Area to one, single residential dwelling unit, and be enforceable by Hillsborough County. The conservation easement must be accepted by the Hillsborough County Board of County Commissioners and recorded in the official public records of Hillsborough County prior to preliminary plat approval.
 - 17.1 A maximum of 1 single-family detached lot shall be permitted where depicted on the general site plan. Development shall be in accordance with the AR zoning district development standards.
 - 17.2 Notwithstanding the above, the Bullfrog Creek Mitigation Designated Sending Area shall also permit conservation and passive agricultural uses.
 - 17.3 Access to the one (1) single-family dwelling unit may be permitted anywhere along the PD frontage where adjacent to the Ingress and Egress Easement (as recording in OR Book 25621 Page 624) serving the property;
 - 17.4 Additional access shall be permitted in the location specified on West Lake Dr. or anywhere along the Ingress and Egress Easement necessary to provide for maintenance of these lands.

The Following Shall Apply to the Entire Planned Development:

18. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
19. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
20. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
21. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
22. 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. This statement should be identified as a condition of the rezoning.
23. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. The potential for upland significant wildlife habitat

within the boundaries of the proposed application shall require the site plan to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation provision for upland significant wildlife habitat will be addressed.

24. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
25. 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.
26. 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.
28. For the entire Planned Development, if the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the 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.
29. For the entire Planned Development, 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, recertification 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:

