

Rezoning Application: PD 25-0919
Zoning Hearing Master Date: September 15, 2025
BOCC CPA Public Hearing Date: November 12, 2025



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Lincoln Bend West, LLC
FLU Category: UMU-20
Service Area: Urban
Site Acreage: 4.5
Community Plan Area: Riverview
Overlay: None



Introduction Summary:

This is a request to rezone a site currently zoned ASC-1 & RSC-2 to a Planned Development (PD) to allow the development of two sit-down restaurants, with no drive-thru. This application also seeks to dedicate land along the north side of the property for the re-route of Old Big Bend Road. The area to the south, currently Old Big Bend Road right-of-way, is to be vacated under V22-0012 (~0.54 acres) and will run concurrently with this application.

Zoning:	Existing		Proposed
District(s)	ASC-1	RSC-2	PD 25-0919
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential (Conventional Only)	Sit-Down Restaurant (No drive-thru)
Acreage	~2.81	~1.16	4.5
Density/Intensity	1 DU per acre	1 DU per 0.5 acres	.07 FAR
Mathematical Maximum*	2 dwelling units	2 dwelling units	14,500 SF

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	ASC-1	RSC-2	PD 25-0919
Lot Size / Lot Width	43,560 SF / 150'	21,780 SF / 100'	NA
Setbacks/Buffering and Screening	Front: 50' Side: 15' Rear: 50'	Front: 25' Side: 10' Rear: 25'	North: Varies 155' to 200' East: 63' South: 60' West: 65'
Height	50'	35'	35'

Additional Information:

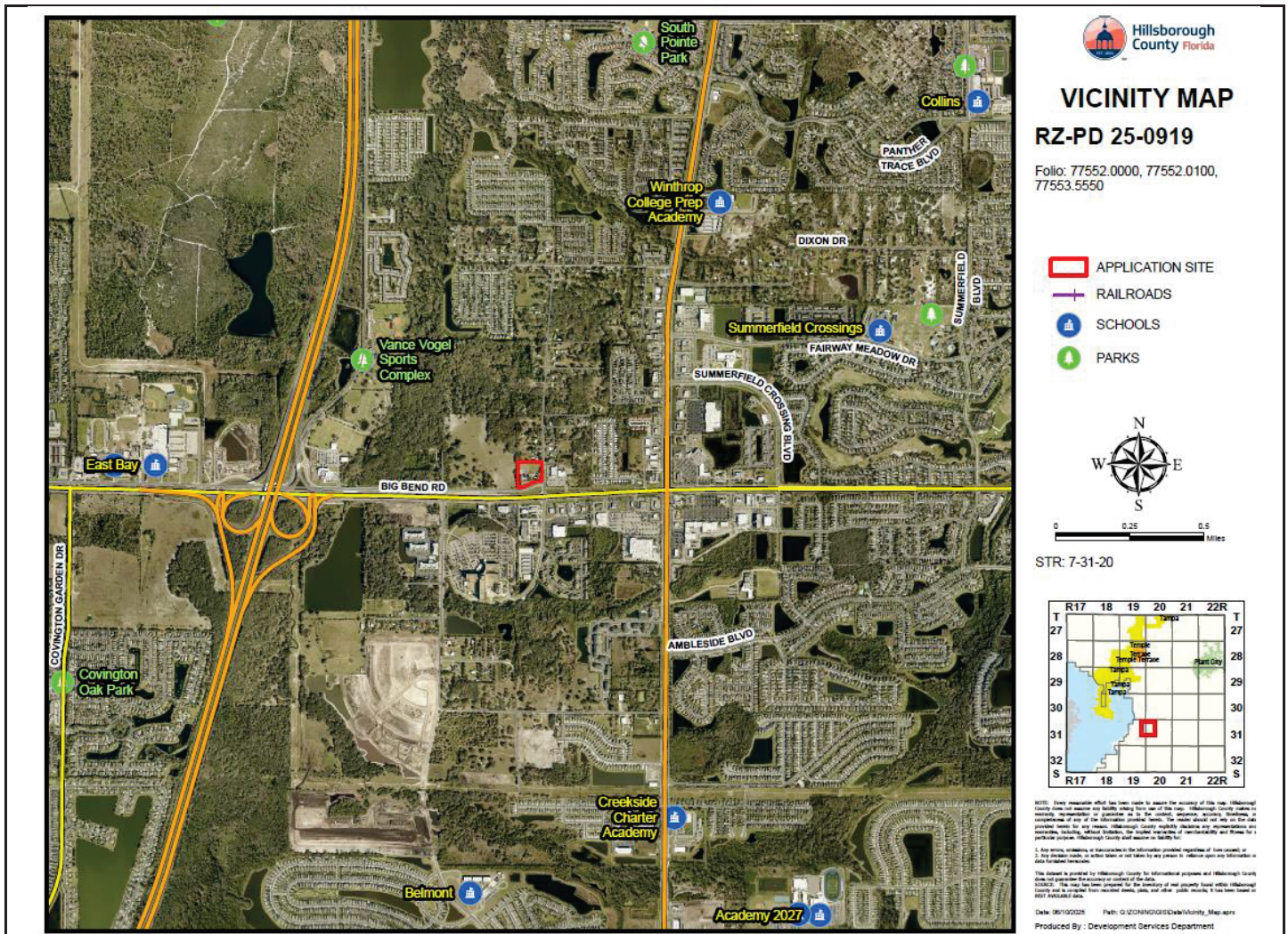
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to the proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



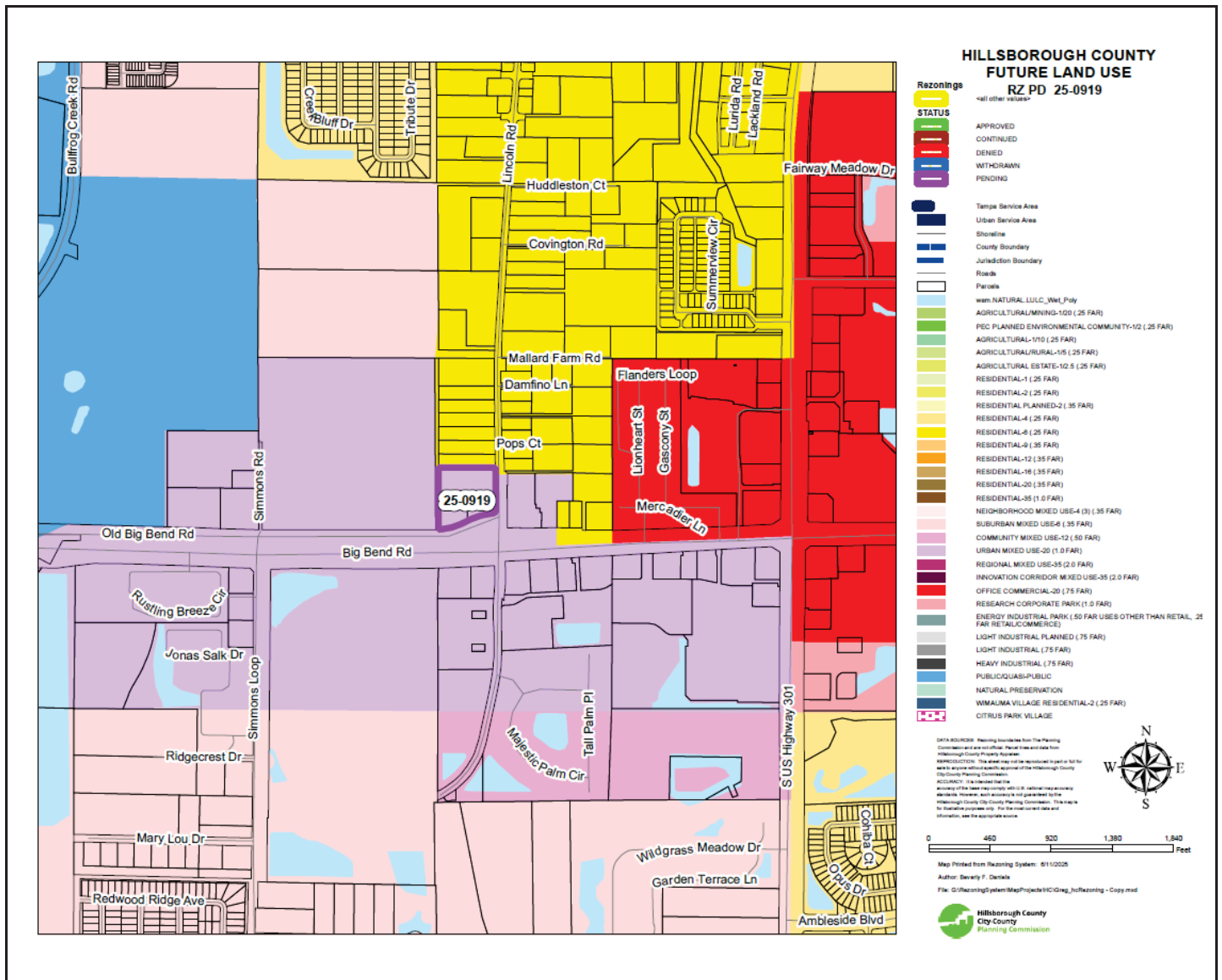
Context of Surrounding Area:

The subject site is generally located at 13117 Lincoln Road, near the intersection with Big Bend Road. The surrounding area is primarily commercial in nature, including grocery stores, convenience stores, offices, restaurants and general retail. St. Joseph's Hospital is located to the southwest of the property. Residential uses are located to the north of the property. Adjacent property to the west is vacant but is permitted limited retail, multi-family and various medical uses.

The site is located Riverview Community Plan and is in the Urban Service Area.

2.0 LAND USE MAP SET AND SUMMARY DATA

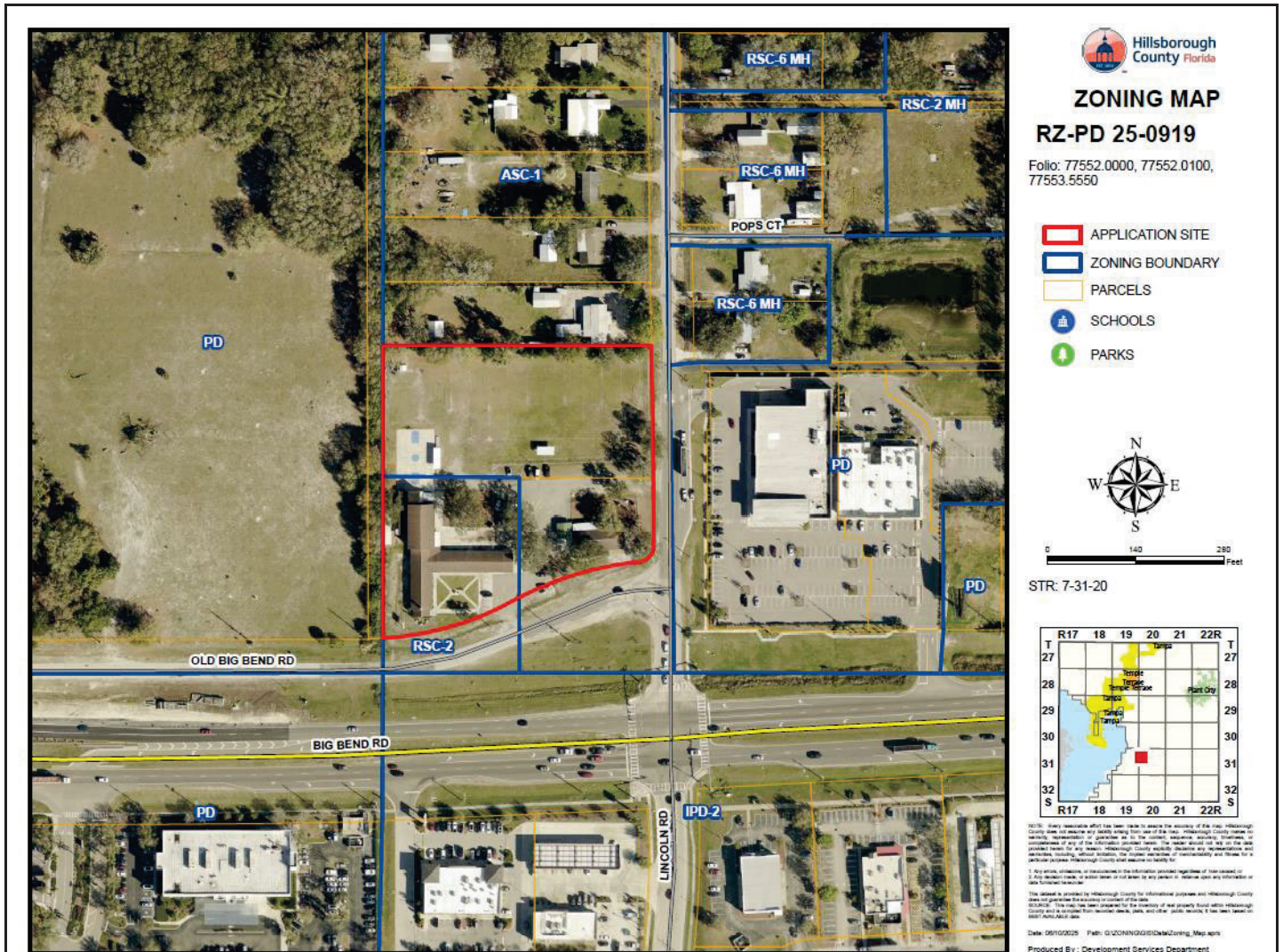
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Urban Mixed-Use- 20 (UMU-20)
Maximum Density/F.A.R.:	20.0 dwelling units per gross acre / 1.00 FAR (single or mixed use)
Typical Uses:	Agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations.

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	ASC-1	1 dwelling unit per acre	Single-Family Conventional	Single-Family Residential
South	IPD 2 89-0160	Parcel A - 0.17 FAR Parcel B - 0.58 FAR Parcel C - 7 dwelling units per acre	Retail, Office, Multi-Family	Commercial Retail
East	PD 16-1339	0.25 FAR	Grocery store, CN uses	Grocery Store, restaurant
	RSC-6 MH	6 dwelling units per acre	Single-Family Conventional / Mobile Home	Single-Family Residential

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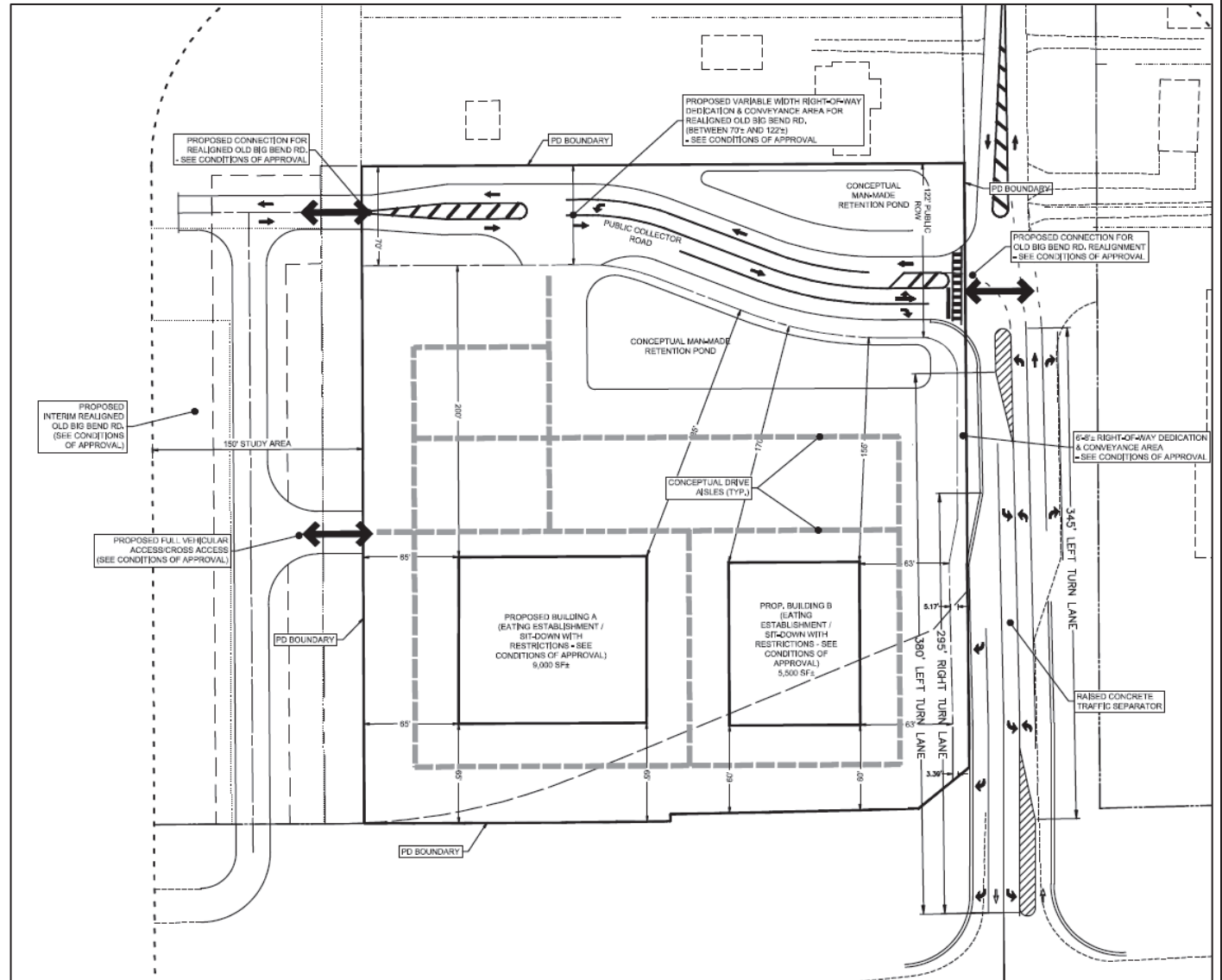
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Case Reviewer: Jared Follin

West	PD 22-0461	14.6 dwelling units per acre / 0.43 FAR	Multi-family, medical equipment warehouse, Recovery-Sterilization, ER Facility, Limited Retail	Undeveloped
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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 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Road Name	Road Name	Road Name
Lincoln Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other (TBD)
Old Big Bend Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other – Reconstruction/Realignment

Project Trip Generation			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	138	5	11
Proposed	1,555	139	131
Difference (+/-)	(+) 1,417	(+) 134	(+) 120

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

Connectivity and Cross Access				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	x	Pedestrian & Vehicular	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		Pedestrian & Vehicular	Pedestrian & Vehicular	Meets LDC
Notes:				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Realigned Old Big Bend Rd./ New Road Alternative Typical Sections	Design Exception Requested	Approvable
Lincoln Rd./ Substandard Road	Design Exception Requested	Approvable
Realigned Old Big Bend Rd./ Access Spacing	Administrative Variance Requested	Approvable
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 type="checkbox"/> Yes <input type="checkbox"/> No	No wetlands present
Natural Resources	<input checked="" type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Conditions #3-4
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: <div style="display: flex; flex-wrap: wrap;"> <div style="width: 50%;"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area </div> <div style="width: 50%;"> <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other </div> </div>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" 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 Staff 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 N/A				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Application seeks to rezone a property from ASC-1 & RSC-2 to Planned Development to allow two stand-alone, sit-down eating establishments with no drive-throughs. It also seeks to dedicate land for the planned re-alignment of Old Big Bend Road.

The subject property is located in mixed use area, with commercial uses adjacent to the east and south and single family to the north. Multifamily uses are located to the south and proposed to be built on the property adjacent to the west. The re-alignment of the Big Bend Road is to be located along the western and northern portions of the subject property, with the northern portion of the property to be dedicated for the roadway. This will separate the proposed development from the single family to the north.

Development proposes two standalone eating establishments, shown as Proposed Building A & Proposed Building B on the site plan. They will be allowed to be up to 9,000 square feet and 5,500 square feet, respectively, for a total of 14,500 square feet. Drive throughs will not be permitted and will be sit-down only. The maximum height of the development will be 35 feet.

Development Services does not foresee any compatibility concerns with the proposed Planned Development.

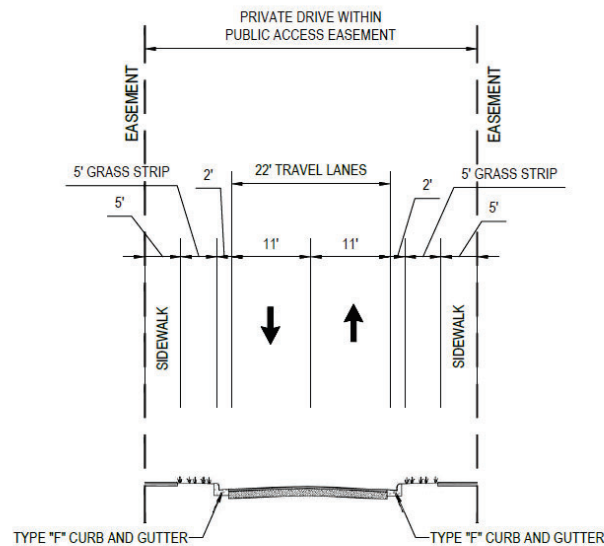
5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

- Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:
 - Resubmit the PD site plans ensuring that PDF sizes conform with Development Review Procedures Manual requirements (i.e. pages shall be 24 inches by 36 inches and shall be to scale).
 - On Sheet 1 of 3:
 - Remove site notes and site data table (staff notes that all site notes and data tables should be on the proposed plan, not an existing conditions plan sheet);
 - Delete the right-of-way vacation and associated labels from the existing conditions page (graphics showing those sections of the existing right-of-way to be vacated and the extent of roadway removal shall be moved to the proposed conditions sheet, i.e. Sheet 2 of 3). Ensure the vacating petition number is updated to the latest number (i.e. V25-0018).
 - On Sheet 2 of 3:
 - Change references within the site data table and labels on the building such that they indicate entitlements as a maximum value rather than an approximate value (i.e. replace the “+/-” symbol with “Max.” or “Maximum”).
 - Add an asterisk after the proposed use together with a footnote which reads “Subject to trip cap restrictions – see conditions of approval.”
 - Delete the “Raised Concrete Separator” label pointing to the southbound to eastbound left turn lane on Lincoln Rd.
 - Revise note 9 to update with the current vacating petition number (V25-0018).
 - Revise note 29 to add the word “Administrative” before the word “Variance”.
 - On Sheet 3 of 3:
 - Replace the Typical Section in the upper left corner of the sheet with the two Typical Section graphics from the Realigned Old Big Bend Rd. Design Exception (i.e. Figures 2 and 3). Do not include figure numbers, but do include section titles. Ensure the Figure 3 graphic title is revised to identify that one as the “Alternate Typical Section” for Realigned Old Big Bend Rd.
 - Replace the Typical Section graphic for Lincoln Rd. with the Typical Section graphics from the Lincoln Rd. Design Exception (i.e. Figure 2). Do not include the figure number.
 - Add the Typical Section for the Interim Realigned Old Big Bend Rd. shown below (i.e. from approved PD 22-0461). Title the section “TYPICAL SECTION Interim Realigned Old Big Bend Rd.”
 - Delete the “key map” graphic in the lower left corner of the page. Staff notes roadway labels corresponding to zoning condition terminology are included on sheet 2 of 3.
 - Delete the reference to “Figure 2” located roughly in the middle of the sheet.