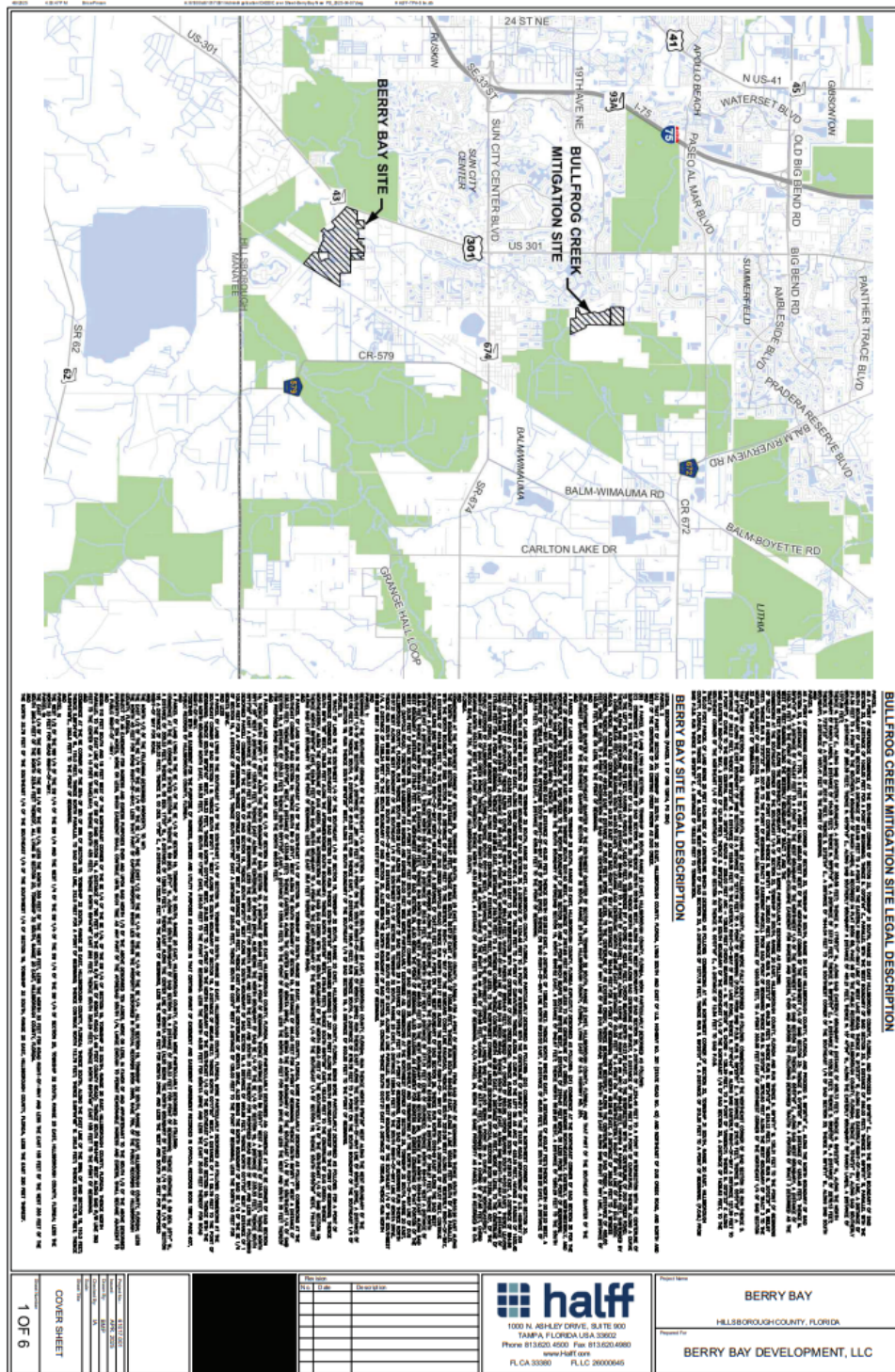
J. Brian Grady

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

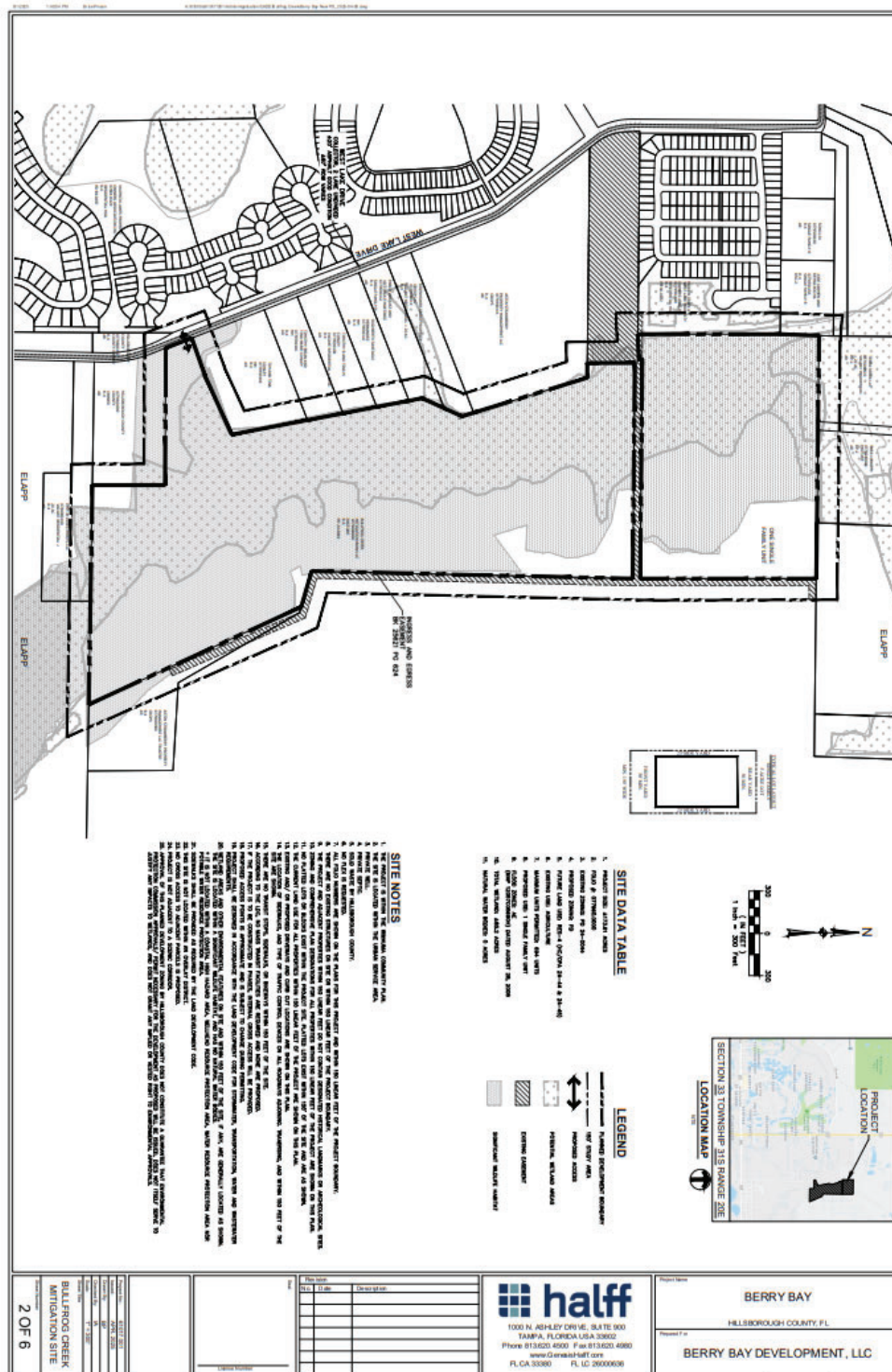
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

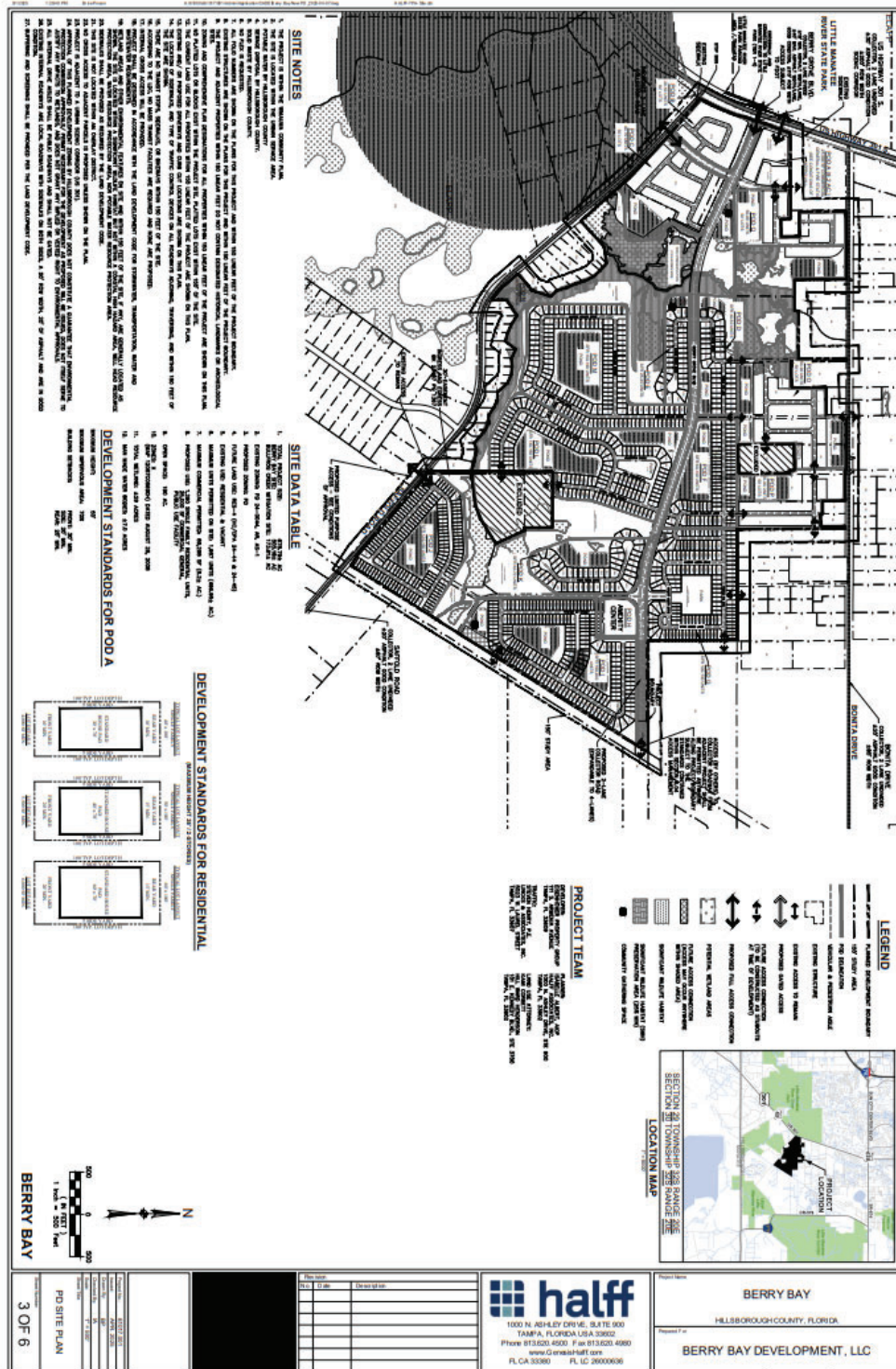
8.0 PROPOSED SITE PLAN (FULL)



8.0 PROPOSED SITE PLAN (FULL)



8.0 PROPOSED SITE PLAN (FULL)



8.0 PROPOSED SITE PLAN (FULL)

PROJECT INFORMATION		SUBMITTER INFORMATION		REVIEWER INFORMATION	
PROJECT NAME	BERRY BAY	SUBMITTER NAME	BERRY BAY DEVELOPMENT, LLC	REVIEWER NAME	MICHELLE HEINRICH, AICP
PROJECT ADDRESS	1000 N. WILSON DRIVE, SUITE 1000 TAMPA, FLORIDA 33606	SUBMITTER ADDRESS	1000 N. WILSON DRIVE, SUITE 1000 TAMPA, FLORIDA 33606	REVIEWER ADDRESS	1000 N. WILSON DRIVE, SUITE 1000 TAMPA, FLORIDA 33606
PROJECT PHONE	(813) 222-4500	SUBMITTER PHONE	(813) 222-4500	REVIEWER PHONE	(813) 222-4500
PROJECT FAX	(813) 222-4500	SUBMITTER FAX	(813) 222-4500	REVIEWER FAX	(813) 222-4500
PROJECT EMAIL	info@berrymay.com	SUBMITTER EMAIL	info@berrymay.com	REVIEWER EMAIL	info@berrymay.com
PROJECT WEBSITE	www.berrymay.com	SUBMITTER WEBSITE	www.berrymay.com	REVIEWER WEBSITE	www.berrymay.com
PROJECT DESCRIPTION					
The project is a proposed development of a new building, located at 1000 N. Wilson Drive, Suite 1000, Tampa, Florida 33606. The building is a new construction and is intended for use as a commercial building. The project is a new construction and is intended for use as a commercial building. The project is a new construction and is intended for use as a commercial building.					
PROJECT LOCATION					
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PROJECT SCOPE					
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PROJECT STATUS					
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PROJECT CONTACT					
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PROJECT NOTES					
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PROJECT COMMENTS					
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PROJECT ACTION					
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PROJECT REVIEW					
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PROJECT APPROVAL					
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PROJECT CLOSURE					
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4 OF 6

COVER SHEET

half

1000 N. WILSON DRIVE, SUITE 1000
TAMPA, FLORIDA 33606
Phone: (813) 222-4500 Fax: (813) 222-4500
www.berrymay.com

BERRY BAY

HILLSBOROUGH COUNTY, FLORIDA

BERRY BAY DEVELOPMENT, LLC

8.0 PROPOSED SITE PLAN (FULL)

PROJECT INFORMATION		SUBMITTER INFORMATION		REVIEWER INFORMATION	
PROJECT NAME	BERRY BAY	SUBMITTER NAME	BERRY BAY DEVELOPMENT, LLC	REVIEWER NAME	MICHELLE HEINRICH, AICP
PROJECT ADDRESS	1000 N. ADHLEY DRIVE, SUITE 500 TAMPA, FLORIDA 33602	SUBMITTER ADDRESS	1000 N. ADHLEY DRIVE, SUITE 500 TAMPA, FLORIDA 33602	REVIEWER ADDRESS	1000 N. ADHLEY DRIVE, SUITE 500 TAMPA, FLORIDA 33602
PROJECT PHONE	(813) 401-4000	SUBMITTER PHONE	(813) 401-4000	REVIEWER PHONE	(813) 401-4000
PROJECT FAX	(813) 401-4000	SUBMITTER FAX	(813) 401-4000	REVIEWER FAX	(813) 401-4000
PROJECT EMAIL	www.half.com	SUBMITTER EMAIL	www.half.com	REVIEWER EMAIL	www.half.com
PROJECT STATE	FLORIDA	SUBMITTER STATE	FLORIDA	REVIEWER STATE	FLORIDA
PROJECT CITY	TAMPA	SUBMITTER CITY	TAMPA	REVIEWER CITY	TAMPA
PROJECT ZIP	33602	SUBMITTER ZIP	33602	REVIEWER ZIP	33602
PROJECT COUNTY	HILLSBOROUGH	SUBMITTER COUNTY	HILLSBOROUGH	REVIEWER COUNTY	HILLSBOROUGH
PROJECT ZONE	1000 N. ADHLEY DRIVE, SUITE 500	SUBMITTER ZONE	1000 N. ADHLEY DRIVE, SUITE 500	REVIEWER ZONE	1000 N. ADHLEY DRIVE, SUITE 500
PROJECT TYPE	COMMERCIAL	SUBMITTER TYPE	COMMERCIAL	REVIEWER TYPE	COMMERCIAL
PROJECT STATUS	APPROVED	SUBMITTER STATUS	APPROVED	REVIEWER STATUS	APPROVED
PROJECT DATE	2025-08-18	SUBMITTER DATE	2025-08-18	REVIEWER DATE	2025-08-18
PROJECT TIME	10:00 AM	SUBMITTER TIME	10:00 AM	REVIEWER TIME	10:00 AM
PROJECT LOCATION	1000 N. ADHLEY DRIVE, SUITE 500	SUBMITTER LOCATION	1000 N. ADHLEY DRIVE, SUITE 500	REVIEWER LOCATION	1000 N. ADHLEY DRIVE, SUITE 500
PROJECT CONTACT	www.half.com	SUBMITTER CONTACT	www.half.com	REVIEWER CONTACT	www.half.com
PROJECT NOTES	BERRY BAY DEVELOPMENT, LLC 1000 N. ADHLEY DRIVE, SUITE 500 TAMPA, FLORIDA 33602 Phone: (813) 401-4000 Fax: (813) 401-4000 www.half.com FLCA 30380 FLIC 28000665				
5 OF 6					