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

1. The project shall be limited to 14,500 square feet of sit-down eating establishment uses. Drive-throughs are prohibited.
2. Development Standards of the project shall be as follows:
 - Maximum FAR – 0.07
 - Maximum Building Height - 35'
 - Maximum Building Coverage – 20%
 - Maximum Impervious Surface Area – 75%
3. The subject property shall adhere to the building setbacks as depicted on the general site plan.
4. 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.
5. The project shall be served by and limited to the following access connections:
 - a. One (1) access connection to Realigned Old Big Bend Rd.; and,
 - b. One (1) access connection along the project's western boundary.
6. Notwithstanding anything herein these conditions to the contrary, no development shall be permitted that causes cumulative development to exceed certain thresholds. Specifically:
 - a. No development shall be permitted that causes cumulative development to exceed 314 gross p.m. peak hour trips.
 - b. 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 students, 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 individual and cumulative gross generation impacts for that increment of development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for the analysis period shall also be provided.

7. No construction activity shall occur within the area subject to vacating petition V25-0018 until the requirements listed below have been completed by the developer and accepted by the County. Specifically, the developer of the subject PD (or others) shall:
- a. Construct the Realigned Old Big Bend Rd. frontage road between Lincoln Rd. and a point +/- 128 feet west of the western PD boundary (i.e. within folio 77569.0000 and as generally shown on Sheet 2 of 3 of the PD site plan). That portion of the Realigned Old Big Bend Rd. frontage roadway east of the Interim Realigned Old Big Bend Rd. shall be constructed utilizing the Typical Sections shown on Sheet 3 of 3 of the PD site plan, and as further described in the Design Exception referenced in Condition 11, below. Use of the "Old Big Bend Rd. Realigned" Alternate Typical Section outside of the subject PD shall be minimized to the greatest extent feasible.
 - b. Construct the Interim Realigned Old Bend Rd. (between the Realigned Old Big Bend Rd. frontage road and the existing portions of the Old Big Bend Rd. frontage road west of the project) to the "Interim Realigned Old Big Bend Rd." Typical Section depicted on Sheet 3 of 3 of the PD site plan, and as generally shown on Sheet 2 of 3 of the PD site plan.
 - c. Record an easement in the Official Records of Hillsborough County for public access purposes over the Interim Realigned Old Big Bend Rd. travel lanes and sidewalks. Notwithstanding the above, such Interim Realigned Old Big Bend Rd. easement may be vacated by the County if done in accordance with the requirements of approved PD 22-0461 condition 26.a.iv. (and other related conditions therein) which exist at the time of approval of the subject PD (i.e. 25-0919).
 - d. Remove those portions of the existing Old Big Bend Rd. frontage Rd. between Lincoln Rd. and the Interim Realigned Old Big Bend Rd. outside of the vacated area and resod. Those portions within the vacated area shall be removed prior to or concurrent with site redevelopment. If removed prior to redevelopment, those areas shall be resodded or otherwise stabilized. The developer shall be responsible for the installation and maintenance of temporary barriers, if any.
 - e. Construct a shared eastbound through/left turn lane on Realigned Old Big Bend Rd. onto Lincoln Rd.
 - f. Construct an exclusive eastbound to southbound right turn lane on Realigned Old Big Bend Rd. onto Lincoln Rd.
 - g. Construct a westbound to southbound left turn lane on Realigned Old Big Bend Rd. into the project access driveway.
8. Certificates of Occupancy (temporary or otherwise) shall not be issued until the improvements listed below have been completed by the developer and accepted by the County. Specifically, the developer of the subject PD (or others) shall construct the improvements listed below:
- a. Widen/reconstruct Lincoln Rd. (between the Realigned Old Big Bend Rd. and Big Bend Rd.) such that all

travel and turn lanes are 11 feet in width, as specified in the Design Exception referenced in Condition 12, below;

- b. Construct 10-foot-wide sidewalks along both sides of Lincoln Rd. (i.e. on the west side of Lincoln Rd., between Big Bend Rd. and the northern property boundary and, on the east side of Lincoln Rd., between Big Bend Rd. and the intersection of Realigned Old Big Bend Rd. and Lincoln Rd.), as specified in the Design Exception referenced in Condition 12, below;
 - c. Install Type F curbing and other elements along Lincoln Rd., as specified in the Design Exception referenced in Condition 12, below;
 - d. Construct a northbound to westbound left turn lane on Lincoln Rd. onto Realigned Old Big Bend Rd.;
 - e. Construct an exclusive southbound to eastbound left turn lane on Lincoln Rd. onto Big Bend Rd.; and,
 - f. Construct an exclusive southbound to westbound right turn lane on Lincoln Rd. onto Big Bend Rd.
9. The developer of the subject PD shall dedicate and convey to Hillsborough County (or cause to be dedicated and conveyed) sufficient right-of-way and easements necessary to accommodate all required improvements specified within Conditions 7 and 8, above, including any culverts or other structures which may be necessary to accommodate the two (2) vehicular and pedestrian crossings of the County drainage facility within folio 77550.0000.
10. Right-of-way dedication for the Realigned Old Big Bend Rd. improvements shall be such that all property up to the boundary of folio 77552.4000 is included (i.e. "no spite strips" or other maintenance tracts shall be permitted between the public right-of-way and adjacent folio).
11. If PD 25-0919 is approved, the County Engineer will approve a Design Exception (dated September 4, 2025) for the Realigned Old Big Bend Rd. frontage road, which was found approvable by the County Engineer (on September 8, 2025). The Design Exception provides for two (2) Typical Section standards for the portion of the facility within the project, in lieu of the Type TS-4 Typical Section standards required pursuant to the 2021 Hillsborough County Transportation Technical Manual (TTM). Conditions governing the use of each Typical Section are contained hereinabove.
12. If PD 25-0919 is approved, the County Engineer will approve a Design Exception (dated September 4, 2025) for the Lincoln Rd. substandard roadway improvements, which was found approvable by the County Engineer (on September 8, 2025). The developer shall be required to make certain improvements to Lincoln Rd. consistent with this Design Exception, and as further described in the conditions provided herein above.
13. If PD 25-0919 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated September 4, 2025) which was found approvable by the County Engineer (on September 8, 2025) from the Section 6.04.07 LDC requirements governing access spacing. Specifically, approval of this variance will permit an access spacing of +/- 180 feet between the project's access and the intersection of Realigned Old Big Bend Rd. and Interim Realigned Old Big Bend Rd.
14. The subject property shall adhere to the buffer and screening standards as required in the Land Development Code.

15. 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.
16. 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.
17. 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.
18. 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.
19. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

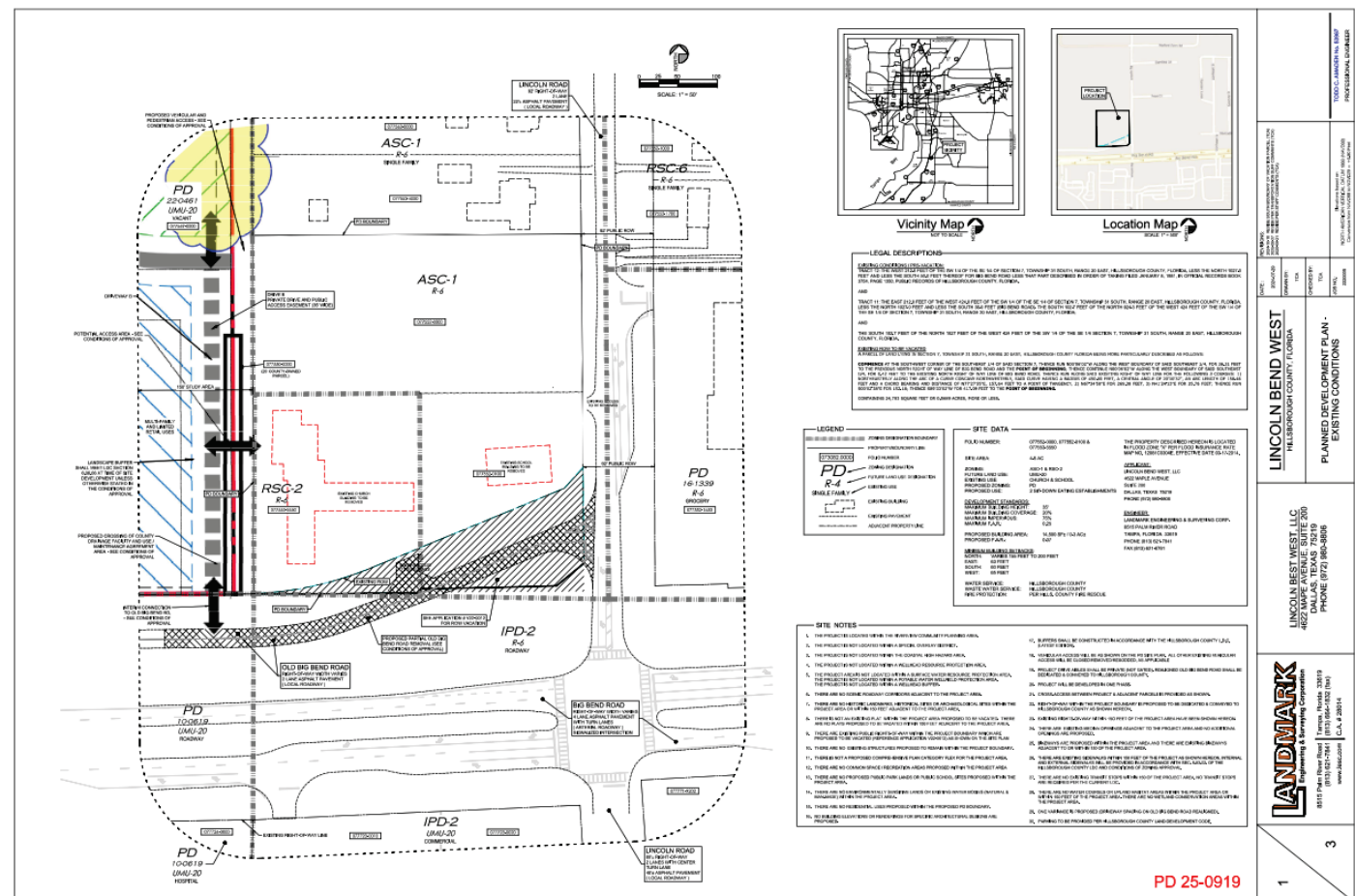
J. Brian Grady

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

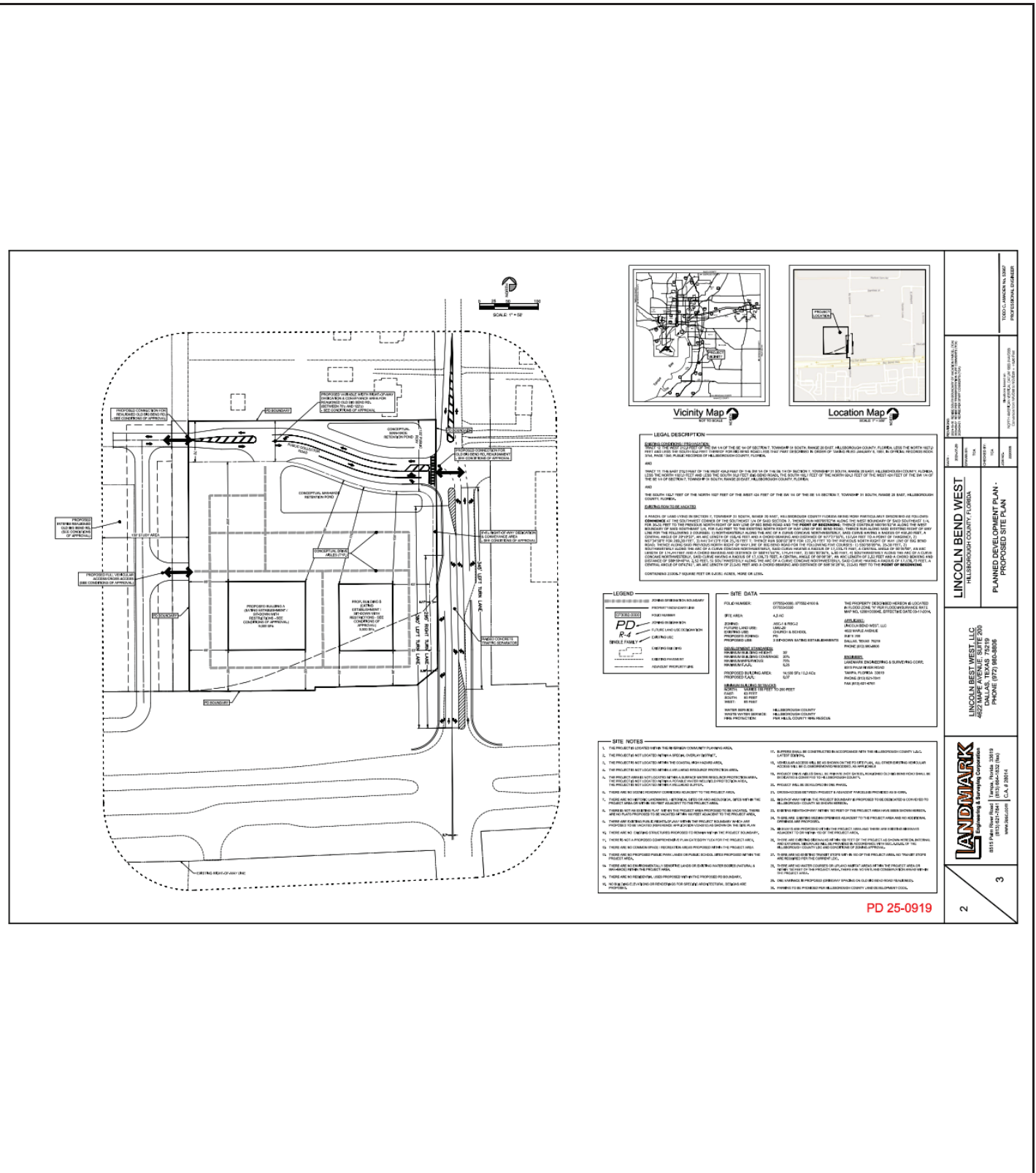
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)

8.0 PROPOSED SITE PLAN (Page 1 of 3)



8.0 PROPOSED SITE PLAN (Page 2 of 3)



8.0 PROPOSED SITE PLAN (Page 3 of 3)

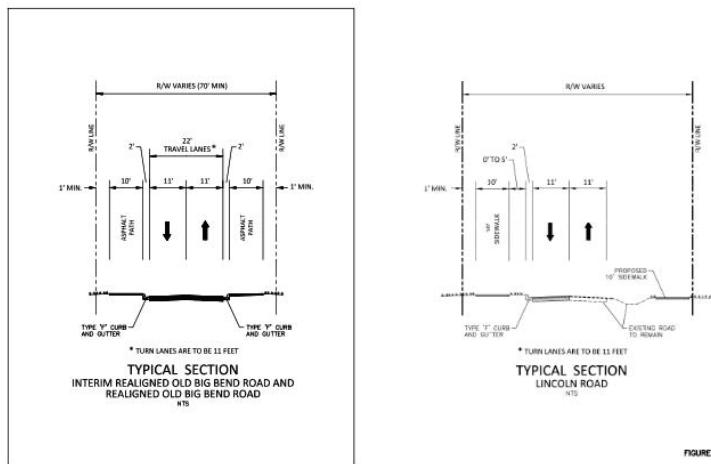
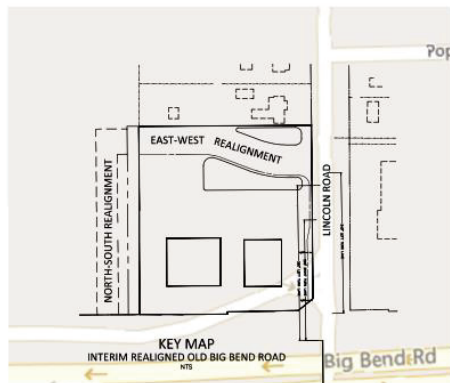


FIGURE 2



PD 25-0919

PROJECT LINCOLN BEND WEST HILLSBOROUGH COUNTY, FLORIDA	PLANNED DEVELOPMENT PLAN - DETAILS	LINCOLN BEND WEST, LLC 4827 MAPLE AVENUE, SUITE 200 TAMPA, FL 33611 PHONE (813) 884-3808	LANDMARK Engineering & Surveying Corporation 8815 Palm River Road Tampa, Florida 33624 (813) 988-1100 www.landmark.com C.E. # 20214
DATE 09/15/2025	SCALE 1" = 40'	PROJECT NO. 25-0919	PROJECT NO. 25-0919
DESIGNED BY J. FOLLIN	CHECKED BY J. FOLLIN	DATE 09/15/2025	DATE 09/15/2025
PROJECT NO. 25-0919	PROJECT NO. 25-0919	PROJECT NO. 25-0919	PROJECT NO. 25-0919
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9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 09/08/2025

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/ South

PETITION NO: RZ 25-0919

☐

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 ZONING APPROVAL

1. 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.
2. The project shall be served by and limited to the following access connections:
 - a. One (1) access connection to Realigned Old Big Bend Rd.; and,
 - b. One (1) access connection along the project's western boundary.
3. Notwithstanding anything herein these conditions to the contrary, no development shall be permitted that causes cumulative development to exceed certain thresholds. Specifically:
 - a. No development shall be permitted that causes cumulative development to exceed 314 gross p.m. peak hour trips.
 - b. 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 students, 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 individual and cumulative gross generation impacts for that increment of development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for the analysis period shall also be provided.
4. No construction activity shall occur within the area subject to vacating petition V25-0018 until the requirements listed below have been completed by the developer and accepted by the County. Specifically, the developer of the subject PD (or others) shall:
 - a. Construct the Realigned Old Big Bend Rd. frontage road between Lincoln Rd. and a point +/- 128 feet west of the western PD boundary (i.e. within folio 77569.0000 and as generally shown on Sheet 2 of 3 of the PD site plan). That portion of the Realigned Old Big Bend Rd. frontage roadway east of the Interim Realigned Old Big Bend Rd. shall be constructed

utilizing the Typical Sections shown on Sheet 3 of 3 of the PD site plan, and as further described in the Design Exception referenced in **Condition 8**, below. Use of the “Old Big Bend Rd. Realigned” Alternate Typical Section outside of the subject PD shall be minimized to the greatest extent feasible.

- b. Construct the Interim Realigned Old Bend Rd. (between the Realigned Old Big Bend Rd. frontage road and the existing portions of the Old Big Bend Rd. frontage road west of the project) to the “Interim Realigned Old Big Bend Rd.” Typical Section depicted on Sheet 3 of 3 of the PD site plan, and as generally shown on Sheet 2 of 3 of the PD site plan.
 - c. Record an easement in the Official Records of Hillsborough County for public access purposes over the Interim Realigned Old Big Bend Rd. travel lanes and sidewalks. Notwithstanding the above, such Interim Realigned Old Big Bend Rd. easement may be vacated by the County if done in accordance with the requirements of approved PD 22-0461 condition 26.a.iv. (and other related conditions therein) which exist at the time of approval of the subject PD (i.e. 25-0919).
 - d. Remove those portions of the existing Old Big Bend Rd. frontage Rd. between Lincoln Rd. and the Interim Realigned Old Big Bend Rd. outside of the vacated area and resod. Those portions within the vacated area shall be removed prior to or concurrent with site redevelopment. If removed prior to redevelopment, those areas shall be resodded or otherwise stabilized. The developer shall be responsible for the installation and maintenance of temporary barriers, if any.
 - e. Construct a shared eastbound through/left turn lane on Realigned Old Big Bend Rd. onto Lincoln Rd.
 - f. Construct an exclusive eastbound to southbound right turn lane on Realigned Old Big Bend Rd. onto Lincoln Rd.
 - g. Construct a westbound to southbound left turn lane on Realigned Old Big Bend Rd. into the project access driveway.
5. Certificates of Occupancy (temporary or otherwise) shall not be issued until the improvements listed below have been completed by the developer and accepted by the County. Specifically, the developer of the subject PD (or others) shall construct the improvements listed below:
- a. Widen/reconstruct Lincoln Rd. (between the Realigned Old Big Bend Rd. and Big Bend Rd.) such that all travel and turn lanes are 11 feet in width, as specified in the Design Exception referenced in **Condition 9**, below;
 - b. Construct 10-foot-wide sidewalks along both sides of Lincoln Rd. (i.e. on the west side of Lincoln Rd., between Big Bend Rd. and the northern property boundary and, on the east side of Lincoln Rd., between Big Bend Rd. and the intersection of Realigned Old Big Bend Rd. and Lincoln Rd.), as specified in the Design Exception referenced in **Condition 9**, below;
 - c. Install Type F curbing and other elements along Lincoln Rd., as specified in the Design Exception referenced in **Condition 9**, below;
 - d. Construct a northbound to westbound left turn lane on Lincoln Rd. onto Realigned Old Big Bend Rd.;
 - e. Construct an exclusive southbound to eastbound left turn lane on Lincoln Rd. onto Big

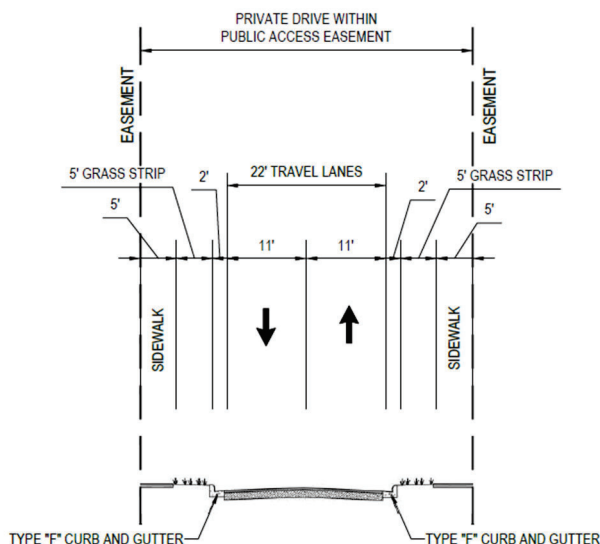
Bend Rd.; and,

- f. Construct an exclusive southbound to westbound right turn lane on Lincoln Rd. onto Big Bend Rd.
6. The developer of the subject PD shall dedicate and convey to Hillsborough County (or cause to be dedicated and conveyed) sufficient right-of-way and easements necessary to accommodate all required improvements specified within **Conditions 4 and 5**, above, including any culverts or other structures which may be necessary to accommodate the two (2) vehicular and pedestrian crossings of the County drainage facility within folio 77550.0000.
7. Right-of-way dedication for the Realigned Old Big Bend Rd. improvements shall be such that all property up to the boundary of folio 77552.4000 is included (i.e. “no spite strips” or other maintenance tracts shall be permitted between the public right-of-way and adjacent folio).
8. If PD 25-0919 is approved, the County Engineer will approve a Design Exception (dated September 4, 2025) for the Realigned Old Big Bend Rd. frontage road, which was found approvable by the County Engineer (on September 8, 2025). The Design Exception provides for two (2) Typical Section standards for the portion of the facility within the project, in lieu of the Type TS-4 Typical Section standards required pursuant to the 2021 Hillsborough County Transportation Technical Manual (TTM). Conditions governing the use of each Typical Section are contained hereinabove.
9. If PD 25-0919 is approved, the County Engineer will approve a Design Exception (dated September 4, 2025) for the Lincoln Rd. substandard roadway improvements, which was found approvable by the County Engineer (on September 8, 2025). The developer shall be required to make certain improvements to Lincoln Rd. consistent with this Design Exception, and as further described in the conditions provided hereinabove.
10. If PD 25-0919 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated September 4, 2025) which was found approvable by the County Engineer (on September 8, 2025) from the Section 6.04.07 LDC requirements governing access spacing. Specifically, approval of this variance will permit an access spacing of +/- 180 feet between the project’s access and the intersection of Realigned Old Big Bend Rd. and Interim Realigned Old Big Bend Rd.

Other Conditions

- Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:
 - Resubmit the PD site plans ensuring that PDF sizes conform with Development Review Procedures Manual requirements (i.e. pages shall be 24 inches by 36 inches and shall be to scale).
 - On Sheet 1 of 3:
 - Remove site notes and site data table (staff notes that all site notes and data tables should be on the proposed plan, not an existing conditions plan sheet);
 - Delete the right-of-way vacation and associated labels from the existing conditions page (graphics showing those sections of the existing right-of-way to be vacated and the extent of roadway removal shall be moved to the proposed conditions sheet, i.e. Sheet 2 of 3). Ensure the vacating petition number is updated to the latest number (i.e. V25-0018).

- On Sheet 2 of 3:
 - Change references within the site data table and labels on the building such that they indicate entitlements as a maximum value rather than an approximate value (i.e. replace the “+/-” symbol with “Max.” or “Maximum”).
 - Add an asterisk after the proposed use together with a footnote which reads “Subject to trip cap restrictions – see conditions of approval.”
 - Delete the “Raised Concrete Separator” label pointing to the southbound to eastbound left turn lane on Lincoln Rd.
 - Revise note 9 to update with the current vacating petition number (V25-0018).
 - Revise note 29 to add the word “Administrative” before the word “Variance”.
- On Sheet 3 of 3:
 - Replace the Typical Section in the upper left corner of the sheet with the two Typical Section graphics from the Realigned Old Big Bend Rd. Design Exception (i.e. Figures 2 and 3). Do not include figure numbers, but do include section titles. Ensure the Figure 3 graphic title is revised to identify that one as the as the “Alternate Typical Section” for Realigned Old Big Bend Rd.
 - Replace the Typical Section graphic for Lincoln Rd. with the Typical Section graphics from the Lincoln Rd. Design Exception (i.e. Figure 2). Do not include the figure number.
 - Add the Typical Section for the Interim Realigned Old Big Bend Rd. shown below (i.e. from approved PD 22-0461). Title the section “TYPICAL SECTION Interim Realigned Old Big Bend Rd.”
 - Delete the “key map” graphic in the lower left corner of the page. Staff notes roadway labels corresponding to zoning condition terminology are included on sheet 2 of 3.
 - Delete the reference to “Figure 2” located roughly in the middle of the sheet.



PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

The applicant is requesting to rezone three (3) parcels, totaling +/- 4.5 acres, from Agricultural Single-Family Conventional – 1 (ASC-1) and Residential Single-Family Conventional – 2 (RSC-2) to Planned Development (PD). The applicant is proposing entitlements which will permit two buildings, totaling a maximum of 14,500 g.s.f. of sit-down eating establishment (i.e. those eating establishments at which food and/or beverages are served by waitresses or waiters to patrons seated at booths or tables or cafeteria style).

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Due to the unique configuration of area infrastructure and their sensitivity to transportation impacts, as required by staff the applicant submitted a transportation analysis that was more comprehensive and detailed than is typically received for projects in the rezoning stage of the development process. The traffic analysis examines impacts at the intersection of Lincoln Rd. and Old Big Bend Rd., and Lincoln Rd. and Big Bend Rd., under the ultimate infrastructure configuration/development scenario which are anticipated as a result of the recent approval of PD 22-0461 (located immediately west of the subject PD). Given that the applicant is proposing sit down restaurants, the applicant was permitted to utilize an ITE land use code other than the typical fast-food with drive-through or fast-food without drive through use code that would typically be utilized to study trip impacts for eating establishments. Given this, staff has proposed a trip cap which will ensure project trip generation does not exceed that studied in the applicant's analysis.

Staff notes that there is a related right-of-way vacating agreement and Mobility Fee Alternative Satisfaction Agreement (MFASA) which is scheduled to be heard concurrently with this application at the scheduled Board of County Commissioners hearing. The trip cap included in the conditions provided above is based data from the transportation study provided in support of the MFASA. Specifically, the value is based on the p.m. peak period (i.e. that peak period with highest impacts, and potential for northbound traffic to queue into the Big Bend Rd. intersection during peak movement, and which was therefore the basis for the MFASA capacity increase calculations).

Trip Generation Comparison

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 shown below is based on the 11th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
ASC-1, RSC-2, 18,092 s.f. Church Uses (ITE LUC 560)	138	5	11

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 14,500 s.f. Sit Down Restaurant Uses/ Trip Cap (ITE LUC 932)	1,555	139	131

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(+) 1,417	(+) 134	(+) 120

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Big Bend Rd. is a publicly maintained 4-lane, divided, arterial roadway characterized by +/- 12-foot wide travel lanes in average condition. There are bicycle facilities (on paved shoulders) present on Big Bend Rd. in the vicinity of the proposed project. There are +/- 5-foot wide sidewalks along the south side of Big Bend Rd. in the vicinity of the proposed project.

Old Big Bend Rd. is a publicly maintained 2-lane, undivided, substandard, local roadway characterized by +/- 11-foot wide travel lanes in below average condition between Simmons Rd. and Lincoln Rd. The roadway west of Simmons Rd. was recently reconstructed to an acceptable standard and includes a mix of on-street bicycle facilities and a 10-foot-wide multi-purpose pathway (along the north side of the roadway). There are no sidewalks or bicycle facilities on Old Big Bend Rd. east of Simmons Rd. Although the frontage road is presently classified as a local roadway, staff considers it to be a collector roadway due to the way it currently functions and, more importantly, the fact that existing + future volumes exceed the local roadway capacity.

Big Bend Rd. and Old Big Bend Rd. (which acts as a frontage roadway to Big Bend Rd.) lies within a shared +/- 260-foot wide right-of-way along the project's frontage. Along the project's frontage, Big Bend Rd. is shown on Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. Although there is no typical section for 6-lane roadways, the minimum right-of-way necessary is calculated by taking the typical section for a 4-lane divided roadway (TS-6 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 110 feet of right-of-way, and to which an additional 24 feet is added for the additional two lanes (for a total of 134 feet of right-of-way required).

Based upon the transportation analysis submitted by the applicant as well as the existing and proposed corridor configuration, staff believes that a worst-case planning-level scenario for right-of-way needs (along the project frontage) related to the 6-laning of Big Bend Rd. and any needed turn lanes includes:

- 134 feet for 6-lane facility (per above);
- 12 feet for any existing or required westbound to northbound right turn lane; and,
- 12 feet for any existing eastbound to southbound right turn lane.

It appears that sufficient right-of-way exists to accommodate the 158 feet of right-of-way needed to accommodate future widening, as further described above. Additionally, the developer of adjacent PD 22-0461 is required to relocate a portion of the frontage road (Old Big Bend Rd.) north of its present location in order to achieve full build out of its project. Lastly, staff notes that the Big Bend Rd. widening project (CIP Project Number 69647000) has not identified the need for any additional right-of-way from the subject property.

Lincoln Rd. is a publicly maintained 2-lane, undivided, substandard, local roadway characterized by +/- 10-foot-wide travel lanes in average to below average condition. Lincoln Rd., similar to Cowley Rd. at its northern terminus, is functioning as a collector roadway. The roadway lies within a +/- 95-foot-wide right-of-way. There are no bicycle facilities or sidewalks present on Lincoln Rd. in the vicinity of the proposed project. Although the road is presently classified as a local roadway, staff considers it to be a collector roadway due to the fact that existing plus future volumes exceed the local roadway capacity.

SITE ACCESS

The parcels are presently accessed via Old Big Bend Rd. and Lincoln Rd. The only access to/from Big Bend Rd. is via Old Big Bend Rd. to Lincoln Rd. (to the east) or via Old Big Bend Rd. to the access road just west of East Bay High School and Eisenhower Middle School (approximately 1.5 miles west of the subject site). Traffic traveling to/from the north would currently utilize Bullfrog Creek Rd. (approximately 4,000 feet west of the subject site). The County previously closed the northern leg of the

Simmons Loop and Big Bend Rd. intersection due to safety issues created by its proximity to the Simmons Rd. and Old Big Bend Rd. intersection.

The applicant is proposing one (1) connection to Realigned Old Big Bend Rd. and one (1) access/cross access connection to interim realigned Old Big Bend Rd. (along the project's western boundary). Given the high volume of anticipated traffic and potential to interfere with safe and efficient movement of traffic on Lincoln Rd., no other access is being permitted.

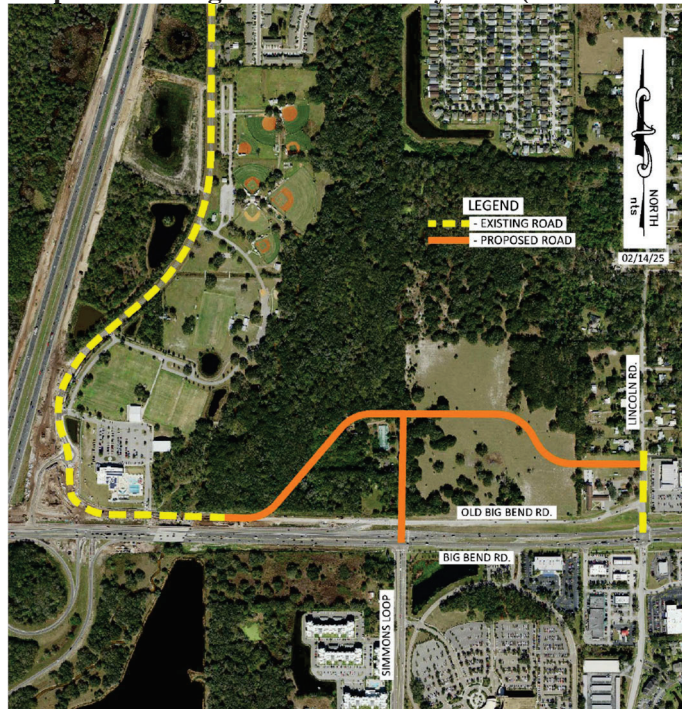
Given the relationship of the subject PD to other area projects and complicated nature of proposed future improvements planned for the area, staff has appended copies of relevant approved area PD site plans and conditions to this report. Specifically, certified site plan and conditions for PDs 24-0676 and 22-0461 were uploaded. Staff notes that there is another pending related PD, 24-1257, which has not yet gone to hearing and so was not included. This will allow these documents to be included in the zoning record for this project, in case there are any questions about same or a need to refer to those graphics. A copy of staff's PowerPoint presentation, which will be presented at the Zoning Hearing Master hearing, is also appended.

Lastly, staff has appended project information sheets for the Big Bend Rd. widening projects, so that the latest information on those projects is available within the record.

Old Big Bend Rd. Realignment and Simmons Rd.

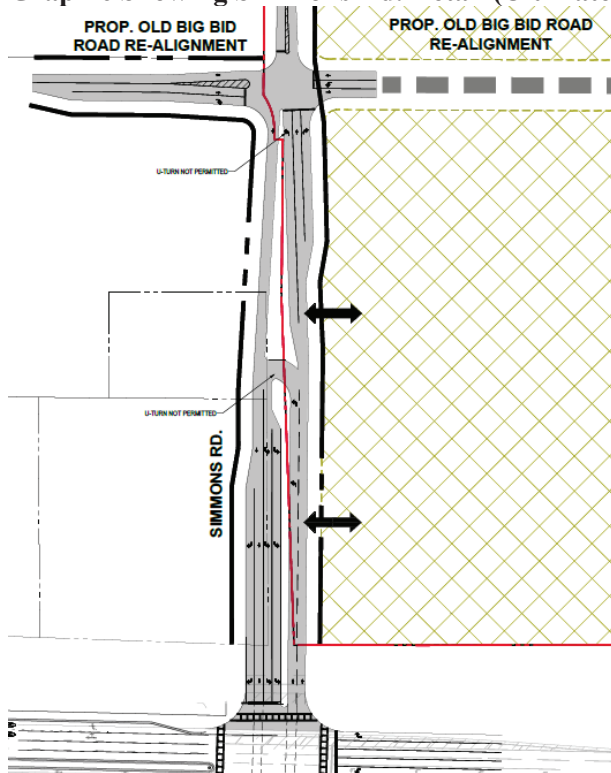
The ultimate infrastructure plans for the area call for relocation of the Simmons Rd. and Old Big Rd. intersection, which is a necessary improvement before the northern leg of the Simmons Loop/ Simmons Rd. and Big Bend Rd. intersection can be opened. Given the location of Simmons Loop south of Big Bend Rd., the extension of the roadway will require additional right-of-way from the owners of developments west of the subject PD, including developers of PD 22-0461, PD 24-0676, and other future/pending PDs in the area. The ultimate plans for that area is generally shown below.

Graphic Showing Overall Roadway Plan (Ultimate Configuration):



Note: Shown for conceptual purposes only. Exact east-west alignment, particularly west of Simmons Rd., has not yet been determined.

Graphic Showing Simmons Rd. Detail (Ultimate Configuration):



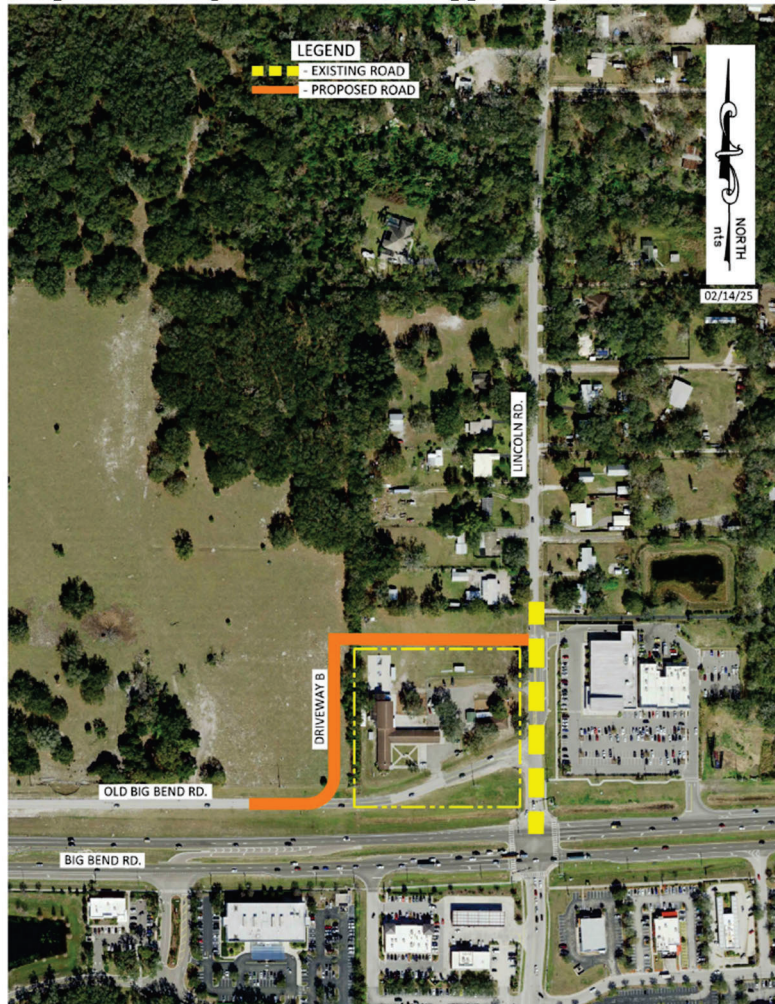
Lincoln Rd. Improvements and Old Big Bend Realignment and Interim Realignment

As mentioned above, due to the unique configuration of existing roadway geometry, and the nature of the proposed development, it was necessary for the applicant of the nearby PD 24-0676 to propose improvements to Lincoln Rd. Given the safety and operational issues at the existing Lincoln Rd. and Old Big Bend Rd. intersection, the developer of that PD will be constructing a northbound to westbound left turn lane which will mitigate the effects of the small amount of additional traffic from that PD (which is approved for a relatively low intensity mini-storage use). Despite these planned interim improvements, no additional capacity exists at this intersection to serve the subject site. Example images showing the severity of queuing and spillback issues are shown below.

To safely accommodate project traffic, the developer is proposing to realign a portion of Old Big Bend Rd. from its present location along the south side of the subject PD such that it will then be located along the north side of the subject site (i.e. the intersection of Old Big Bend Rd. and Lincoln Rd. will be relocated approximately 310 feet north of its present location). This will involve constructing a new north/south facility within adjacent folio 77569.0000, which is within adjacent PD 22-0461, and removal of the existing portions of Old Big Bend Rd. east of this new north/south facility (i.e. the interim Realigned Old Big Bend Rd.). This north/south portion will have a public access easement over the facility, which will allow for the interim rerouting of Old Big Bend Rd. traffic to the new east-west public roadway section to be constructed by the developer of the subject PD. At such time as the ultimate realignment is completed, the north/south easement may be vacated (since those segments of existing Old Big Bend Rd. east and west of Simmons Rd. will have been removed and the new realigned roadway fully constructed). While the interim north/south facility is not planned to be a public facility after completion of the ultimate configuration, the proposed PD will continue to have a connection to the facility, to provide for continued access/cross access.

These facilities are shown in the graphic below. It should be noted that certain graphics and the Design Exceptions (and approved PD 22-0461) refer to the north/south facility (i.e. the Interim Realigned Old Big Bend Rd.) as “Driveway B”. These are the same facility; however, for the purposes of these zoning conditions the more descriptive name (Interim Realigned Old Big Bend Rd) has been utilized.

Graphic Showing Infrastructure Supporting 25-0919 (Interim Configuration):



The subject PD's improvements have been designed such that it will allow existing Old Big Bend Rd. traffic plus proposed project traffic currently affecting Lincoln Rd. to be safely accommodated by the proposed partial realignment of Old Big Bend Rd. and other proposed improvements. While this project has been designed to stand alone, these improvements fit within the aforementioned planned ultimate roadway design, all of which are an integral part of facilitating the ultimate reopening of the northern leg of the Simmons Rd. and Big Bend Rd. intersection and providing additional capacity necessary to safely and efficiently accommodate the impacts from other approved and/or planned developments west and northwest of the subject PD.

Notwithstanding anything shown on the PD site plan, given that engineering level design of the improvements has not occurred, staff was unable to provide an exact amount of right-of-way that will be required to accommodate the required Lincoln Rd. improvements. Staff has proposed conditions of approval that require the applicant to dedicate and convey or otherwise acquire whatever right-of-way is necessary to construct the required improvements. Staff notes that the design of the facility (and therefore location of required right-of-way vacations and dedications) is largely driven by the geometry of the intersection approaches on the northbound and southbound legs of the intersection of Big Bend Rd. and Lincoln Rd., as well as maximum acceptable through lane offsets (including maximum allowable degree of deflection and absolute lateral deflection values). While the zoning and right-of-way vacation petition has sought to refine conceptual level design to the point where little to no change will be required at the time of site, notwithstanding anything shown on the site plan regarding estimated amounts of right-of-way to be dedicated (or vacated), ultimately the final design will control and the roadway location and therefore right-of-way needs may have to shift accordingly to accommodate required design elements, roadway design criteria, zoning setbacks and other controlling elements.



Source: Google Street View Imagery



Source: Google Street View Imagery

Proposed Improvements

The applicant is proposing to construct (or cause to be constructed) new east/west and north/south facilities (within the subject PD and adjacent properties). The developer is also required to construct substandard roadway and site access improvements to Lincoln Rd. (as detailed in the proposed conditions outlined hereinabove). The proposed improvements are depicted on page 2 of 3 of the PD site plan. Relevant typical sections are described in the proposed Design Exceptions and/or shown on the page 3 of 3 of the PD site plan.

These improvements include site access improvements on Lincoln Rd. and the realigned Old Big Bend Rd. required per Sec. 6.04.04.D. of the LDC, as well as other turn lanes meant to serve both existing and proposed project traffic. Required turn lanes include a:

- Northbound dedicated left turn lane on Lincoln Rd.;
- Southbound dedicated left turn lane on Lincoln Rd.;
- Southbound dedicated right turn lane on Lincoln Rd.;
- Westbound dedicated left turn lane on Realigned Old Big Bend Rd. into the project driveway;
- Eastbound shared through/left turn lane on Realigned Old Big Bend Rd.; and,
- Eastbound dedicated right turn lane on Realigned Old Big Bend Rd.

DESIGN EXCEPTION #1 – LINCOLN RD. SUBSTANDARD RD.