8.0 PROPOSED SITE PLAN (FULL)

[illegible]

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/11/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Wimauma

PETITION NO: 25-0704

- ☐ 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

1. Regarding Land dedication and conveyance of a County Fire Station within Pod A:
 - 1.1. The County and the Developer will use their best efforts to reach a mutually agreeable dedication agreement within three (3) years from the zoning approval of PD 25-0704 (the "Agreement Period").
 - 1.2. Any and all roadways within the PD serving and/or providing access to Pod A shall be platted to the Pod A property lines. In no event shall there be any intervening lands restricting access to Pod A (i.e. spite strips shall not be permitted). Additionally, all uses within Pod A shall be accessible from both US 301 and Berry Grove Blvd.
 - 1.3. Should the County and the Developer not reach a mutually agreeable dedication agreement within the Agreement Period, Commercial General uses shall be permitted on the 2 ac. Site.
2. As Saffold Rd. is a substandard collector roadway, the developer will be required to improve the roadway, between the easternmost project access and US 301, to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM) or Transportation Design Manual (TDM) standards may be considered through the Design Exception (DE) or Design Deviation Memorandum (DDM) process, as applicable.
3. As Bonita Dr. is a substandard collector roadway, the developer will be required to improve the roadway, between the easternmost project access and US 301, to current County standards unless otherwise approved through the Sec. 6.04.02.B. Administrative Variance process. Deviations from Transportation Technical Manual (TTM) or Transportation Design Manual (TDM) standards may be considered through the Design Exception (DE) or Design Deviation Memorandum (DDM) process, as applicable.
4. The developer shall dedicate and convey to Hillsborough County up to 15 feet of right of way, for a distance of approximately 50 feet on either side of:
 - 4.1. The Dug Creek stormwater cross drain under Saffold Rd.; and
 - 4.2. The stormwater cross drain located +/- 300 feet to the northwest of the Dug Creek stormwater cross drain.

5. The developer shall construct a minimum 5-foot-wide sidewalk along the project's West Lake Dr. frontage concurrent with construction of the first increment of development within Designated Receiving Area, or concurrent with development of the single-family dwelling within the Designated Sending Area, whichever occurs first.

[THIS CONDITION HAS BEEN SATISFIED]

6. With regards to the Designated Receiving Area:
 - 6.1. Internal project roadways shall be public and may not be gated.
 - 6.2. The developer shall construct all proposed full access connections and future roadway connections as generally shown on the PD site plan, as well as any additional internal connections that may be required to satisfy Section 6.02.01.H emergency access requirements. Access to US 301 is subject to FDOT approval.
 - 6.3. Consistent with Section 10.01.05.D.2., no further notification to future PD residents shall be required when such connections are completed.
7. With regards to required site access improvements:
 - 7.1. The developer shall construct the following improvements:
 - 7.1.1. A southbound to eastbound left turn lane on US 301 onto Saffold Rd.
 - 7.1.2. A southbound to eastbound left turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway).
 - 7.1.3. A northbound to eastbound right turn lane on US 301 at the project entrance (i.e. onto the proposed east-west collector roadway).
 - 7.1.4. A westbound to southbound left turn lane on the proposed east-west collector roadway onto US 301.
 - 7.1.5. An eastbound to northbound left turn lane on Saffold Rd onto the proposed north-south collector roadway.
 - 7.1.6. An eastbound to northbound left turn lane on Saffold Rd. into the easternmost project driveway.

[CONDITION 7.1 HAS BEEN SATISFIED]

- 7.2. The developer shall construct the following additional improvements:
 - 7.2.1. A southbound to westbound right turn lane on the proposed north-south collector roadway onto Saffold Rd.; and
 - 7.2.2. Any site access improvements, including but not limited to new or extended turn lanes, which may be identified as needed in the trip generation and site access analysis required pursuant to **Condition 12** herein. The developer shall be required to dedicate any additional right of way needed to accommodate the required improvements, if any.
 - 7.3. In addition to the above improvements that may require the developer to dedicate and convey (or otherwise acquire) additional right of way, the developer shall preserve any additional right of way necessary to accommodate construction (by others) of a westbound to southbound left turn lane on Saffold Rd. onto US 301.
8. With regards to certain internal roadways:
 - 8.1. The developer has constructed the east-west collector roadway (i.e. Berry Grove Blvd.) as 2-lane collector roadways consistent with either the Type TS-4 (Urban Collector

Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the 2021 Hillsborough County Transportation Technical Manual (TTM). In addition to the right of way required for the above improvements, the developer shall preserve additional right of way along the east-west collector roadway as necessary, such that it is expandable to a 4-lane facility in the future.

- 8.2. The developer shall construct the north-south collector roadways as 2-lane collector roadways consistent with either the Type TS-4 (Urban Collector Roadway) or Type TS-7 (Local and Collector Rural Roads), as found within the 2021 Hillsborough County Transportation Technical Manual (TTM).
9. With each increment of development, the developer shall conduct a signal warrant analysis to determine if a traffic signal is warranted at the intersection of Berry Bay Blvd. and US 301. If warranted and approved by FDOT, the developer shall install the signal. Concurrent with the signalization of the intersection, the developer shall install a crosswalk for pedestrians and bicyclists at the intersection.
10. Concurrent with the signalization and construction of the crosswalk at the intersection, the developer shall construct a multi-use path along the west side of US 301 connecting the development to the Little Manatee River State Park North Trail Head trailhead located on the west side of US 301. Improvements are subject to FDOT approval.
11. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access, or access connections to continue/extend the Multi-Use Trails (MUTs), may be permitted anywhere along the PD boundaries.
12. Concurrent with each increment of development within Pod A, the developer shall submit a trip generation and site impact analysis, which shall be used to determine whether existing turn lanes are of sufficient length and/or whether additional site access improvements may be needed pursuant to Sec. 6.04.04.D of the LDC.