As Lincoln Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated September 4, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on September 8, 2025). The developer will be required to make certain improvements to Lincoln Rd. consistent with the Design Exception. The Design Exception authorizes deviations from the 2021 Transportation Technical Manual (TTM) Typical Section – 4 (TS-4) (for 2-lane, Urban Collector Roadways) standards governing such roadways. Specifically:

1. The developer shall be permitted to install 10-foot-wide sidewalks on both sides of the roadway, in lieu of the 5-foot-wide sidewalks and 7-foot-wide buffered bicycle lanes required pursuant to TS-4 (staff notes specific limits are specified in the conditions proposed hereinabove);
2. The developer will be required to install Type "F" curb along both sides of Lincoln Rd. between Realigned Old Big Bend Rd. and Big Bend Rd., although on the east side of the roadway the Type F curb will not extend north past the existing areas of Miami curbing (generally corresponding to the area of the turn lane serving the shopping center at the northeast corner of Lincoln Rd. and Big Bend Rd.);
3. Green strips separation between sidewalks and the edge of the right of way shall be permitted to be reduced from the 2 feet required per TS-4 to 1-foot along the east and west sides of the Lincoln Rd. right-of-way; and,
4. Green strip separation between the sidewalks and closest edge of the travel lane shall be permitted to be reduced in certain areas on the west side of Lincoln Rd. from the 5-foot separation required per TS-4 to less than 5-feet (and in some cases 0 feet, where adjacent to a right turn lane).

If PD 25-0919 is approved, the County Engineer will approve the Design Exception.

DESIGN EXCEPTION #2 – OLD BIG BEND FRONTAGE RD. TYPICAL SECTIONS

The applicant's Engineer of Record (EOR) submitted a Design Exception (dated September 4, 2025) which was found approvable by the County Engineer (on September 8, 2025) from the Typical Section – 4 (TS-4) standards governing urban collector roadways. The Design Exception provides for two alternate Typical Section standard for the facility, in lieu of the Type TS-4 Typical Section standards required pursuant to the 2021 Transportation Technical Manual (TTM). The requested changes include utilization of 10-foot-wide multi-purpose pathways in lieu of the 5-foot-wide sidewalks and 7-foot-wide buffered bicycle facilities required pursuant to TS-4. A smaller typical section for segments of constrained roadway generally between Lincoln Rd. and just west of the canal (immediately west of and adjacent to the proposed project) have also been included.

If PD 25-0919 is approved, the County Engineer will approve the Design Exception.

REQUESTED ADMINISTRATIVE VARIANCE – ACCESS SPACING

The applicant's Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance (dated September 4, 2025) from the Sec. 6.04.07 LDC requirement, governing the project's Realigned Old Big Bend Rd. access connection spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 5 roadway with a posted speed of 45 miles per hour or less. While final designs have not been completed, the realigned roadway is anticipated to have a posted speed of 45 mph or less in the vicinity of the proposed project. The applicant is seeking a variance of +/- 65 feet from Interim Realigned Old Big Bend Rd. to the west on the same side of the roadway, such that the developer will be permitted to construct the project access in a location +/- 180 feet from that driveway. The request was found approvable by the County Engineer (on September 8, 2025).

If PD 25-0919 is approved by the Hillsborough County BOCC, the County Engineer will approve the Administrative Variance.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below. Old Big Bend Rd. and Lincoln Rd. are not included in the LOS report. As such, no data for these facilities could be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Big Bend Rd.	I-75 N Ramp	US 301	D	F

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Monday, September 8, 2025 3:51 PM
To: Steven Henry
Cc: Elise Batsel; Kevin Real; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 25-0919 Administrative Variance Review (1 of 2)
Attachments: 25-0919 AVReq 09-04-25.pdf; 25-0919 DEAdd 09-04-25_1.pdf

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and two Design Exceptions (DE) for PD 25-0919 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, September 8, 2025 1:07 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ-PD 25-0919 Administrative Variance Review (1 of 2)

Hello Mike,

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

shenry@lincks.com
follinj@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services Department

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request	<input type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. <input type="checkbox"/> 2. <input type="checkbox"/> 3.	<input type="checkbox"/> 4. <input type="checkbox"/> 5. <input type="checkbox"/> 6.	
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase Lincoln Bend West Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s) 077552.0000, 077552.0100, 077553.5550 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request Steven J. Henry, P.E. Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number RZ-PD 25-0919 Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number) N/A Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



September 4, 2025

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Lincoln Bend West
RZ-PD 25-0919
Folio Numbers: 077552.0000, 077552.0100, 077553.5550
Lincks Project No. 23110

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Old Big Bend Road Realigned. The property is proposed to be rezoned to Planned Development to allow up to 14,500 square feet of Restaurants.

The access to serve the project is proposed to be via one (1) full access to Old Big Bend Road Realigned and one (1) full access to Driveway B within the adjacent PD. A copy of the PD plan is included in the Appendix of this letter.

The subject property is within the Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Old Big Bend Road Realigned is classified as a local roadway. However, it is anticipated the roadway may serve more than 5,000 vehicles per day; therefore, it is considered a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Old Big Bend Road Realigned. Based on Section 6.04.07, the access spacing on Old Big Bend Road Realigned is 245 feet and the distance to Driveway B to the west is approximately 180 feet and 270 feet to Lincoln Road. This is graphically shown on Figure 1 attached to the request.

The justification for the variance is as follows:

(a) there is an unreasonable burden on the applicant,

The property has limited frontage along Old Big Bend Road Realigned. There is not sufficient distance between Driveway B and Lincoln Road to meet the spacing criteria. Therefore, it is not feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.Lincks.com Website

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

The variance would not be detrimental to the public health, safety and welfare for the following reasons:

1. The developer proposes to provide a westbound left turn lane at the project access on Old Big Bend Road Realigned.
2. The developer has committed to provide cross access to the PD to the west.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

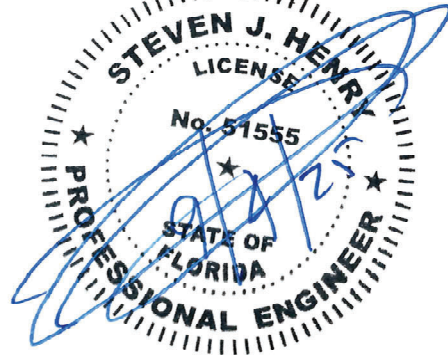
The only connection for the project is to the collector road system is Old Big Bend Road Realigned. Due to property constraints, the only reasonable location for the access is shown on the attached exhibit.

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

Best Regards,

Steven J Henry
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555



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

_____ **Disapproved**
_____ **Approved**
_____ **Approved with Conditions**

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

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
September 4, 2025
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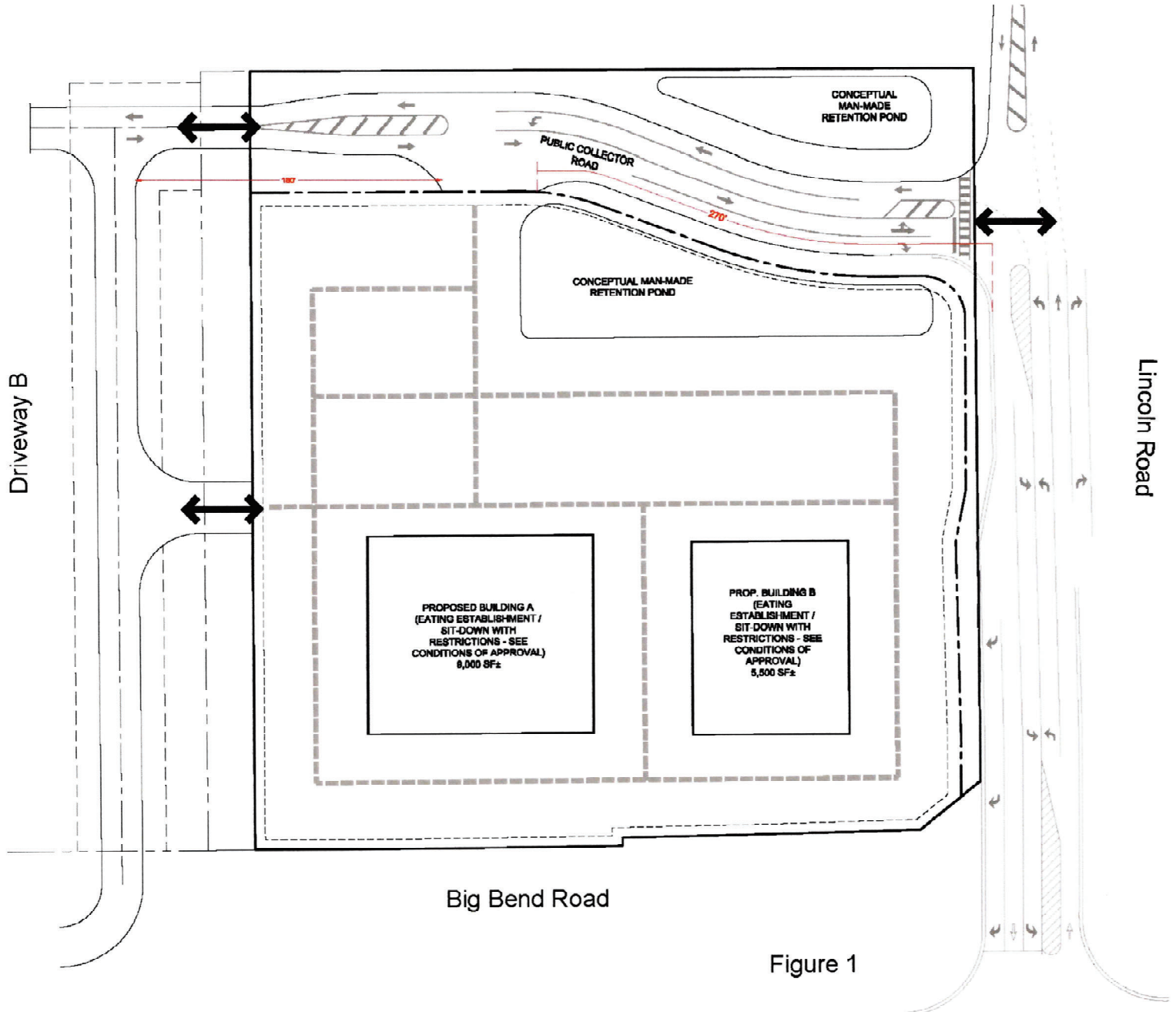


Figure 1

APPENDIX



PD PLAN



LINCOLN BEST WEST, LLC
4622 MAPE AVENUE, SUITE 200
DALLAS, TEXAS 75219
PHONE (972) 980-8806

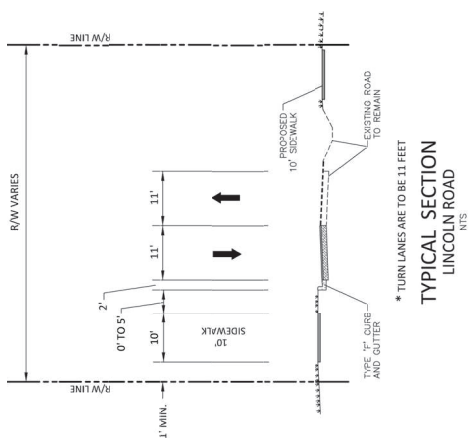
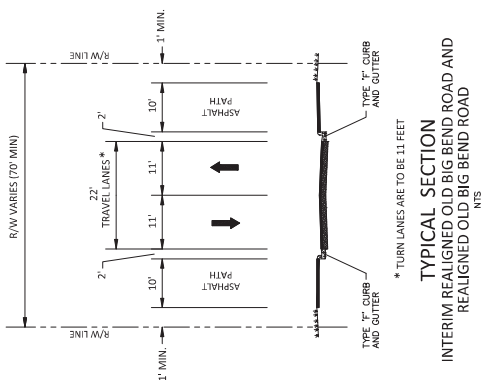


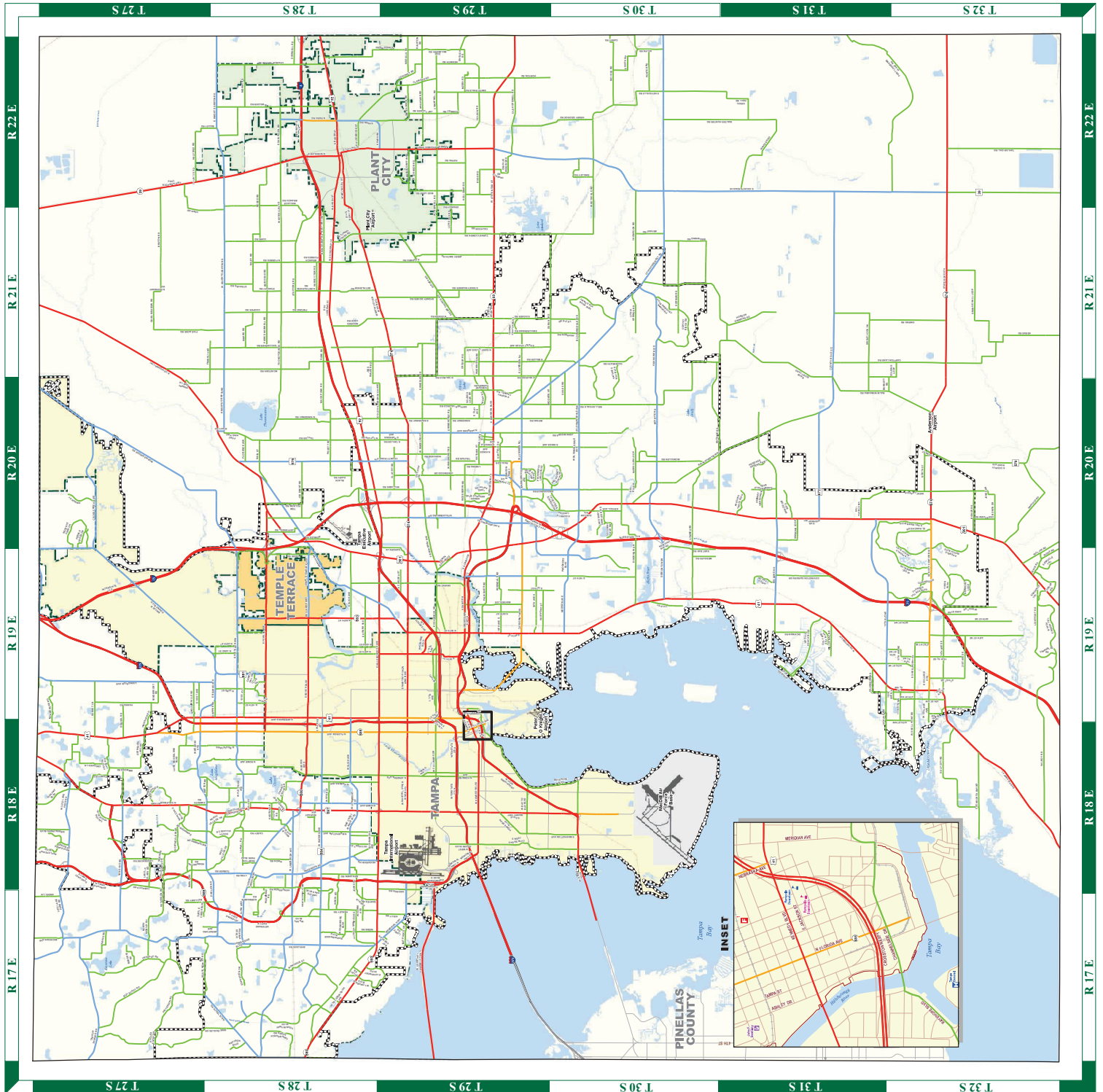
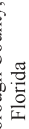
FIGURE 2



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



Infrastructure & Development Services



HILLSBOROUGH COUNTY LDC
SECTION 6.04.04



Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
 - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.

- b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
- c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)

Ratliff, James

From: Williams, Michael
Sent: Monday, September 8, 2025 3:51 PM
To: Steven Henry
Cc: Elise Batsel; Kevin Real; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 25-0919 Administrative Variance Review (1 of 2)
Attachments: 25-0919 AVReq 09-04-25.pdf; 25-0919 DEAdd 09-04-25_1.pdf

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and two Design Exceptions (DE) for PD 25-0919 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, September 8, 2025 1:07 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ-PD 25-0919 Administrative Variance Review (1 of 2)

Hello Mike,

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

shenry@lincks.com
follinj@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services Department

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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HCFL.gov

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Hillsborough County Florida

Please note: All correspondence to or from this office is subject to Florida's Public Records law.



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. DE-Lincoln Road <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. DE-Lincoln Road <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. DE-Lincoln Road <input type="checkbox"/> 6.		
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase Lincoln Bend West Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s) 077552.0000, 077552.0100, 077553.5550 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request Steven J. Henry Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number RZ-PD 25-0919 Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number) N/A Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



September 4, 2025

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: Lincoln Bend West
RZ-PD 25-0919
Folio 077552-0000
077552-0100
077553-5550
Lincks Project No. 23110

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Lincoln Road from Big Bend Road to Old Big Bend Road Realigned.

The developer proposes to rezone the property to PD to allow up to 14,500 Square Feet of Restaurants.

The proposed PD plan is included in the Appendix of this letter.

According to the Hillsborough County Functional Classification Map, Lincoln Road is classified as a local roadway. However, it is anticipated the roadway may serve more than 5,000 vehicles per day, therefore, it is considered a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Lincoln Road. The segment of Lincoln Road currently has the following characteristic:

- Two (2) lane rural roadway
- No paved shoulders
- Five (5) foot sidewalk on the east side

The following exceptions are requested to accommodate the proposed project:

- 1) Bike Lanes – TS-4 has 7 foot buffered bike lanes. The existing roadway is a rural roadway with no bike lanes on the west side of the roadway.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
September 4, 2025
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- 2) The existing rural section is to remain on the east side of the roadway.

The justification for the Design Exception is as follows:

1. Bike Lanes – No bike lanes are proposed on the west side of the road. In lieu of the bike lane, a wider sidewalk is proposed on the east and west side of the road.
2. Sidewalk – A 10 foot sidewalk is proposed on the east and west side of the roadway instead of the bike lanes. Given the roadway is within a mixed use development area and will connect to mixed uses to the west, the wider sidewalk provides a better option for pedestrians and bikes.

Figure 1 illustrates the proposed improvements along Lincoln Road from Big Bend Road to Old Big Bend Road Realigned.

Figure 2 illustrates the proposed section for Lincoln Road from Big Bend Road to Old Big Bend Road Realigned.

Based on the above, it is our opinion, the proposed improvements to Lincoln Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
September 4, 2025
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Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
September 4, 2025
Page 4

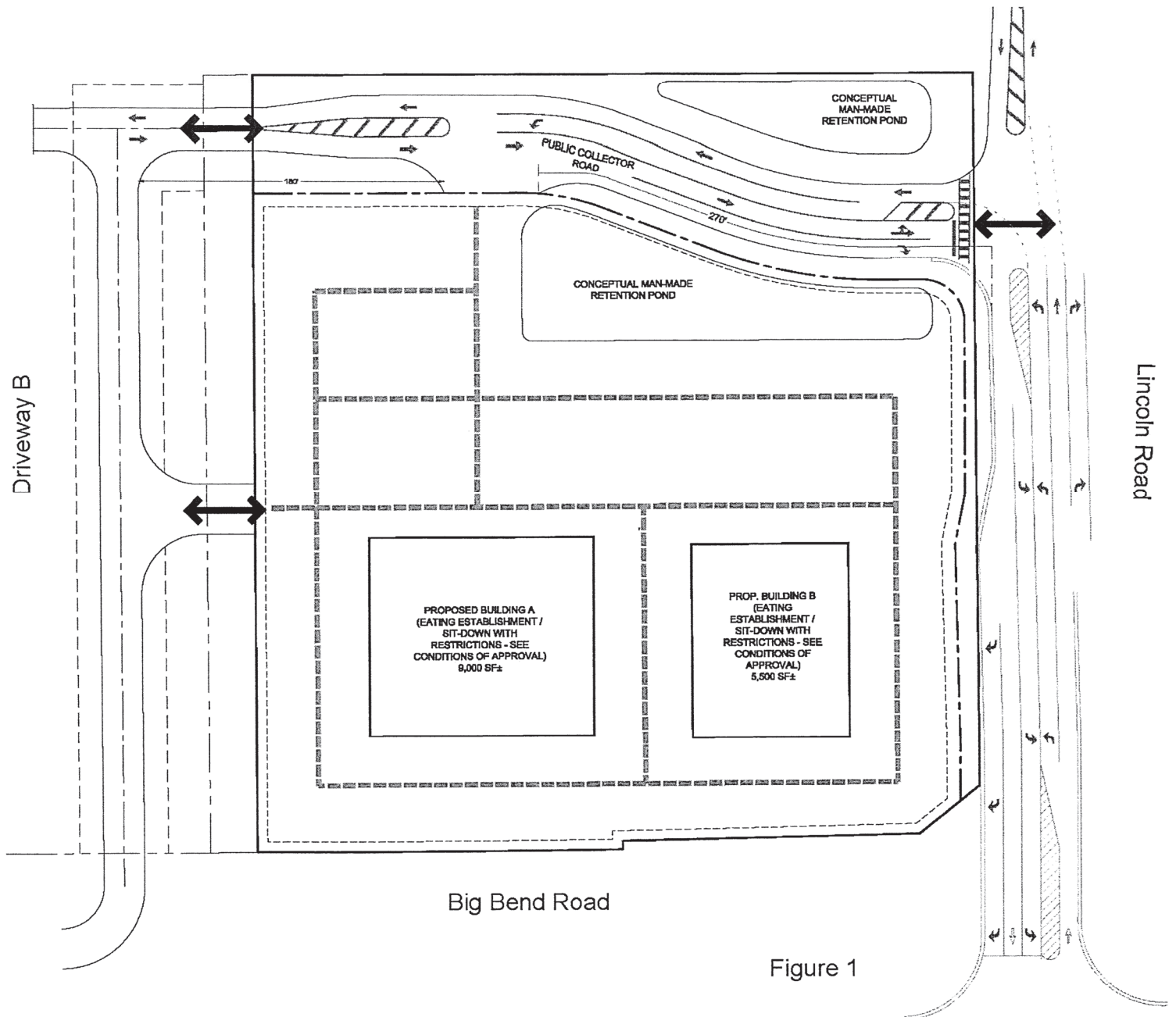
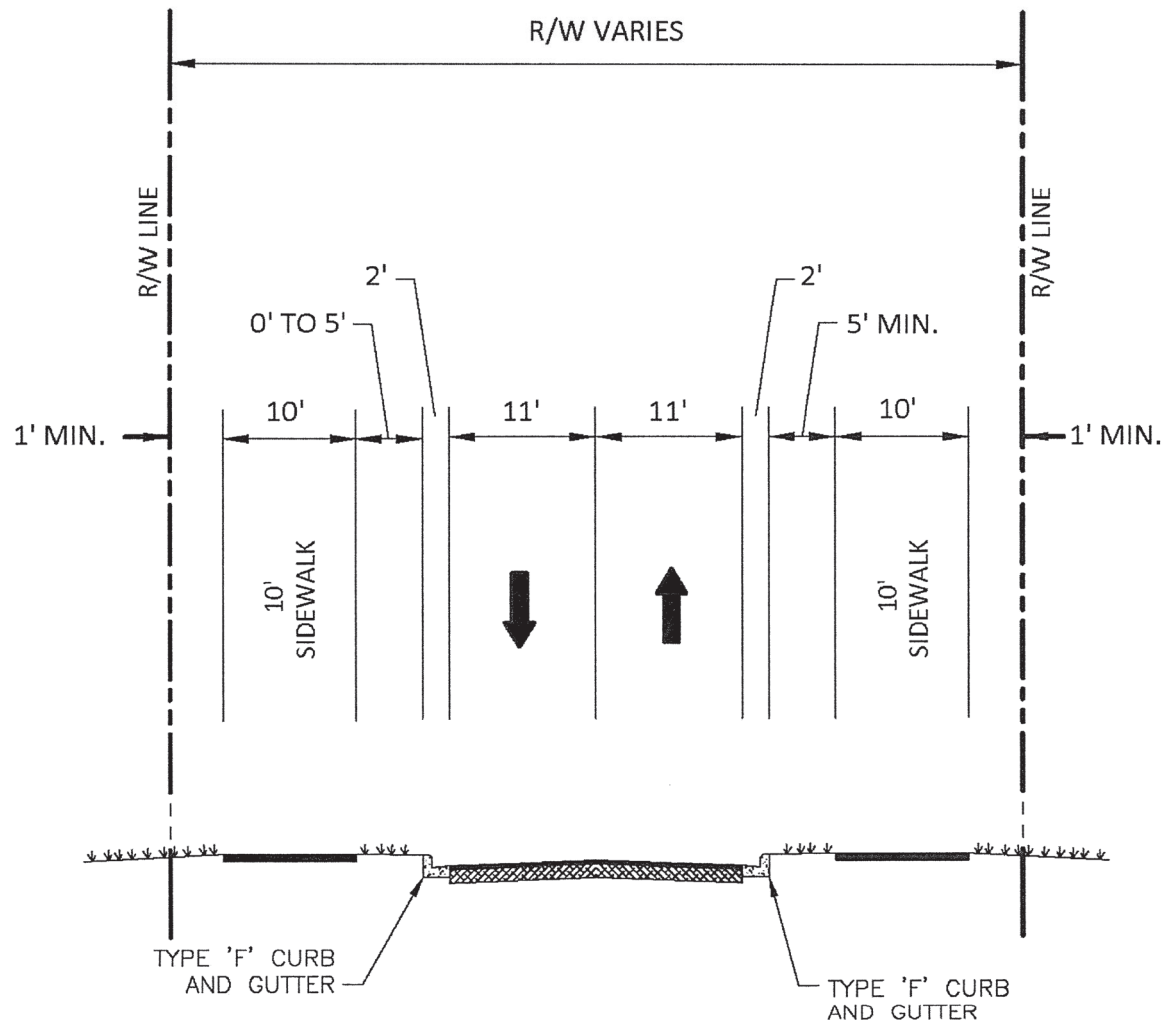