The following shall apply to the Bullfrog Creek Mitigation Designated Sending Area:

13. The Designated Sending Area depicted on the site plan, shall be limited to one dwelling unit for the entire 173.61 acre Designated Sending Area. Prior to preliminary plat approval for the Designated Receiving Area, the developer shall submit to Hillsborough County a proposed deed restriction in the form of conservation easement consistent with Section 704.06, Florida Statutes, which shall encumber the Designated Sending Area, limit the development within the Designated Sending Area to one, single residential dwelling unit, and be enforceable by Hillsborough County. The conservation easement must be accepted by the Hillsborough County Board of County Commissioners and recorded in the official public records of Hillsborough County prior to preliminary plat approval.
 - 13.1. A maximum of 1 single-family detached lot shall be permitted where depicted on the general site plan. Development shall be in accordance with the AR zoning district development standards.
 - 13.2. Notwithstanding the above, the Bullfrog Creek Mitigation Designated Sending Area shall also permit conservation and passive agricultural uses.
 - 13.3. Access to the one (1) single-family dwelling unit may be permitted anywhere along the PD frontage where adjacent to the Ingress and Egress Easement (as recording in OR Book 25621 Page 624) serving the property.
 - 13.4. Additional access shall be permitted in the location specified on West Lake Dr. or anywhere along the Ingress and Egress Easement necessary to provide for maintenance of these lands.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to add approximately 31.8 acres to the currently approved Berry Bay Planned Development (24-0044), as most recently amended via PRS 25-0573, to create a new Planned Development (PD). The acreage proposed to be added is currently zoned Agricultural Rural (AR) and Agricultural, Single Family (AS-1).

The PD is currently approved for 1,157 single-family dwelling units and a 10,000 square foot fire station. This PD requests entitlements for 1,290 residential units, 25,000 square feet of Commercial General (CG) uses, and a 10,000 square foot fire station. The project site was recently incorporated into the Urban Service Area with a future land use (FLU) change to Residential-4 (RES-4) with petitions HC/CPA 24-45 and HC/CPA 24-44.

The applicant submitted a narrative request which indicated Design Exceptions for substandard roadway improvements on Bonita Drive and Saffold Road would be submitted with this application request; however, at the time this report was written no such requests had been received. As such, the substandard roadway improvements for the noted roads will be deferred and addressed at time of site/subdivision/construction plan review.

Trip Generation Analysis

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project. Other portions of the project (i.e. the sending area) remain unchanged and while not summarized below, generate minimal traffic and are incorporated herein by reference. Staff prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The data presented below is based on the Institute of Transportation Engineer's *Trip Generation Manual*, 11th Edition unless otherwise noted. For the Fire Station use, since average daily and a.m. peak hour data is unavailable from ITE, staff assumed that a.m. peak equals PM peak traffic, and utilized the industry practice of calculating daily trips as 10 times the highest peak hour period.

Approved Uses (Receiving Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,157 Single-Family Detached dwelling units (ITE LUC 210)	9,598	692	992
PD, 10,000 square feet Fire and Rescue Station (ITE LUC 575)	50 (est.)	5 (est.)	5
AR, 5 Single-Family Detached dwelling units (ITE LUC 210)	64	5	6
AS-1, 4 Single-Family Detached dwelling units (ITE LUC 210)	52	4	5
Total	9,764	706	1,008

Proposed Uses (Receiving Area Only):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 1,290 Single-Family Detached dwelling units	10,608	764	1,100

(ITE LUC 210)			
PD, 25,000 square feet Commercial General:			
5,000 SF/14 VFP Convenience Store/Gas Station (ITE LUC 945)	3,066	224	258
5,000 SF Restaurant w/ Drive Thru (ITE LUC 934)	2,338	223	165
5,000 SF Coffee/Donut Shop w/ Drive Thru (ITE LUC 937)	2,668	429	194
10,000 SF Strip Retail Plaza (ITE LUC 822)	652	29	78
PD, 10,000 square feet Fire and Rescue Station (ITE LUC 575)	50 (est.)	5 (est.)	5
Total	19,382	1,674	1,800

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+ 9,618	+ 968	+ 792

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on US Highway 301, Berry Grove Boulevard, Saffold Road, and Bonita Drive.

US Highway 301 is a 2-lane, divided, FDOT maintained, principal arterial roadway characterized by +/- 12-foot-wide lanes in good condition, +/- 4-foot-wide bicycle facilities on paved shoulders, and intermittent +/- 6-foot-wide sidewalks on the east side of the roadway within the vicinity of the project. The roadway lies within a +/- 200-foot-wide right of way in the vicinity of the proposed project. US Highway 301 is a Scenic Corridor and is planned for 6-lanes on the Corridor Preservation Plan.

Berry Grove Boulevard is a 2-lane, divided, collector roadway characterized by +/- 11-foot-wide lanes good condition, +/- 7-foot-wide buffered bike lanes, and +/- 6-foot-wide sidewalks on both sides of the roadway within the vicinity of the project. The roadway lies within a +/- 110-foot-wide of right of way in the vicinity of the proposed project.

Saffold Road is a 2-lane, undivided, collector roadway characterized by +/- 10-foot-wide lanes in good condition, no bike lanes, and 10-foot-wide sidewalks on the north side of the roadway within the vicinity of the project. The roadway lies within a +/- 100-foot-wide right of way in the vicinity of the proposed project.

Bonita Drive is a 2-lane, undivided, collector roadway characterized by +/- 20 feet of pavement in good condition, no bike lanes or sidewalks within the vicinity of the project, and within +/- 80 feet of right of way.

SITE ACCESS AND CONNECTIVITY

Generally

The project has full access to US Highway 301 via Berry Grove Boulevard, Saffold Road, and Bonita Drive. As a previous requirement of the PD, the developer has constructed an east-west collector roadway, Berry Grove Boulevard, from US Highway 301 to the eastern PD boundary as a 2-lane roadway, with right of way to permit expansion to 4-lanes in the future if needed. Berry Grove Boulevard is planned to extend eastward to CR 579 as requirement of an adjacent

PD. There is an existing zoning condition which requires the developer to signalize the intersection of Berry Grove Boulevard and US Highway 301 when warranted.

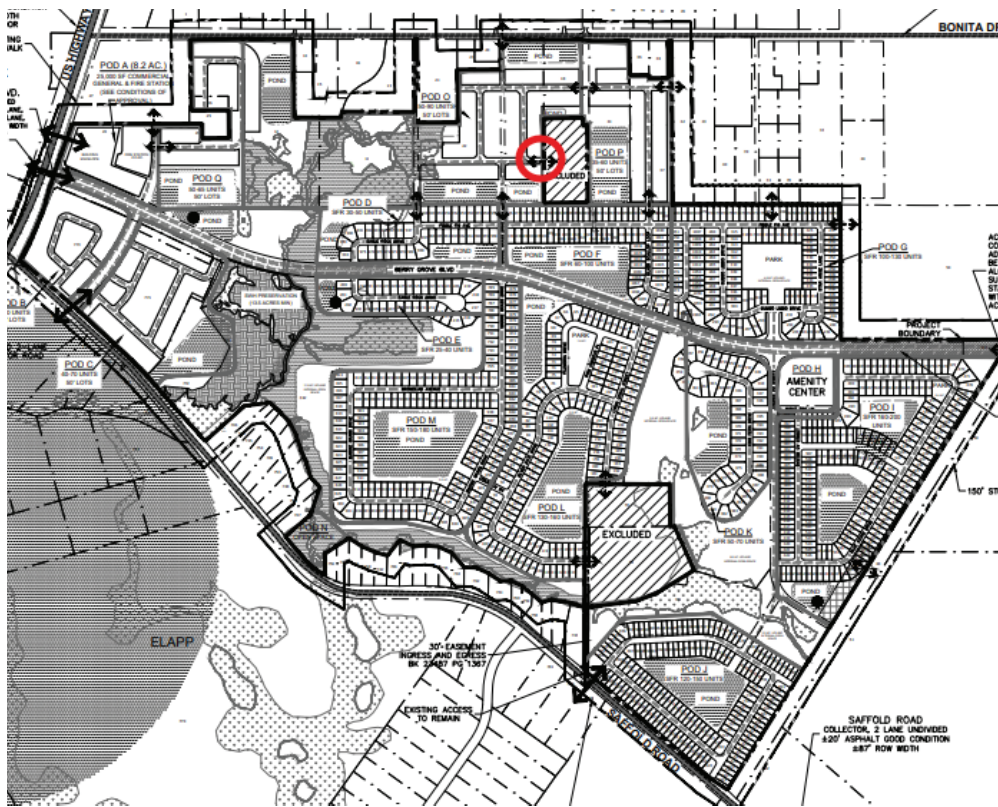
The current request is proposing to add a right-in/right-out access connection to Pod A from US Highway 301. As US Highway 301 is an FDOT roadway, the presence, location and design of this connection will be subject to review and approval by FDOT.

Since the commercial uses for Pod A are not fully known at this time, the developer will be required to submit site access analysis for each increment of non-residential development in Pod A to identify necessary roadway improvements and potential right of way dedication, if any. These could include, but shall not be limited to, right turn lanes along Berry Grove Boulevard, right turn lanes along US Highway 301, and extension of the southbound to eastbound left turn lane on US Highway 301 and construction of an eastbound to northbound left turn lane on Berry Grove Boulevard.

The development is not proposing changes to the approved full access connection onto Bonita Drive or the approved full access connections onto Saffold Road.

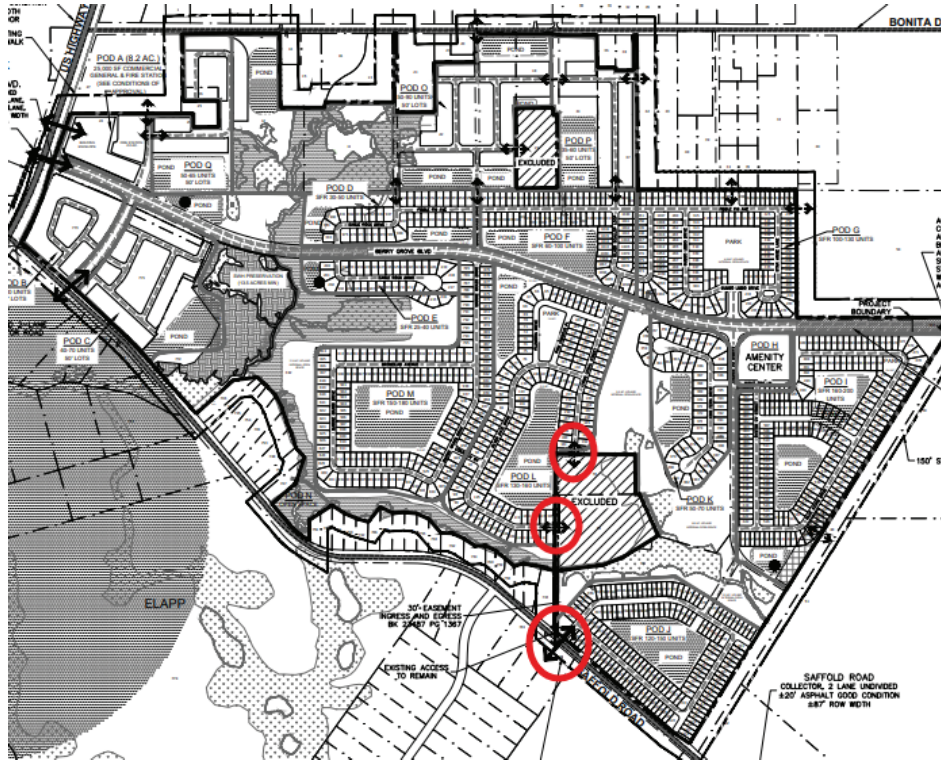
Connectivity with Folio 79636.0090, Marked as “Excluded” on the PD Site Plan

Staff notes that there are properties not included in this PD request but are surrounded by lands within the PD. As such, a connection to Folio 79636.0090 has been proposed, as it is surrounded by Pod O to the west and Pod P to the east. It is the developer and County’s intent that this stubout serves as the sole access to this folio upon its development/redevelopment. The access stubout is shown below within the red circle. Without this proposed connection Folio 79636.0090 would not have access to the surrounding transportation network.