Figure 1

Mr. Mike Williams
September 4, 2025
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* TURN LANES ARE TO BE 11 FEET

TYPICAL SECTION LINCOLN ROAD NTS

FIGURE 2

APPENDIX



PD PLAN



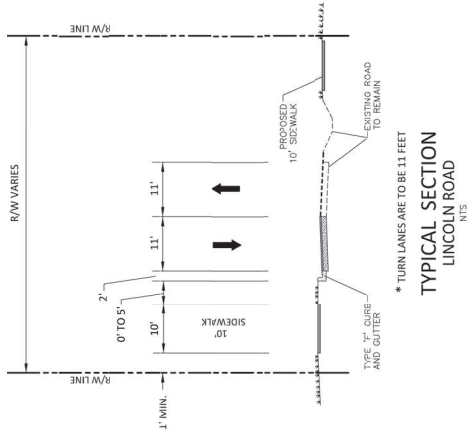
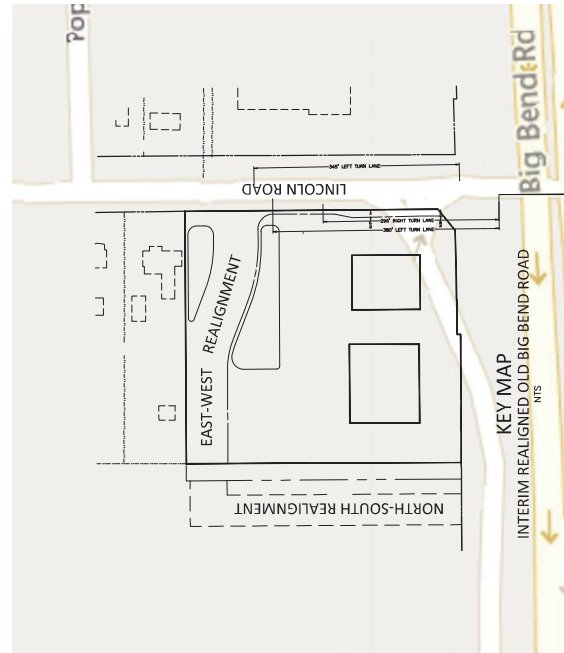
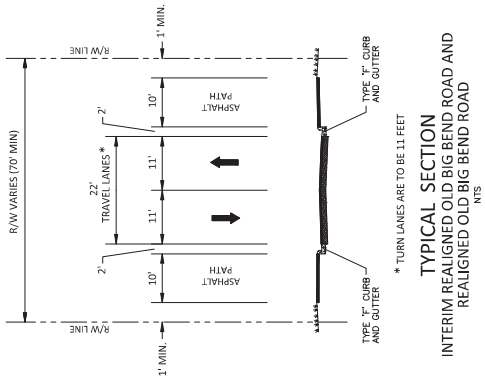


FIGURE 2



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Hillsborough County,
Florida

Legend

Functional Classifications

Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

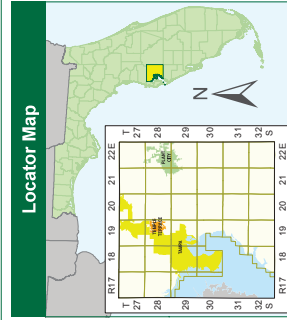
Urban Service Area Boundary

City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE/PLANNED DEVELOPMENT DISTRICTS
PART 3.03.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.04.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.05.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.06.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.07.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.08.00 SUBDIVISION STANDARDS AND GUIDELINES
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PART 3.90.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.91.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.92.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.93.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.94.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.95.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.96.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.97.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.98.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 3.99.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 4.00.00 SUBDIVISION STANDARDS AND GUIDELINES

In addition to subject matters in the LDC, Functional Classification of roads
drive an important role in administering the Residential Traffic Control
Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not
warrant the accuracy of the map. The map is for informational purposes only and should not be used for any
other expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a
particular purpose.

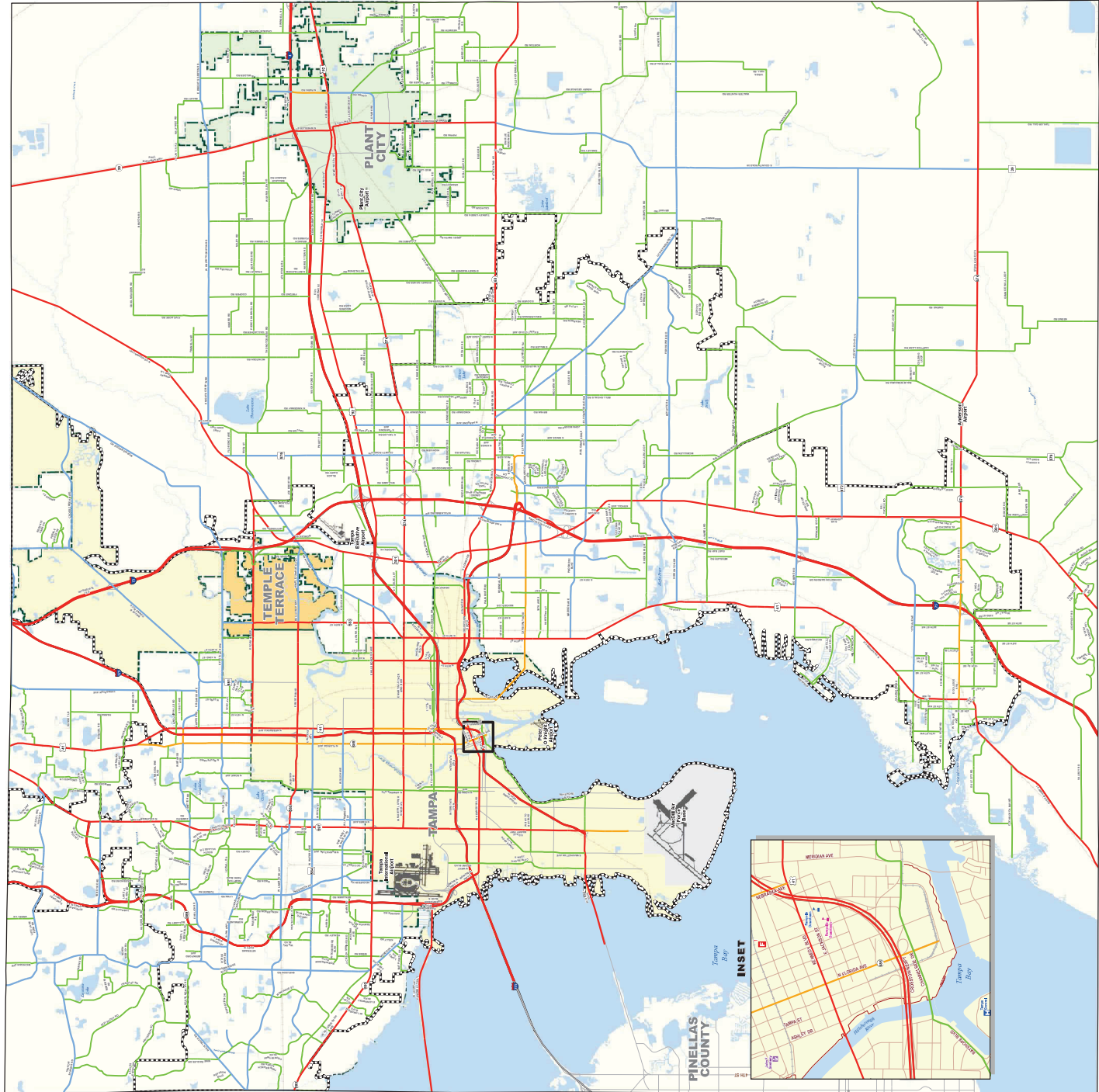
SOURCE: This map has been prepared for the inventory of real property located within Hillsborough County and is
not intended to be used for any other purpose. The map is for informational purposes only and should not be used for any
other expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a
particular purpose.

Use of this map is hereby notified that the information is for informational purposes only and should be consulted
for verification of the information contained on this map.

804 E Kennedy Blvd
Tampa, FL 33602
(813) 277-5810
printroom@hillsboroughcounty.org

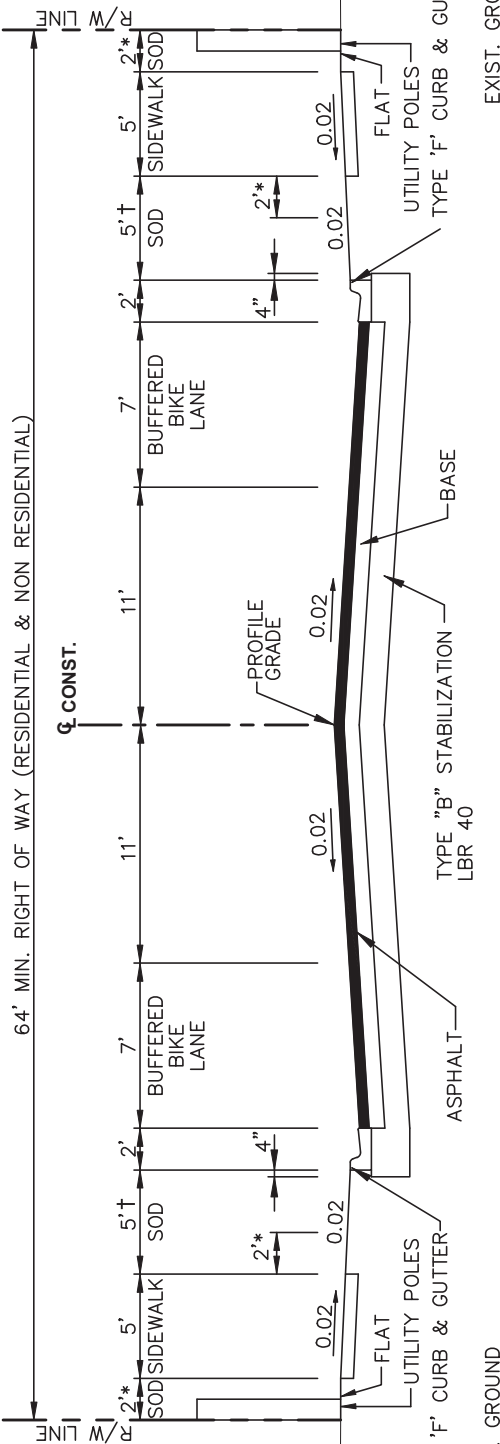
Date: 04/11/2014

Path: \\HILLSBOROUGH\GIS\MapData\MapData\Current\FunctionalClassification_2014



TS-4





N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

10/17

TRANSPORTATION TECHNICAL MANUAL

Hillsborough
County Florida

**URBAN COLLECTORS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. TS-43

SHEET NO. 1 OF 10

Ratliff, James

From: Williams, Michael
Sent: Monday, September 8, 2025 3:52 PM
To: Steven Henry
Cc: Elise Batsel; Kevin Real; Follin, Jared; Ratliff, James; Drapach, Alan; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: RE: RZ-PD 25-0919 Administrative Variance Review (2 of 2)
Attachments: 25-0919 DEAdd 09-04-25_2.pdf

With the third attachment.

From: Williams, Michael
Sent: Monday, September 8, 2025 3:51 PM
To: Steven Henry <shenry@lincks.com>
Cc: Elise Batsel <ebatsel@stearnsweaver.com>; Kevin Real <kreali@stearnsweaver.com>; Follin, Jared <FollinJ@hcfl.gov>; Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>
Subject: FW: RZ-PD 25-0919 Administrative Variance Review (1 of 2)

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and two Design Exceptions (DE) for PD 25-0919 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hcfl.gov or 813-307-1707) after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

If the BOCC denies the PD zoning or PD zoning modification request, staff will request that you withdraw the AV/DE. In such instance, notwithstanding the above finding of approvability, if you fail to withdraw the request, I will deny the AV/DE (since the finding was predicated on a specific development program and site configuration which was not approved).

Once I have signed the document, it is your responsibility to submit the signed AV/DE(s) together with your initial plat/site/construction plan submittal. If the project is already in preliminary review, then you must submit the signed document before the review will be allowed to progress. Staff will require resubmittal of all plat/site/construction plan submittals that do not include the appropriate signed AV/DE documentation.

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

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

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

[Facebook](#) | [Twitter](#) | [YouTube](#) | [LinkedIn](#) | [HCFL Stay Safe](#)

Please note: All correspondence to or from this office is subject to Florida's Public Records law.

From: Tirado, Sheida <TiradoS@hcfl.gov>

Sent: Monday, September 8, 2025 1:07 PM

To: Williams, Michael <WilliamsM@hcfl.gov>

Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>

Subject: RZ-PD 25-0919 Administrative Variance Review (1 of 2)

Hello Mike,

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

shenry@lincks.com

follinj@hcfl.gov

ratliffja@hcfl.gov

drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

[Facebook](#) | [X](#) | [YouTube](#) | [LinkedIn](#) | [Instagram](#) | [HCFL Stay Safe](#)

Hillsborough County Florida

Please note: All correspondence to or from this office is subject to Florida's Public Records law.



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. DE-Old Big Bend Realigned <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. DE-Old Big Bend Realigned <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. DE-Old Big Bend Realigned <input type="checkbox"/> 6.		
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase Lincoln Bend West Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s) 077552.0000, 077552.0100, 077553.5550 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request Steven J. Henry Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number RZ-PD 25-0919 Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number) N/A Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. DE-Old Big Bend Realigned <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. DE-Old Big Bend Realigned <input type="checkbox"/> 5. <input checked="" type="checkbox"/> 3. DE-Old Big Bend Realigned <input type="checkbox"/> 6.		
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase Lincoln Bend West Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s) 077552.0000, 077552.0100, 077553.5550 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request Steven J. Henry Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number RZ-PD 25-0919 Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number) N/A Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



September 4, 2025

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: Lincoln Bend West
RZ-PD 25-0919
Folio 077552-0000
077552-0100
077553-5550
Lincks Project No. 23110

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Old Big Bend Road Realigned from Lincoln Road to the western property line.

The developer proposes to rezone the property to PD to allow up to 14,500 Square Feet of Restaurants.

The proposed PD plan is included in the Appendix of this letter.

According to the Hillsborough County Functional Classification Map, Old Big Bend Road Realigned is classified as a local roadway. However, it is anticipated the roadway may serve more than 5,000 vehicles per day; therefore, it is considered a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Old Big Bend Road Realigned. Old Big Bend Road is proposed to be realigned from west of Simmons Loop Extension to Lincoln Road, as shown in Figure 1. This Design Exception is for Old Big Bend Road Realigned from Lincoln Road to Driveway B. The Design Exception for Old Big Bend Road Realigned from west of Simmons Loop to Driveway B was approved as part of the PD rezoning (PD 22-0461). A copy of which is included in the Appendix of this letter.

The following exceptions are requested to accommodate the proposed project for Old Big Bend Road from Driveway B to Lincoln Road:

1. Bike Lane – TS-4 has 7 foot buffered bike lanes. The existing roadway is a rural roadway with no bike lanes.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
September 4, 2025
Page 2

2. Sidewalk – TS-4 has sidewalk on both sides of the roadway. There is currently no sidewalk along the subject segment of the roadway.

The justification for the Design Exception is as follows:

The developer proposes two (2) alternative sections. The first is where there is sufficient right of way. This section is shown in Figure 2. Figure 3 illustrates the proposed section where the roadway crosses the drainage canal to Lincoln Road.

1. Bike Lanes – No bike lanes are proposed. In lieu of the bike lanes, wider sidewalk on each side of the road is proposed.
2. Sidewalk – 10 foot sidewalk on both sides of the roadway are proposed instead of the bike lanes. Given the roadway is within a mixed use development and will connect to mixed uses east and west, the wider sidewalk provides a better option for pedestrians and bikes.

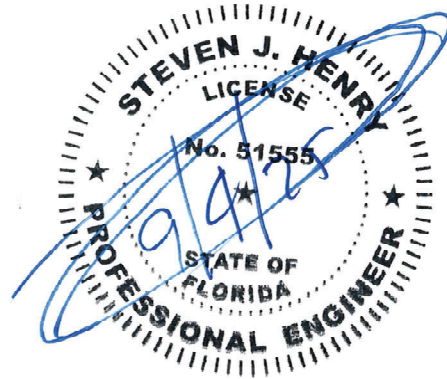
Based on the above, it is our opinion, the proposed improvements to Old Big Bend Road Realigned will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
September 4, 2025
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
September 4, 2025
Page 4