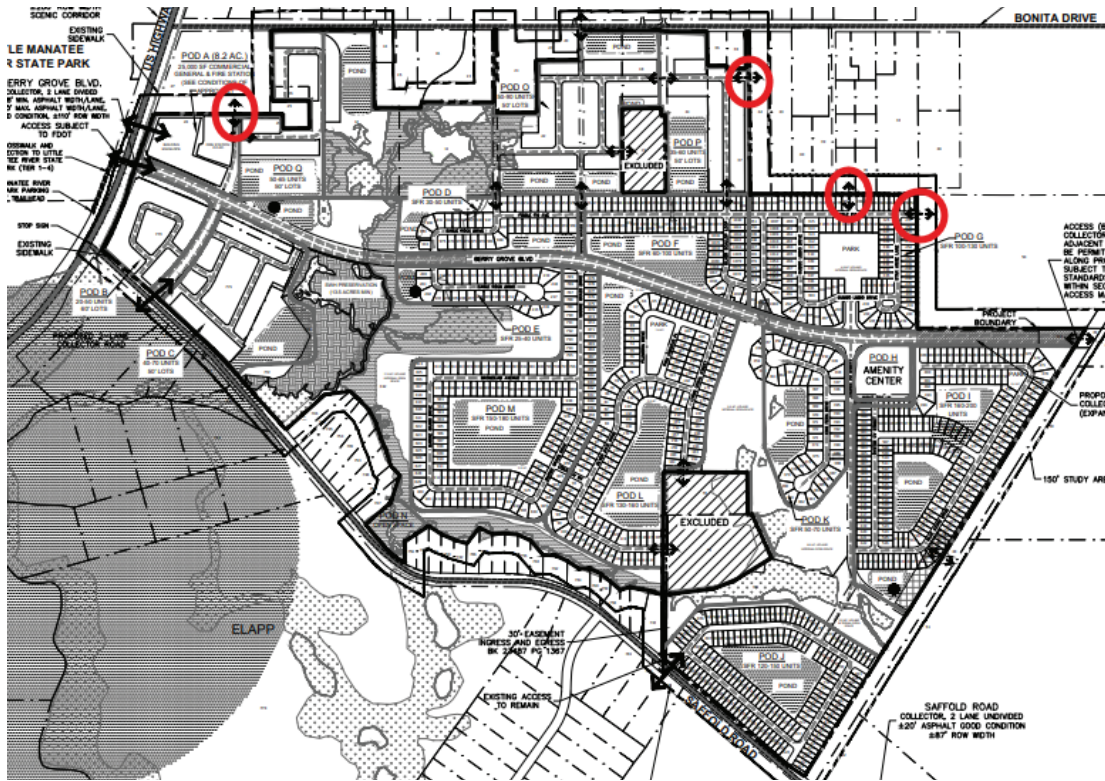
Connectivity with Folios 79709.0500 and 79709.0100, Marked as “Excluded” on the PD Site Plan

Folios 79709.0500 and 79709.0100 are surrounded by the proposed development and accessed through the subject property via a 30-foot-wide ingress/egress easement (recorded in OR Book 23487, Page 1387). The existing driveway on Saffold Road serving this easement is shown below within the southernmost red circle. Based upon the underlying FLU density of 4 units an acre (RES-4), it is estimated that a combined total of +/- 59 dwelling units could be built on the two excluded parcels. Given the current LDC regulations, which permit a maximum of 3 dwelling units on a 30-foot-wide easement and, given the proximity of this driveway to the easternmost proposed access to Saffold Road, no development beyond three dwelling units would be permitted without alternate access. It is the developer and County's intent that these stubouts serve as the sole access to these folios upon their development/redevelopment. The two access stubouts are shown below within the two northernmost red circles.



General External Connectivity

The project proposes several roadway stubouts to adjacent properties outside of the proposed PD. More specifically, Pod A proposes a future connection to the north, Pod P proposes a future connection to the east, and Pod G proposes future connections to the north and east (shown below within the red circles). These stubouts not only provide for future pedestrian and vehicular connectivity as required by County LDC, Sec. 6.02.01., but they will also serve as required emergency access connections also required by the LDC.



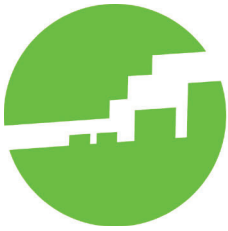
ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Berry Grove Boulevard, Saffold Road, and Bonita Drive are not regulated roadways and were not included in the 2020 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for these roadways can be provided.

The roadway level of service provided for US Highway 301 is for information purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
U.S. Highway 301	Manatee County	SR 674	D	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: August 18, 2025 Report Prepared: August 7, 2025	Case Number: PD 25-0704 Folio(s): 79640.0100, 79640.0000, 79638.5500, 79643.5825, 79643.5775 General Location: North of Saffold Road, south of Bonita Drive, and east of US Highway 301.
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential – 4 (4 du/ga; 0.25 FAR) *Effective July 17 th under HC/CPA 24-45
Service Area	Urban *Effective July 17 th under HC/CPA 24-44
Community Plan(s)	Wimauma Village + SouthShore Areawide Systems
Rezoning Request	Planned Development (PD) to bring 31.84 acres into an existing PD for 133 additional single-family units and allow 25,000 square feet of Commercial General uses in Pod A
Parcel Size	+/- 31.84
Street Functional Classification	Saffold Road – County Collector Bonita Drive – County Collector US Highway 301 – State Principal Arterial

Commercial Locational Criteria	Pod A meets; not applicable for other parcels
Evacuation Area	D + E

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	AR + AS-1	Single-family + Vacant
North	Residential-4	PD, AR, + AS-1	Single-family, Agricultural, + Vacant
South	Residential-4, Residential-1, Agricultural/Rural, + Natural Preservation	PD, AR, + AS-1	Single-family, Agricultural, Public/Quasipublic/Institutions, + Vacant
East	Residential-4, Residential-1, Residential-2, + Natural Preservation	PD, AR, + AS-1	Single-family, Agricultural, + Vacant
West	Residential-4	PD, AR, + ASC-1	Public/Quasipublic/Institutions + Recreation/Open Space

Staff Analysis of Goals, Objectives, and Policies:

The 31.84 ± acre subject site is north of Saffold Road and east of US Highway 301. The site is in the Urban Service Area (USA) and is located within the limits of the Wimauma Village and Southshore Areawide Systems Community Plans. The applicant is requesting to rezone to a Planned Development (PD), bring 31.84 acres into an existing PD for 133 additional single-family units and allow 25,000 square feet of Commercial General uses in Pod A. The site was part of larger, publicly initiated map amendment applications, HC/CPA 24-44 and HC/CPA 24-45, which brought the subject site into the Urban Service Area and changed the Future Land Use designation to Residential-4. Please note the change in the Urban Service Area and the Future Land Use designation was effective on July 17th, 2025, and that the map included with this report will not reflect these changes as the Future Land Use maps are updated quarterly.