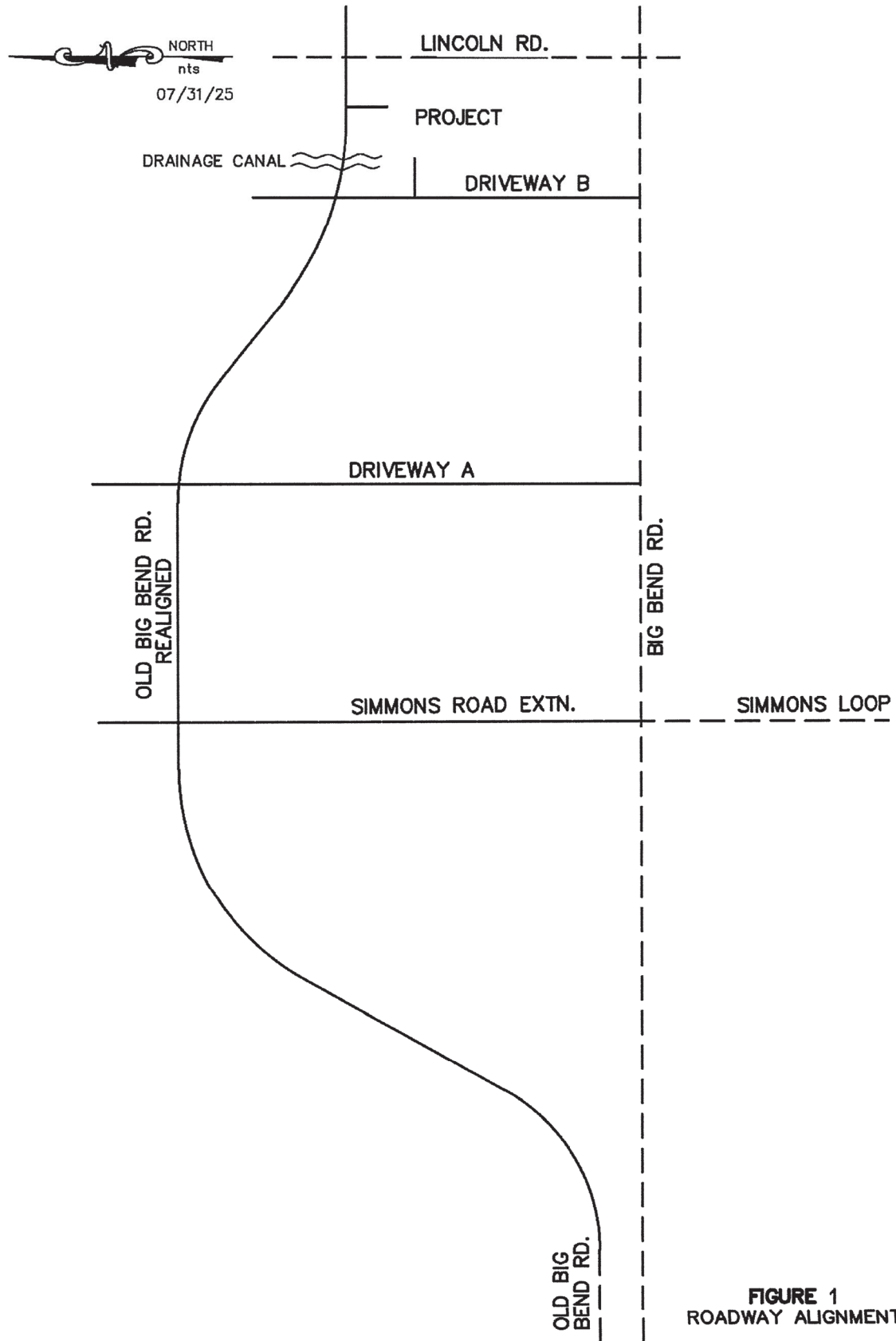
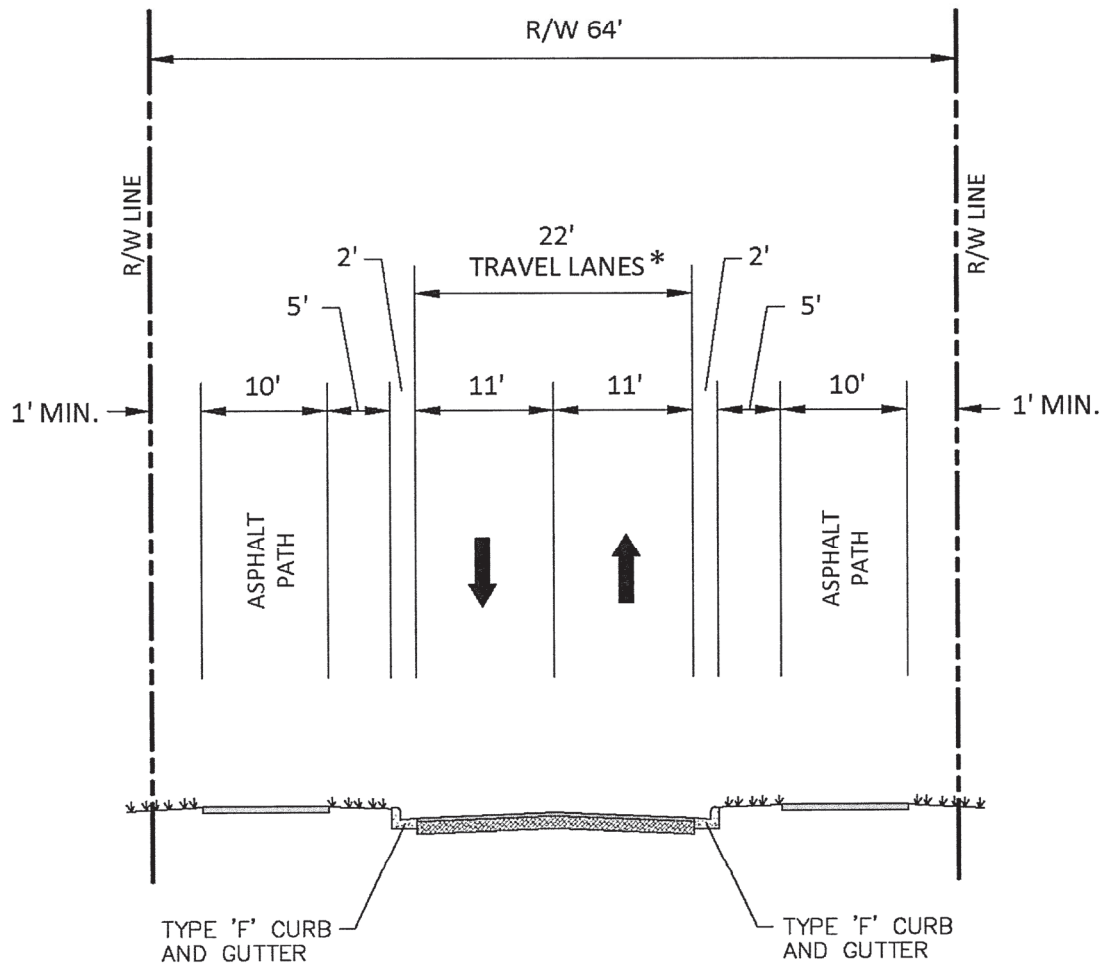


FIGURE 1
ROADWAY ALIGNMENT

Mr. Mike Williams
September 4, 2025
Page 5



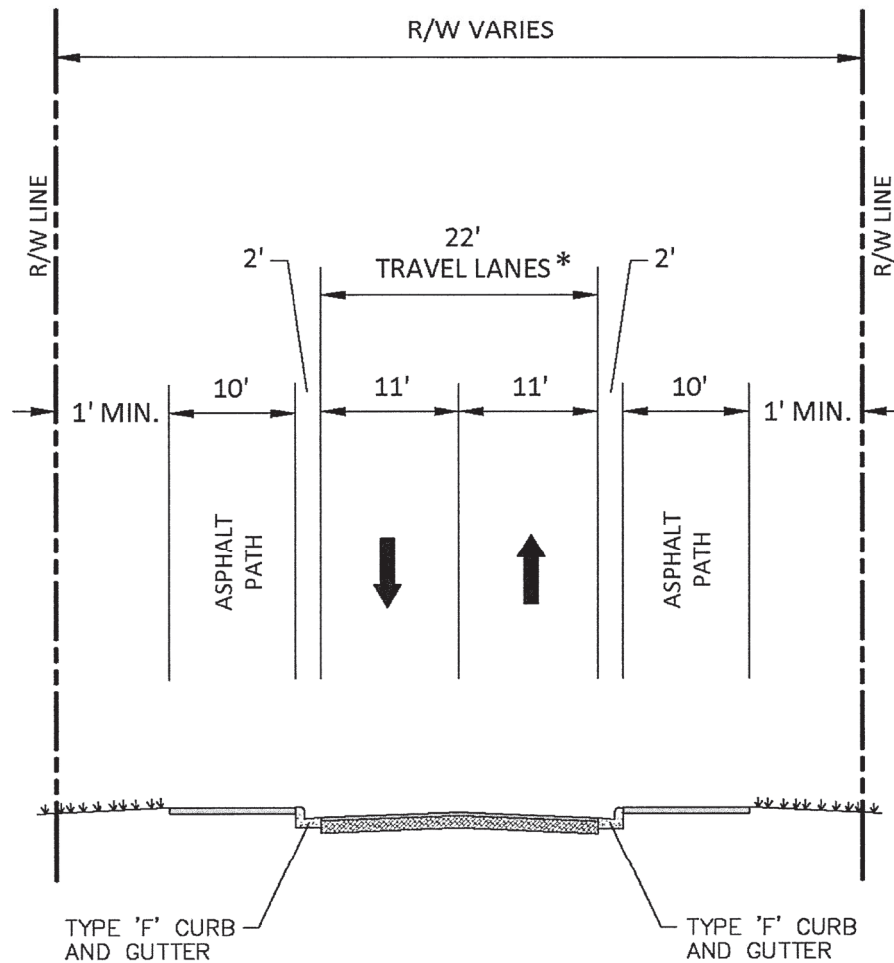
* TURN LANES ARE TO BE 11 FEET

TYPICAL SECTION OLD BIG BEND ROAD REALIGNED

NTS

FIGURE 2

Mr. Mike Williams
September 4, 2025
Page 6



* TURN LANES ARE TO BE 11 FEET

TYPICAL SECTION
OLD BIG BEND ROAD REALIGNED
NTS

FIGURE 3

APPENDIX



PD PLAN



LINCOLN BEST WEST, LLC
4622 MAPE AVENUE, SUITE 200
DALLAS, TEXAS 75219
PHONE (972) 980-8806

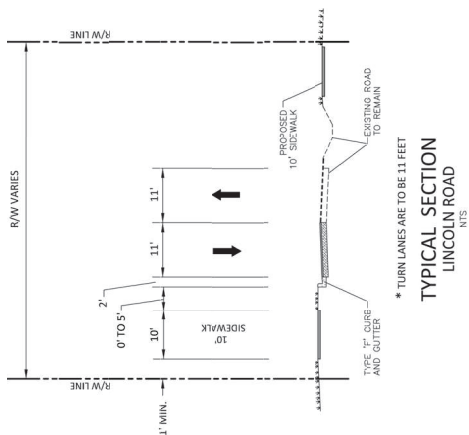
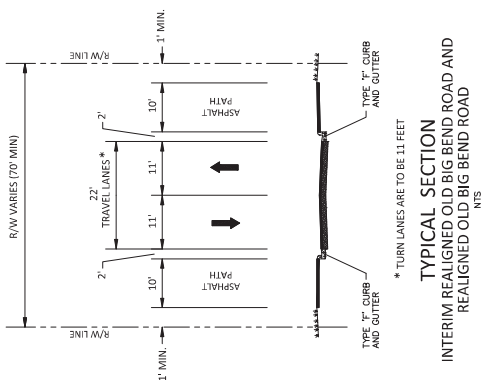


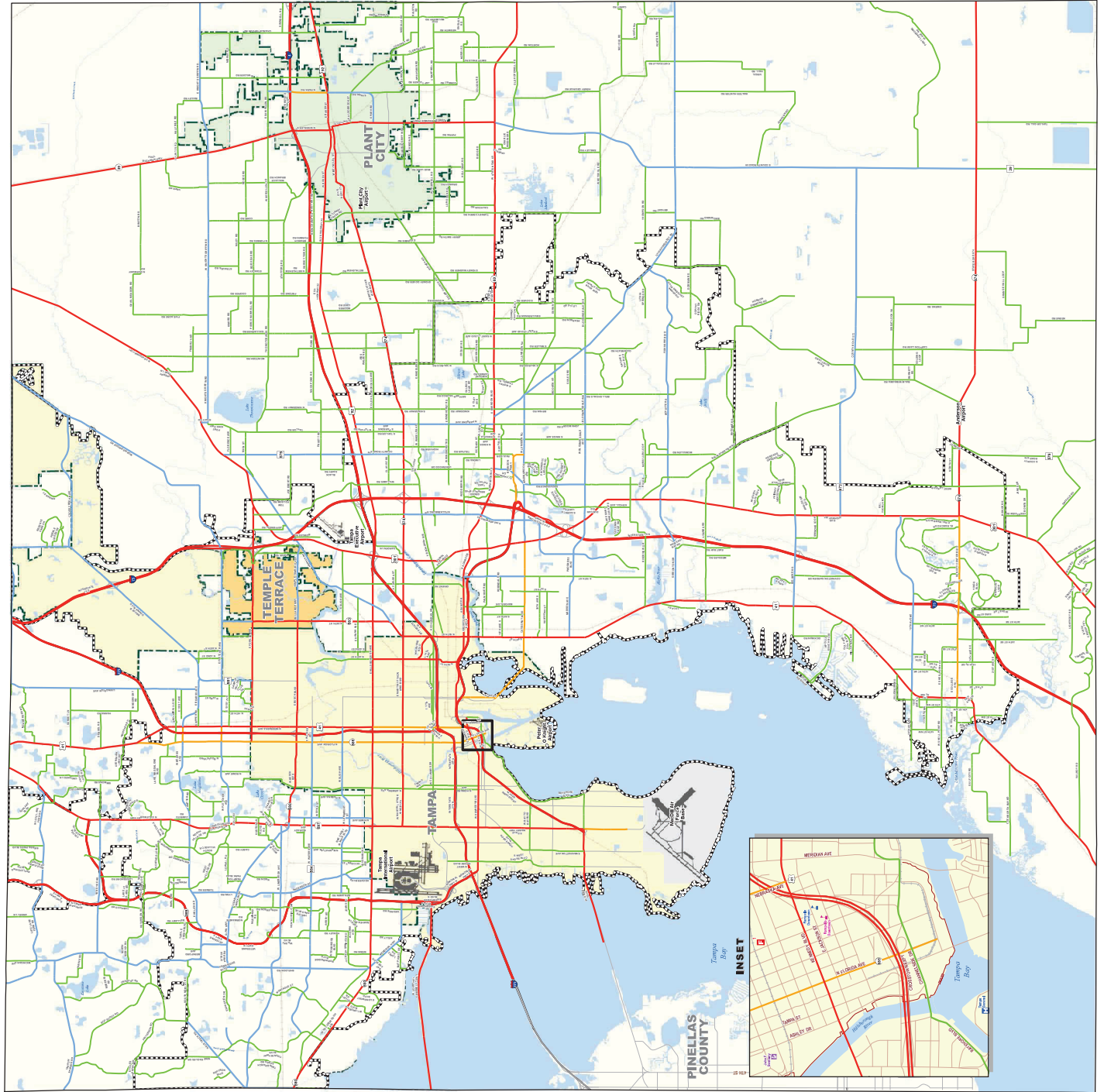
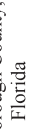
FIGURE 2



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP

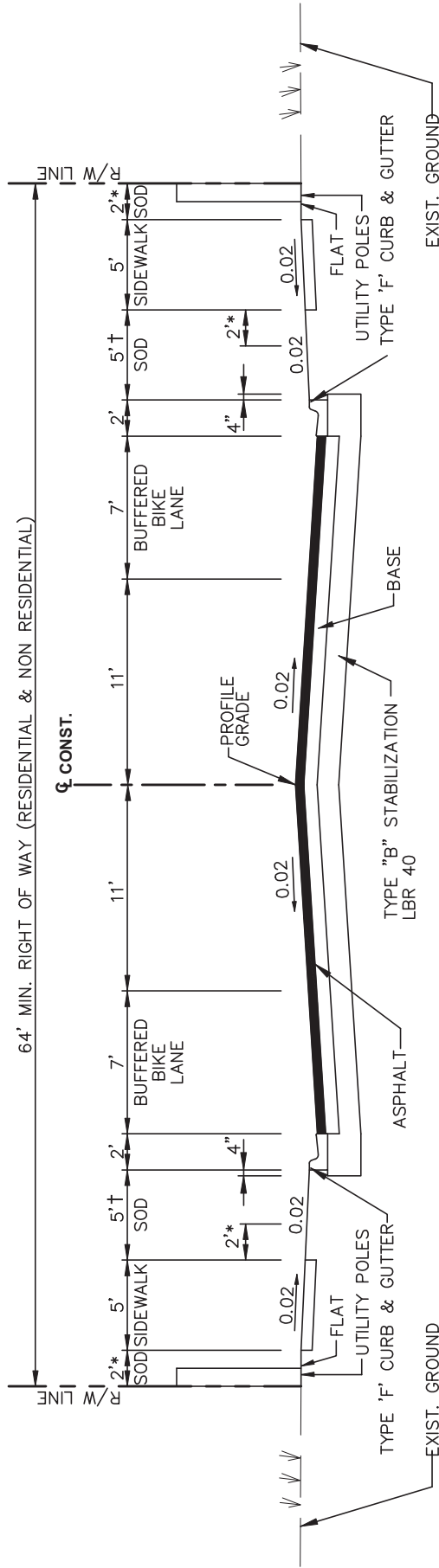


Infrastructure & Development Services



TS-4





TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

- 1. ALL DIMENSIONS SHOWN ARE MINIMUM.
- 2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
- 5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

**URBAN COLLECTORS
(2 LANE UNDIVIDED)
TYPICAL SECTION**



**TRANSPORTATION
TECHNICAL
MANUAL**

REVISION DATE:
10/17

DRAWING NO. **TS-4**
SHEET NO. 1 OF 1

PD-22-0461
APPROVED DESIGN EXCEPTION





LINCKS & ASSOCIATES, INC.

July 26, 2022

Mr. Michael Williams, PE
County Engineer Development Review Director
Hillsborough County
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Big Bend – Camden
RZ-PD 22-0461
Folio 077569-0000
077558-0000
077557-0000
Lincks Project No. 21224

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Old Big Bend Road from Simmons Loop Extension to the eastern property line. The subject property is currently zoned (PD) to allow the following land uses:

- Hospital – 360,000 Square Feet and 250 Beds
- Medical Office – 300,000 Square Feet

The developer proposes a rezone the property to PD to allow the following land uses:

- Multi-Family – 900 Dwelling Units
- Warehouse – 150,000 Square Feet
- Sterilization Facility – 80,000 Square Feet
- Ambulatory Care/Emergency Facility – 25,000 Square Feet
- Retail – 30,000 Square Feet

The proposed PD plan is included in the appendix of this letter.

As shown in Table 1, the proposed modification would result in a significant reduction in project traffic.

According to the Hillsborough County Functional Classification Map, Old Big Bend Road is classified as a local roadway, however, it is anticipated the roadway may serve more than 5,000 vehicles per day therefore it is considered a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

Mr. Mike Williams
July 26, 2022
Page 2

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Old Big Bend Road. The segment of Old Big Bend Road is currently a two (2) lane roadway and the developer proposes to realign the roadway, as shown in Figure 1. The following exceptions are requested to accommodate the proposed project.

- 1) Bike Lanes – TS-4 has 7 foot buffered bike lanes. The existing roadway is a rural roadway with no bike lanes.
- 2) Sidewalk – TS-4 has sidewalk on both sides of the roadway. There is currently no sidewalk along the subject segment of the roadway.

The justification for the Design Exception is as follows:

The developer proposes two alternative sections. The first is from Simmons Loop Extension east through the project to the transitions to the drainage canal. This section is shown in Figure 2. Figure 3 illustrates the proposed section where the roadway crosses the drainage canal on the eastern portion of the property.

1. Bike Lanes – No bike lanes are proposed. In lieu of the bike lanes, wider sidewalk on each side of the road is proposed.
2. Sidewalk – 10' sidewalk on both sides of the roadway are proposed instead of the bike lanes. Given the roadway is within a mixed use development and will connect to mixed uses east and west, the wider sidewalk provides a better option for pedestrians and bikes.

Based on the above, it is our opinion, the proposed improvements to Old Big Bend Road Realigned will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
July 26, 2022
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555

7/26/22

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

☐ Disapproved
☒ Approved
☐ Approved with Conditions

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E., (813) 276-8364, TiradoS@hillsboroughcounty.org.

Michael J.
Williams

Digitally signed
by Michael J.
Williams

Date: 2023.01.20
18:17:08 -05'00'

Sincerely,

Michael J. Williams

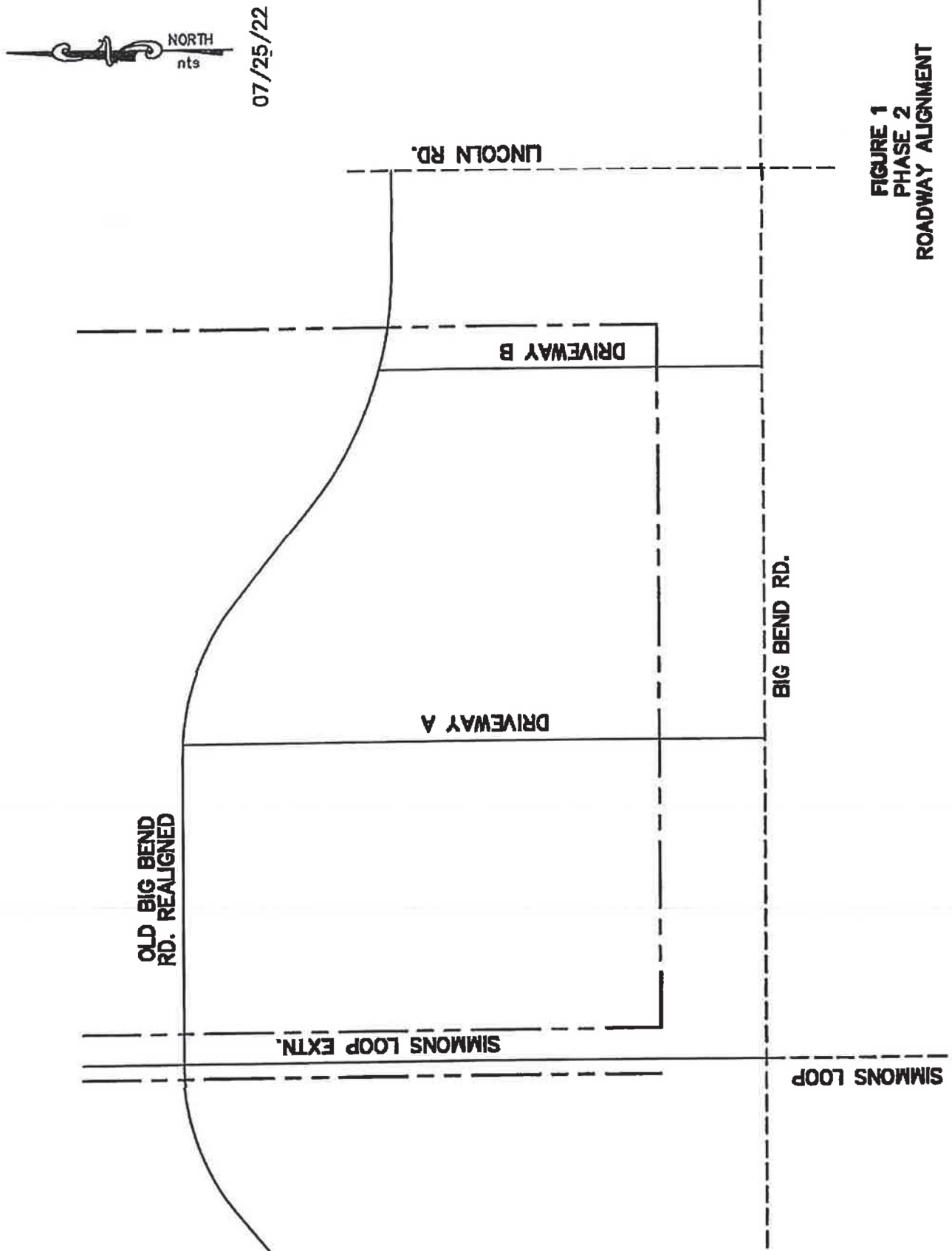
Hillsborough County Engineer

TABLE 1
 ESTIMATED PROJECT TRIP ENDS (1)

Scenario	Land Use	ITE LUC	Size	Daily			AM Peak Hour			PM Peak Hour		
				Trip Ends			Trip Ends			Trip Ends		
				In	Out	Total	In	Out	Total	In	Out	Total
Approved	Hospital	610	360,000 SF	3,877	198	97	295	109	201	310		
		720	300,00 SF	9,558	651	153	804	213	639	852		
			Sub-total	13,435	849	250	1,099	322	840	1,162		
Proposed	Multi-Family	221	900 DU's	4,086	77	256	333	214	137	351		
		150	150,000 SF	275	32	10	42	12	32	44		
		140	80,000 SF	504	44	14	58	16	36	52		
	Ambulatory Care/ Emergency Facility	650	25,000 SF	624	14	14	28	17	21	38		
		822	30,000 SF	1,634	43	28	71	85	85	170		
			Sub-total	7,123	210	322	532	344	311	655		
			Difference	<6,312>	<639>	72	<567>	22	<529>	<507>		

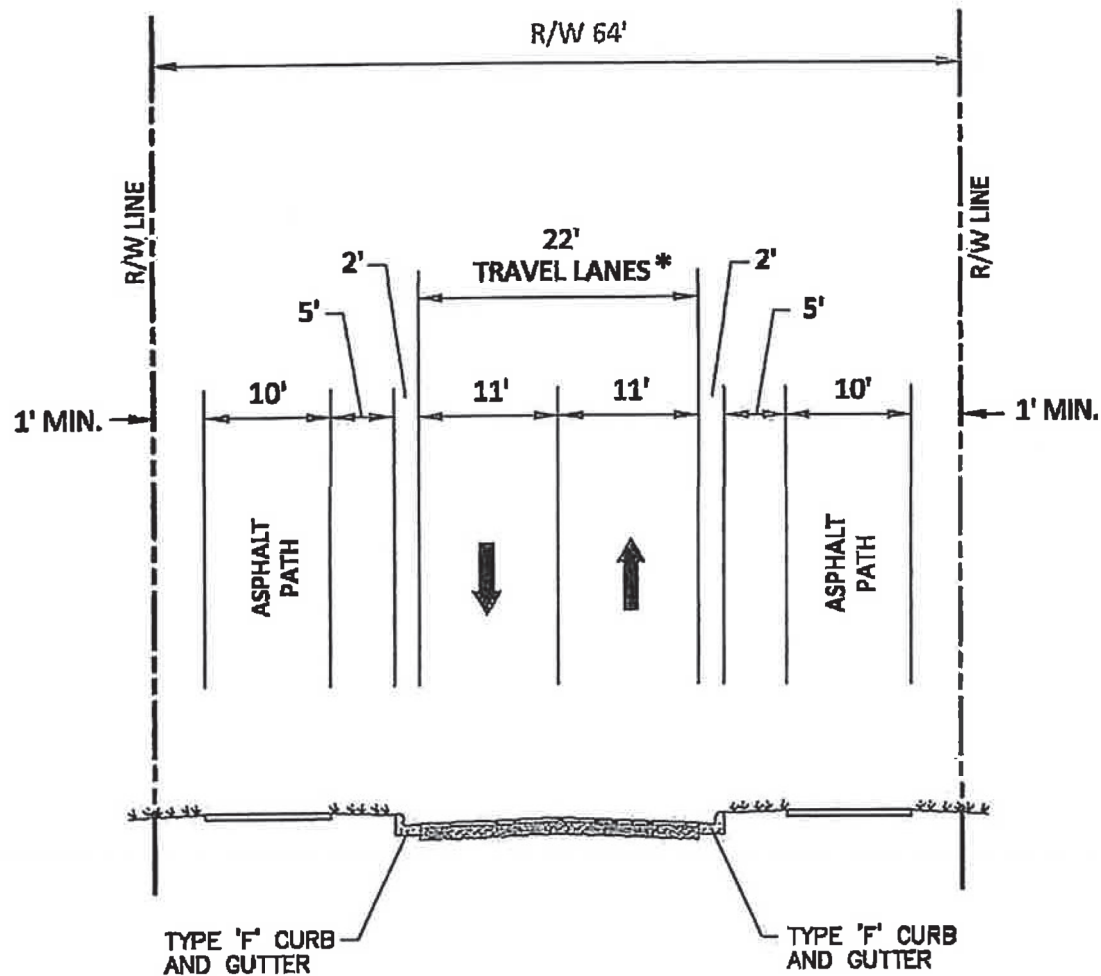
(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Mr. Mike Williams
July 26, 2022
Page 5



**FIGURE 1
PHASE 2
ROADWAY ALIGNMENT**

Mr. Mike Williams
July 26, 2022
Page 6

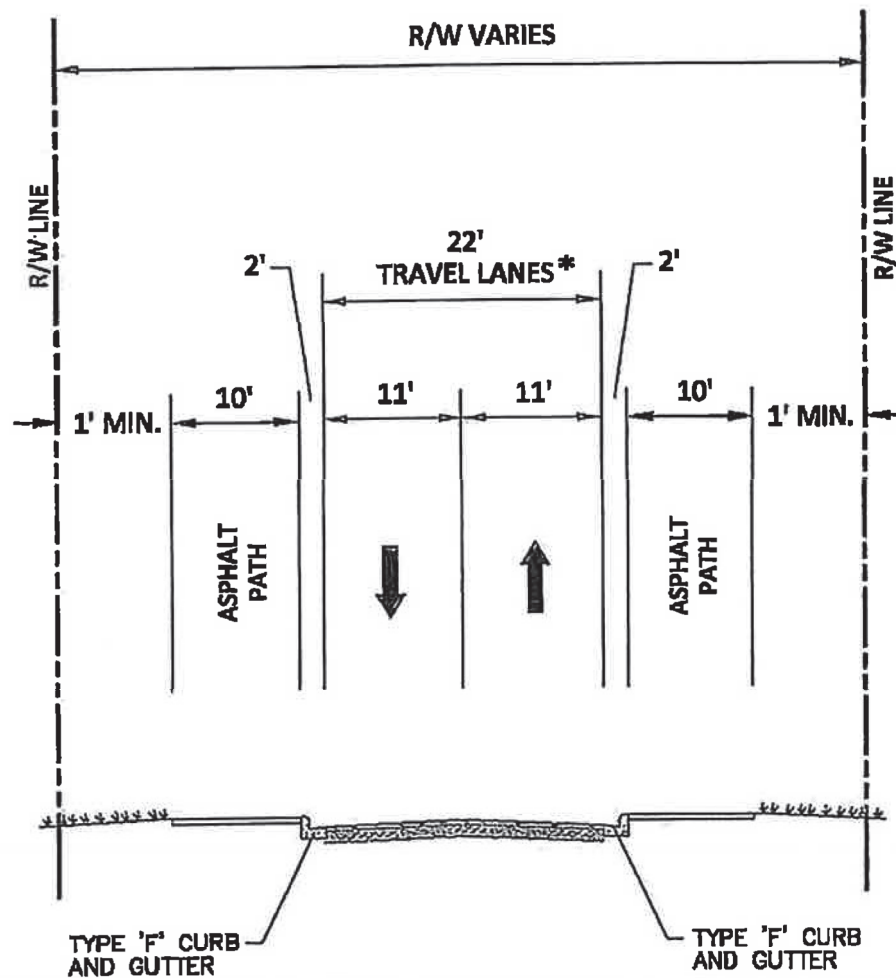


* TURN LANES ARE TO BE 11 FEET

TYPICAL SECTION
OLD BIG BEND ROAD REALIGNED
NTS

FIGURE 2

Mr. Mike Williams
July 26, 2022
Page 7



* TURN LANES ARE TO BE 11 FEET

TYPICAL SECTION
OLD BIG BEND ROAD REALIGNED
NTS

FIGURE 3

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY
ROADWAYS FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications
Authority, Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Services Area Boundary

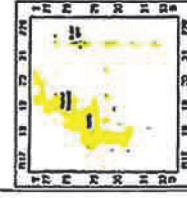
City Limits

The Hillsborough County Roadway Functional Map will be used to all planning and engineering projects within the County. The map is a planning tool and should not be used for legal purposes. The map is a planning tool and should not be used for legal purposes.

PART 3.00 INTERSTATE-PLANNED DEVELOPMENT DISTRICTS
PART 3.10 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.20 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.30 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.40 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.50 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.60 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.70 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.80 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 3.90 CITIES-PARK VILLAGE DEVELOPMENT DISTRICTS
PART 4.00 SPECIAL CONDITIONAL USER

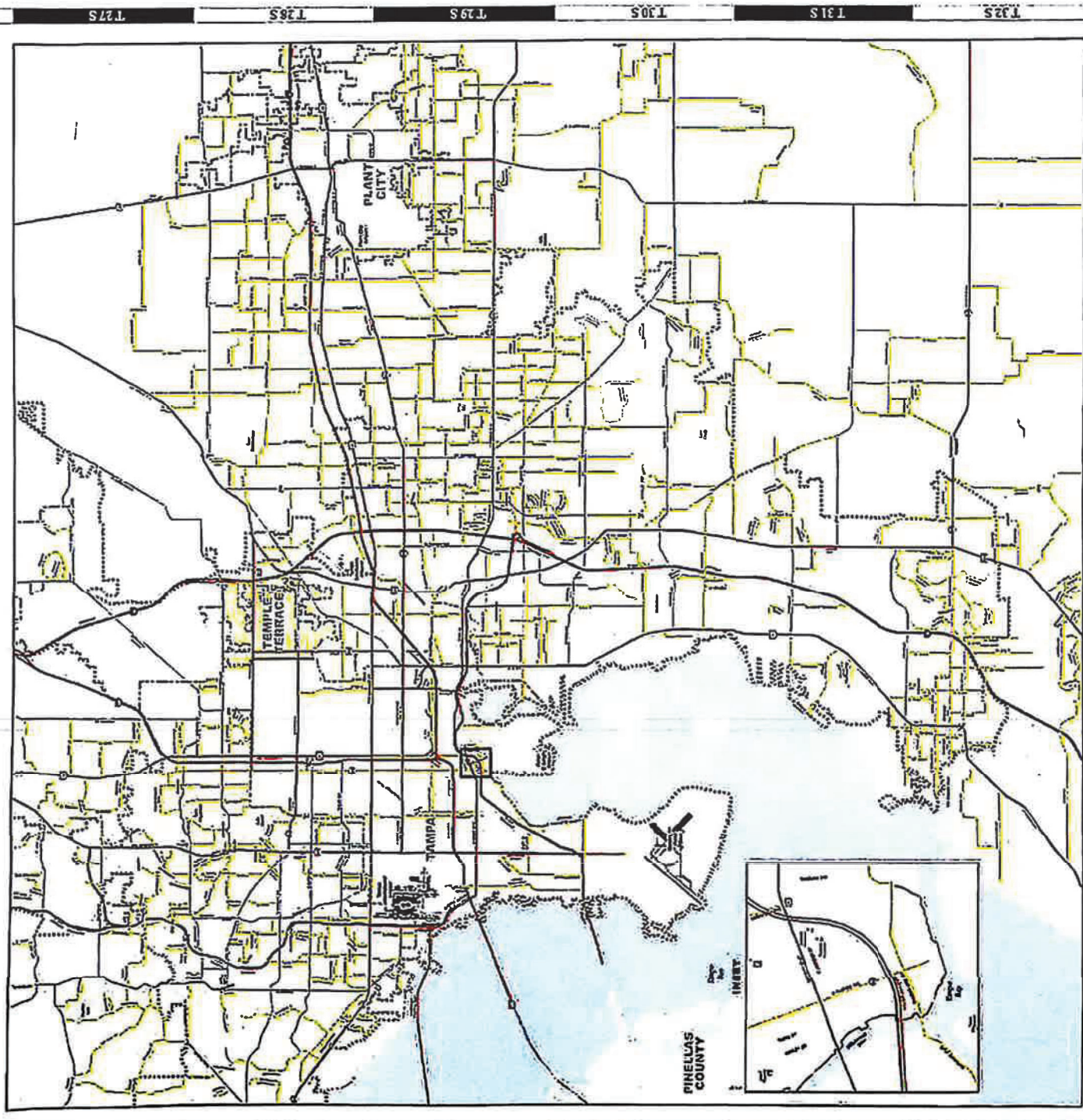
In addition to subject matters in the LDC, Functional Classification of roads is subject to the following: 1. The map is a planning tool and should not be used for legal purposes. 2. The map is a planning tool and should not be used for legal purposes. 3. The map is a planning tool and should not be used for legal purposes.

Locator Map



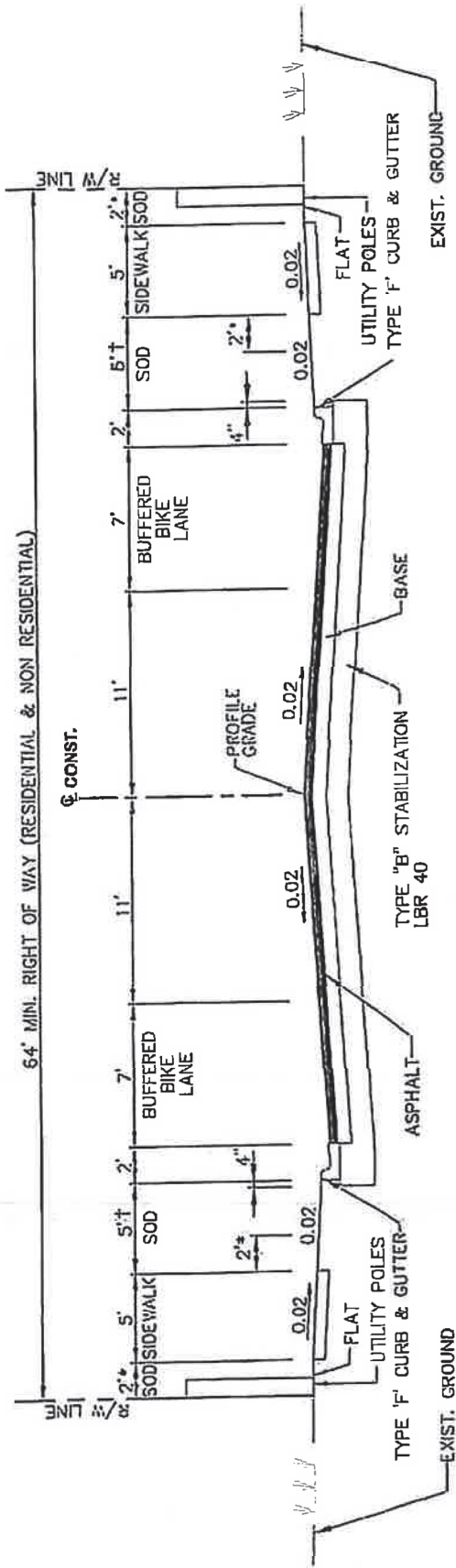
NOTE: The map is a planning tool and should not be used for legal purposes. The map is a planning tool and should not be used for legal purposes. The map is a planning tool and should not be used for legal purposes.

401 E. Kennedy Blvd.
Tampa, FL 33602
(813) 272-1111
Hillsborough County, Florida



TS-4





TYPICAL SECTION
N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
- † 4. SEE SIDEWALK PROTECTION OPTIONS, DRAWING NO. TD-16 SHEET 7 OF 7 FOR USE WHEN TREES ARE PLANTED IN THE PARKWAY AREA (BETWEEN THE BACK OF CURB AND SIDEWALK).
5. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-4
				SHEET NO. 1 OF 1

Exhibit to Transportation

Staff Report

Staff's PowerPoint Presentation
for ZHM Hearing

25-0919 Project Overview

22-0461 Ultimate Improvements

Construct Eastbound Left Turn Lane at Intersection

Construct Realigned Old Big Bend Rd.

Construct Various Turn Lanes at Intersection

Construct Southbound Right and Dual Left Turn Lanes at Intersection

Construct/Reconstruct Simmons Rd.

Construct Left Turn Lane

Modify Signal, Reopen Northern Leg of Intersection, and Construct Pedestrian Crosswalks

Construct Right Turn Lane

Construct Northbound Left Turn Lane

Remove Existing Old Big Bend Rd.

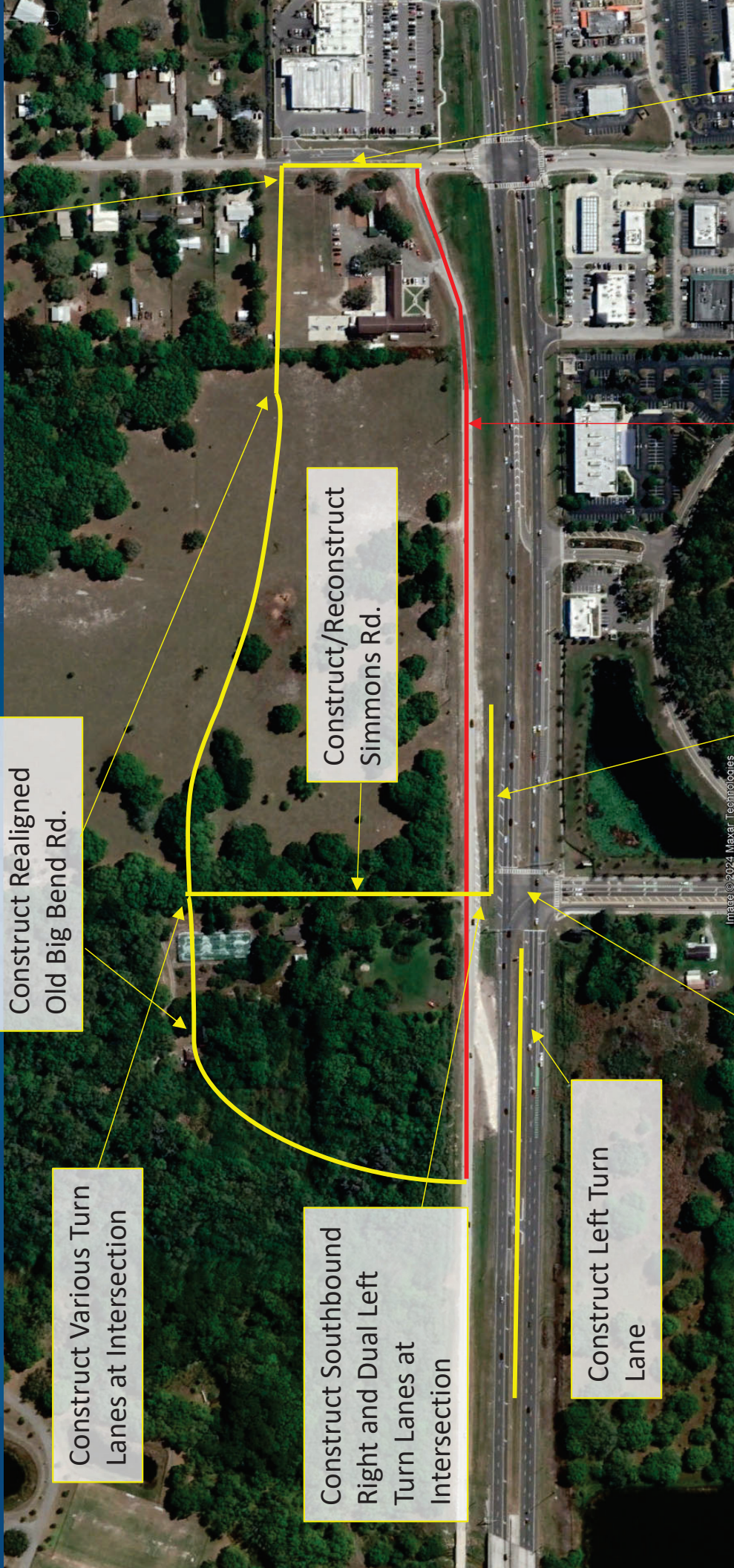
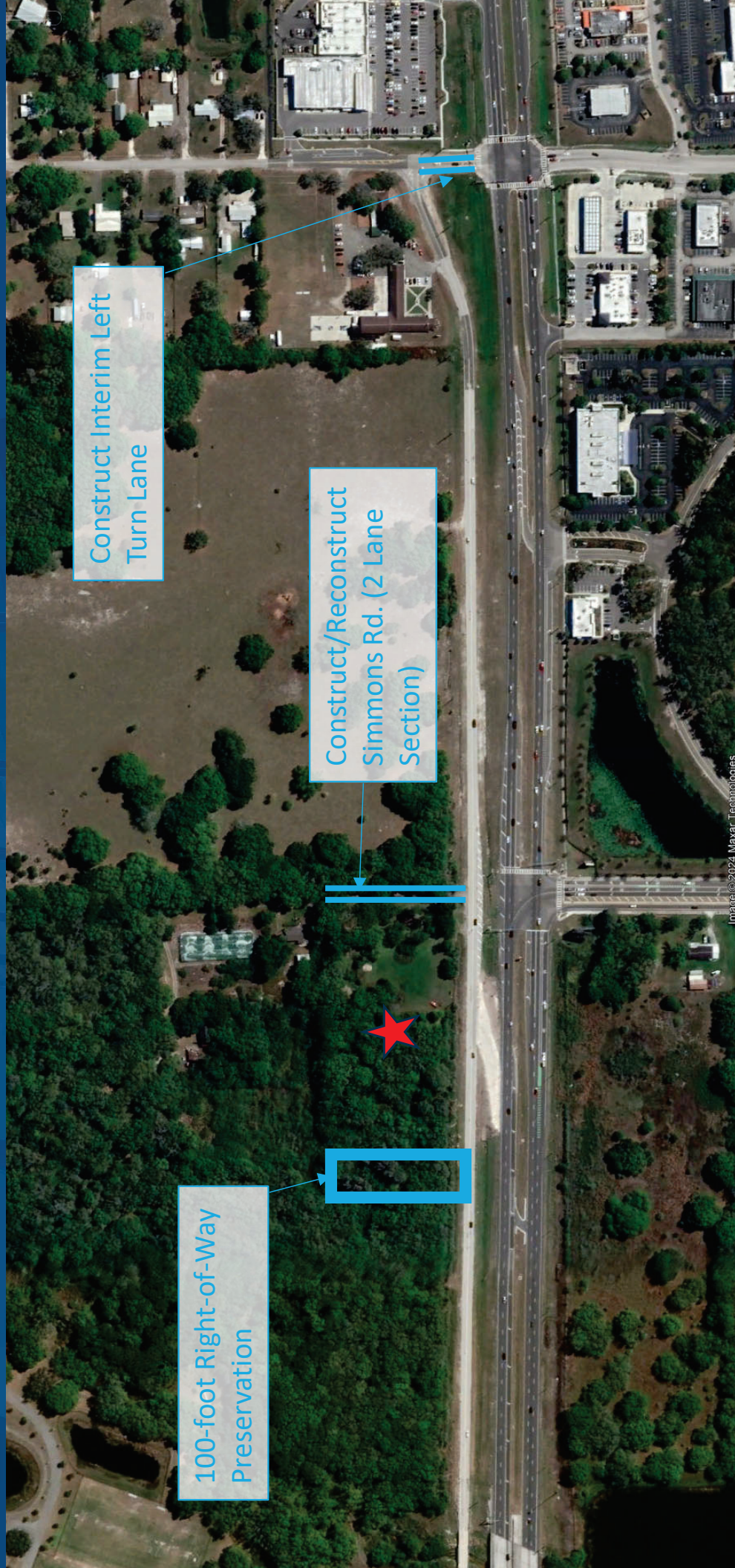