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 proposed single-family use is compatible with the existing residential character and density of the surrounding area. Additionally, the proposed commercial uses proposed within Pod A meet Commercial Locational Criteria as outlined in Objective 4.7 and the associated policies. The proposal meets the intent of the Neighborhood Protection policies in the Future Land Use Section (FLUS) under Objective 4.4 that requires new development to be compatible with the surrounding neighborhood (FLUS Policies 4.4.1 and 4.8.1). The proposed rezoning is compatible with the surrounding area.

FLUS Goal 2, FLUS Objective 2.1, and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each FLU category. The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors 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. As previously mentioned, this site was part of larger, publicly initiated map amendment applications, HC/CPA 24-44 and HC/CPA 24-45, which brought the subject site into the Urban Service Area and changed the Future Land Use designation to Residential-4 (RES-4). The Residential-4 Future Land Use (FLU) category allows for the consideration of up to 4 dwelling units per gross acre. With 31.84 acres, the additional parcels can be considered for up to 127 dwelling units. The request is for an additional 133 units which can be considered within the overall maximum density for the overall Planned Development. The overall planned development totals 496.95 acres for residential uses which can be considered for up to a maximum of 1,987 dwelling units. With 133 additional units the Planned Development will have a total of 1,290 dwelling units. Pod A contains 8.2 acres and the maximum square footage allowed under the Residential-4 Future Land Use category is 89,298. The applicant is only proposing 25,000 square feet of commercial uses. Lastly, there is an agreement to reserve 2 acres for a fire station, it has been revised that if an agreement with the County cannot be reached within 3 years, this land will be used for the commercial uses within Pod A. The proposal meets the requirements of Objective 2.1 and its accompanying policies and the RES-4 category.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Policy 4.1.1, 4.1.2, and 4.1.6). At the time of uploading this report, Transportation comments from Development Services were not yet available in Optix and thus were not taken into consideration for analysis of this request, however, the Florida Department of Transportation (FDOT) submitted a memo stating an objection to the application. It was discussed that a Condition of Approval will be made by Transportation requiring future FDOT approval for access as proposed on the site plan.

Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the Wimauma Village Community Plan. The vision statement of this plan focuses on health, equity, resilience, and sustainability as well as maintaining a small town character. The proposed development is meeting the intent of the Wimauma Village vision statement by proposing the additional residential development at a lower density than the maximum of 4 units an acre allowed, which contributes to the small town character that the plan intends to achieve. The site is also within the limits of the SouthShore Areawide Systems Community Plan. The vision statement states neighborhoods should be served by a balanced transportation system, efficient utilities, and neighborhood-oriented goods and services. The proposed commercial development within Pod A meets the intent of the SouthShore Areawide Systems Community Plan vision statement and will be a

closer node of commercial development residents of the larger Planned Development will be able to utilize.

Overall, staff finds that the proposed additional 133 single-family homes and 25,000 square feet of commercial uses in Pod A is compatible with the existing development pattern found within the surrounding area and supports the vision of the Wimauma Village Community Plan and SouthShore Areawide Systems Community Plan. The proposed Planned Development 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.

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.

Land Use Categories

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.

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.

Community Context and Compatibility

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

Objective 3.2: *Hillsborough County is comprised of many diverse communities and neighborhoods. The comprehensive plan is effective in providing an overall growth management strategy for development within the entire County. Strategies shall be developed that ensure the long-range viability of its communities through a community and special area studies planning effort.*

Relationship to Land Development Regulations

Policy 3.2.4: *The County shall assist the Hillsborough County City-County Planning Commission in developing community plans for each planning area that are consistent with and further the Goals, Objectives and Policies of the Comprehensive Plan. The community plans will be adopted as part of the Comprehensive Plan in the Livable Communities Element. These community specific policies will apply in guiding the development of the community. Additional policies regarding community planning and the adopted community plans can be found in the Livable Communities Element*

Development

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

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

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

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 and 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

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)
- Residential - 12 (RES-12)
- Residential - 16 (RES-16)
- Residential - 20 (RES-20)
- Residential - 35 (RES-35)
- Any rural Future Land Use categories in the Urban Service Area

LIVABLE COMMUNITIES ELEMENT: WIMAUMA VILLAGE

Vision Statement

The community desires to celebrate and utilize its cultural diversity and to maintain and strengthen its diverse and healthy economy to insure that citizens and businesses prosper. Balancing growth with conservation and preservation will continue the pattern of compact and livable communities surrounded by protected natural environments. Neighborhoods should be served by a balanced transportation system,

efficient utilities, and neighborhood-oriented goods and services. Citizens recognize that future opportunities depend on the excellence of their educational experiences from a variety of area institutions. They also desire widespread quality health care, and that social services are available to those in need.

The plan is intended to establish a framework for decisions about growth and development, and will be implemented over time by both public and private actions as resources become available. Objectives, policies and strategies respond to regional issues divided into four distinct subsections: transportation, environment, cultural/historical, and economic development. Compatibility and interconnectivity of various systems among individual community planning efforts should be supported.

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS PLAN

Vision Statement

In order to secure the participation of the community's diverse population in its economic growth, contribute to its readiness for the future, and connect to its assets and natural resources - the Wimauma Community Plan focuses on health, equity, resilience, and sustainability. The community-wide approach celebrates Wimauma's agricultural heritage, rural natural resources, local businesses, cultural legacy, and small-town character. As Wimauma grows, the community envisions an affordable, walkable community connected by a network of trails with thriving local businesses and farmers markets along a porch-like main street – a self-sustaining community which is safe and welcoming to residents and businesses with access to improved well-being, housing, and opportunity.

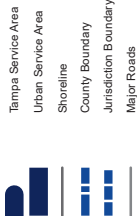
HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ PD 25-0704

<all other values>

Rezonings

STATUS



- Parcels
- wam 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-12.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.35 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



Map Printed from Rezoning System: 4/28/2025

Author: Beverly F. Daniels

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