Image © 2024 Maxar Technologies

Approved PD 24-0676 Requirements



Construct Interim Left
Turn Lane

Construct/Reconstruct
Simmons Rd. (2 Lane
Section)

100-foot Right-of-Way
Preservation

Image © 2024 Maxar Technologies

Proposed PD 25-0919 Requirements

Construct Portion of
Realigned Old Big
Bend Rd. and Turn
Lanes/ Other
Improvements

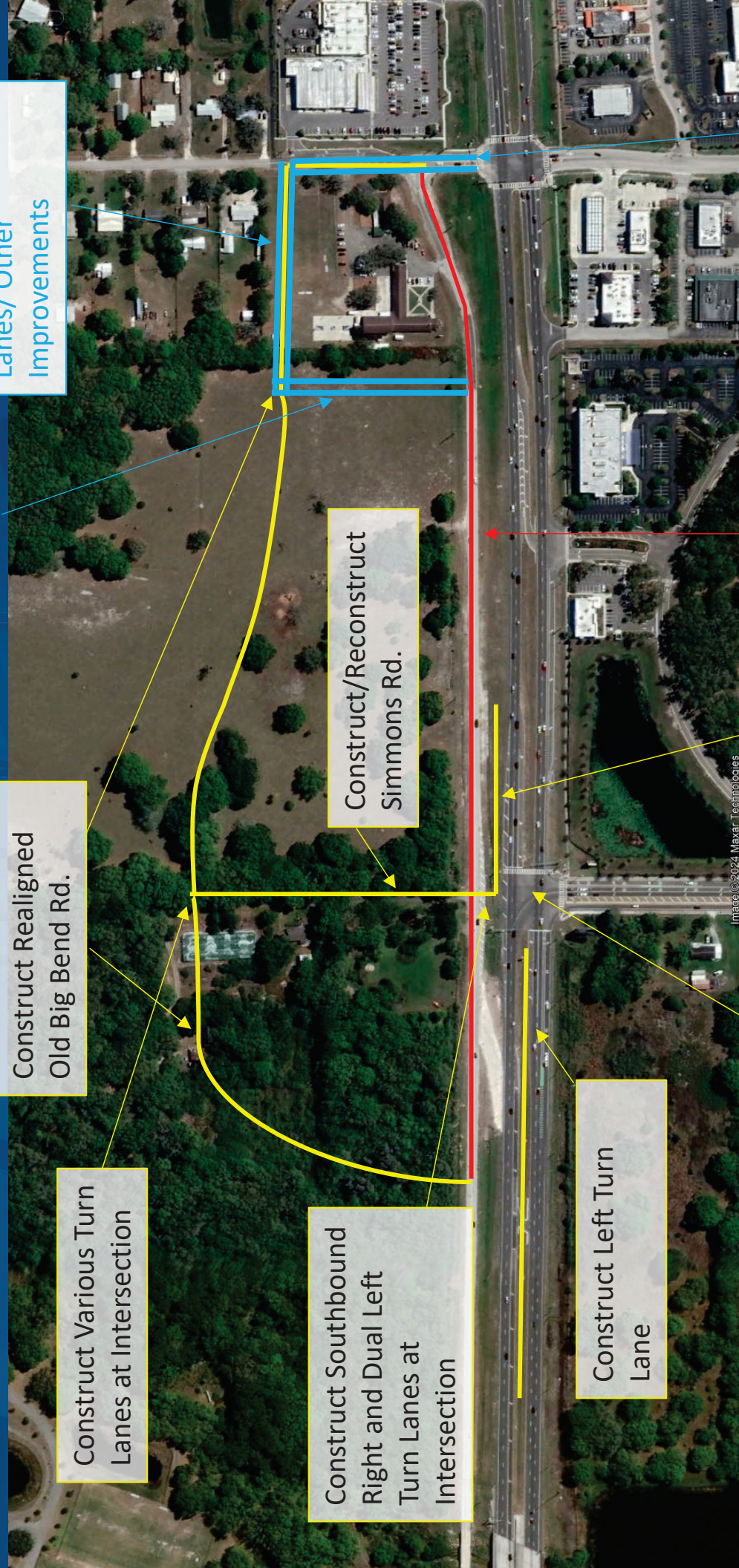
Construct Interim
Realigned Old Big
Bend Rd.

Lincoln Rd.
Substandard Rd.
Improvements and
Turn Lanes/ Other
Improvements

Remove Portion of
Existing Old Big Bend
Rd.



25-0919 Requirements With Select 22-0461 Improvements for Context



Construct Portion of
Realigned Old Big
Bend Rd. and Turn
Lanes/ Other
Improvements

Construct Interim
Realigned Old Big
Bend Rd.

Construct Realigned
Old Big Bend Rd.

Construct Various Turn
Lanes at Intersection

Construct Southbound
Right and Dual Left
Turn Lanes at
Intersection

Construct/Reconstruct
Simmons Rd.

Construct Left Turn
Lane

Modify Signal, Reopen
Northern Leg of
Intersection, and
Construct Pedestrian
Crosswalks

Construct Right Turn
Lane

Remove Existing Old
Big Bend Rd.

Lincoln Rd.
Substandard Rd.
Improvements and
Turn Lanes/ Other
Improvements

Image © 2024 Maxar Technologies

Detail - Simmons Rd. Ultimate Improvements

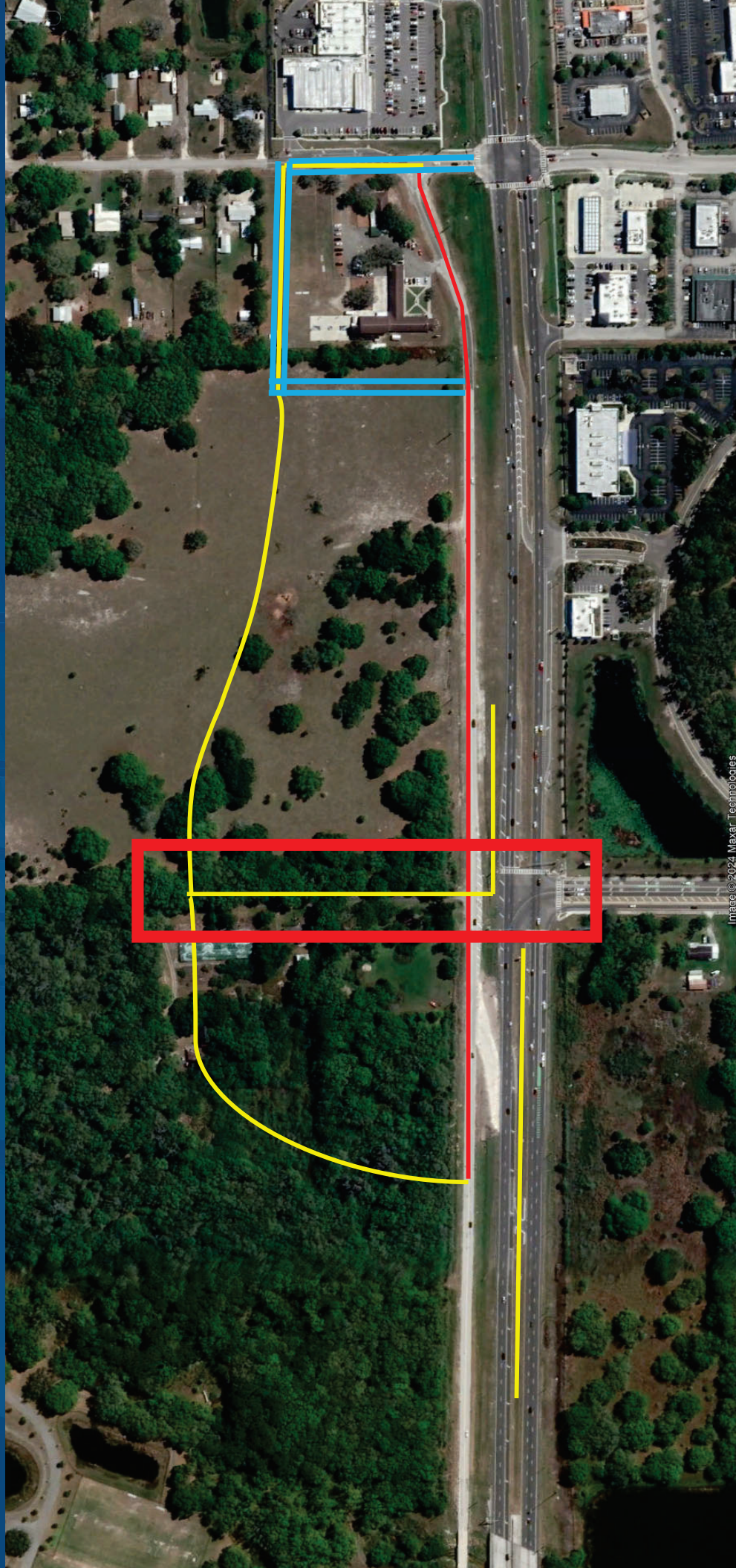
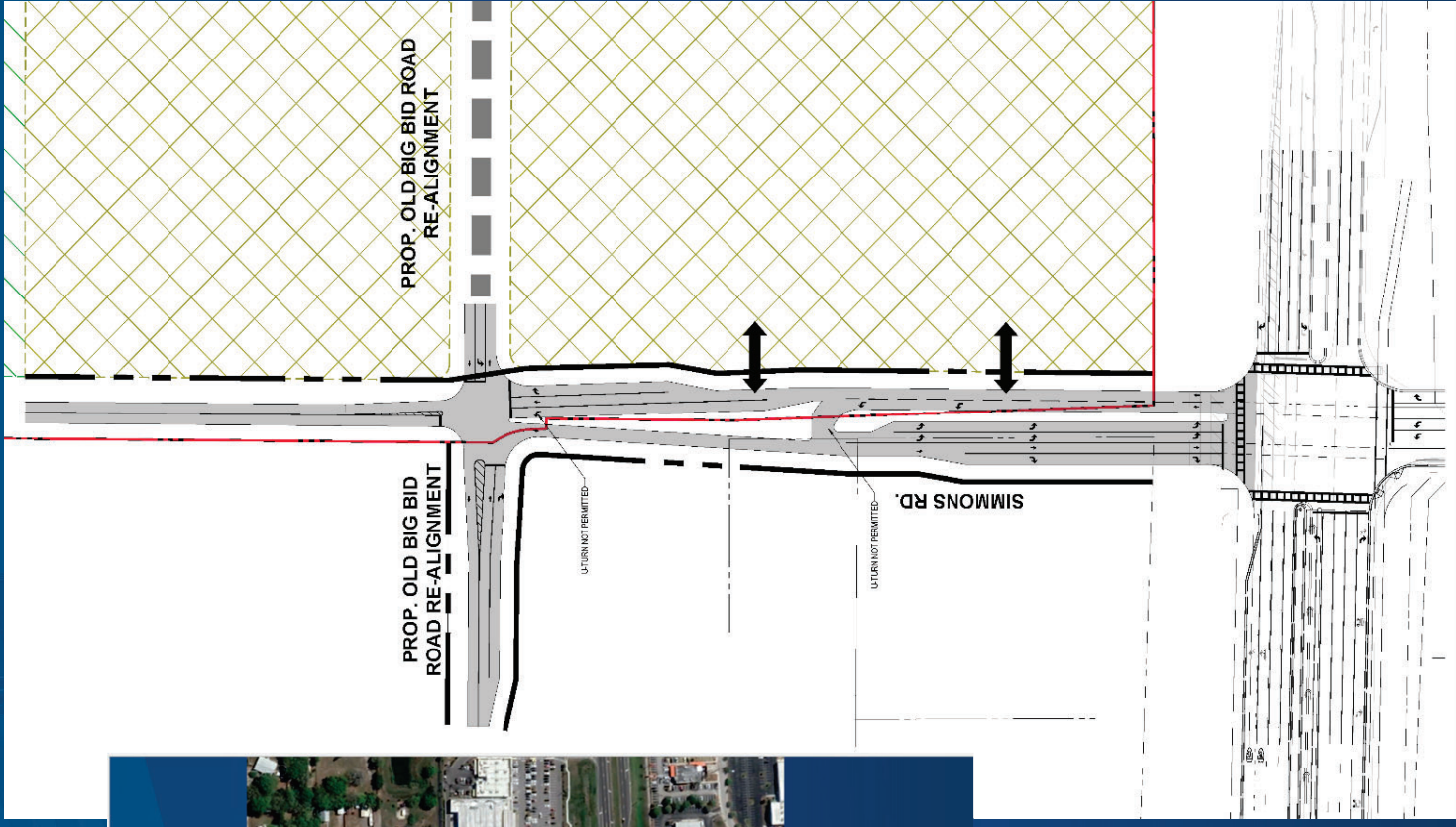
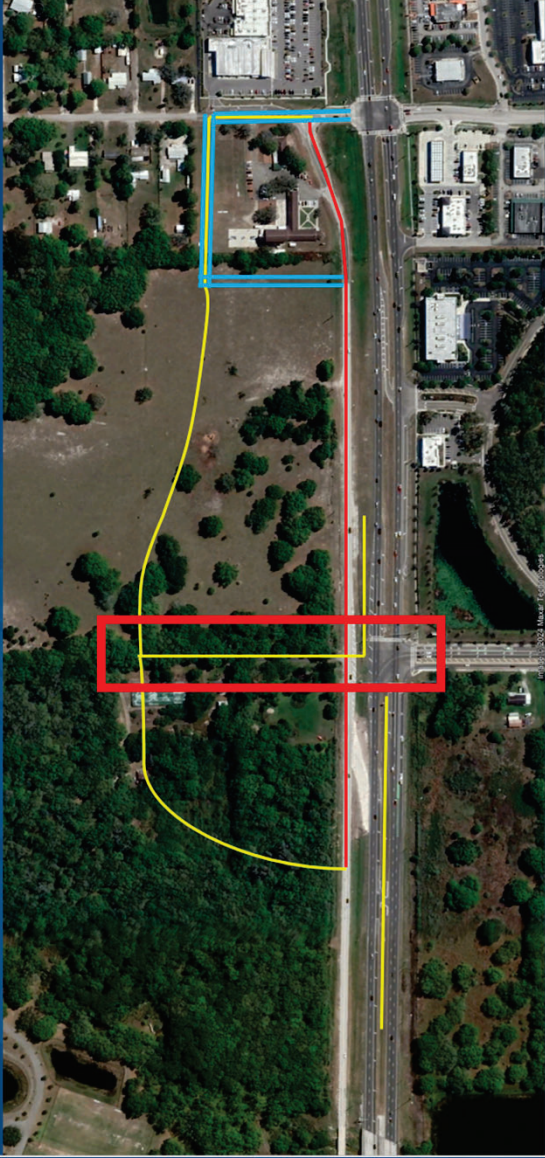


Image © 2024 Maxar Technologies

Detail - Simmons Rd. Ultimate Improvements



Detail – Subject PD Improvements (25-0919)

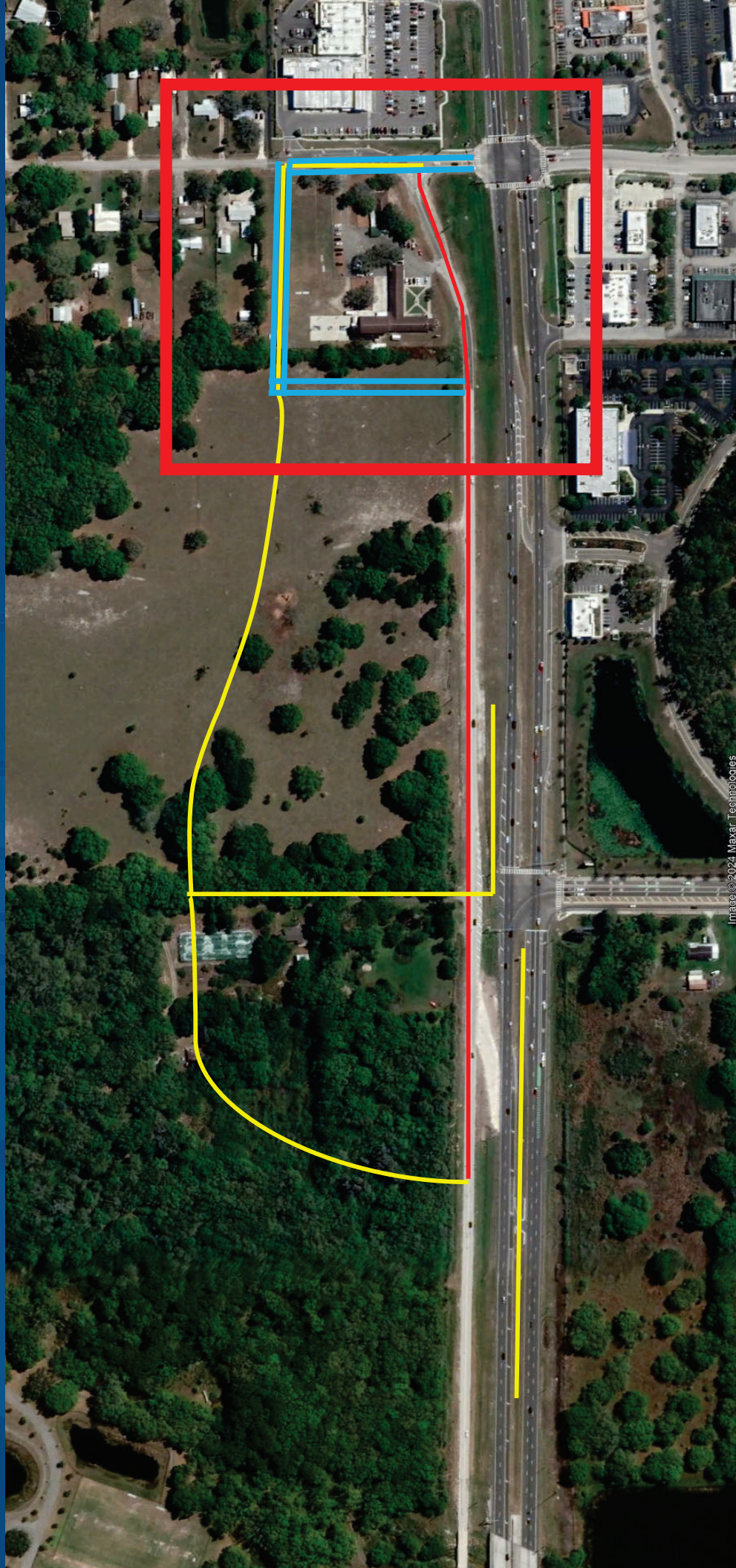
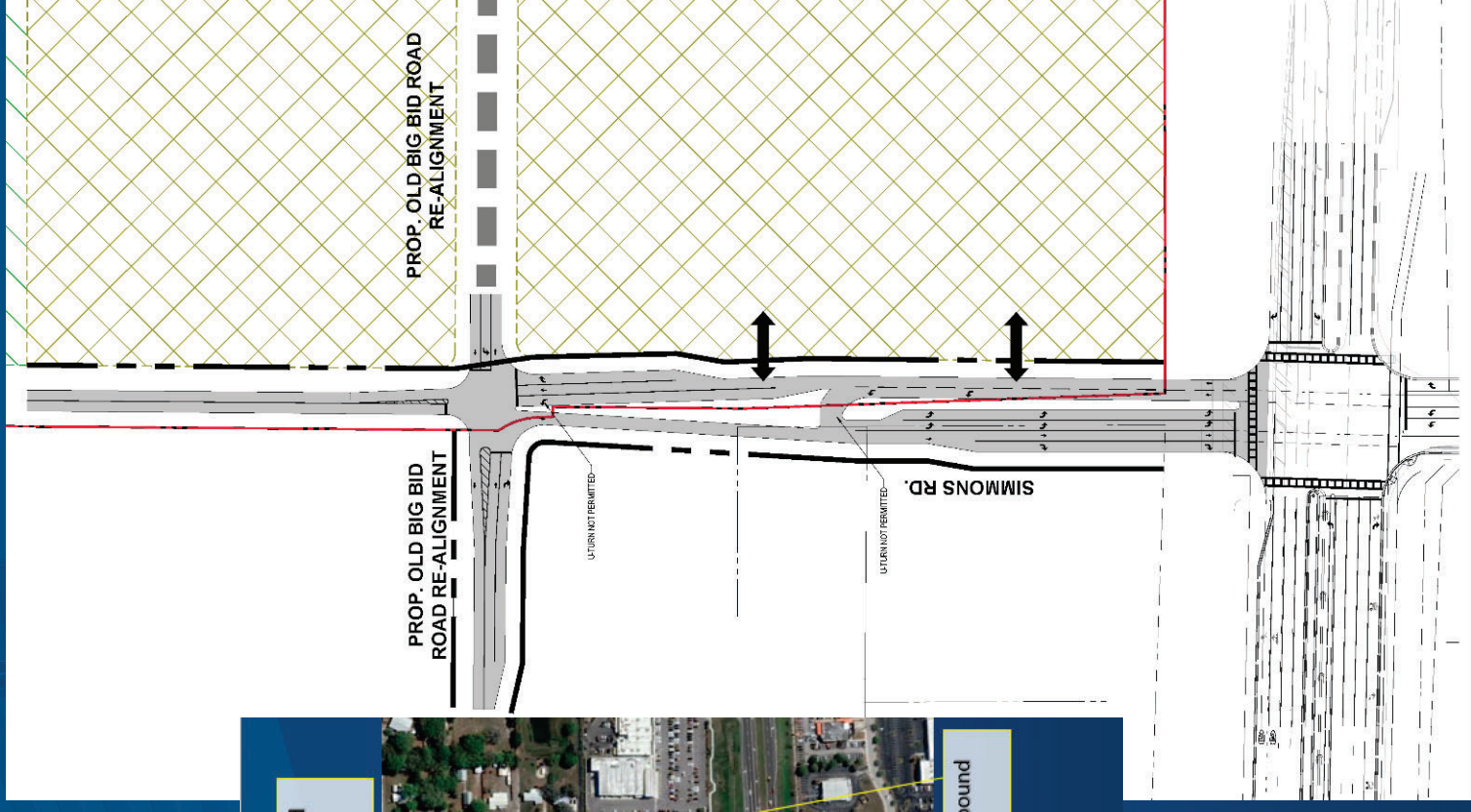
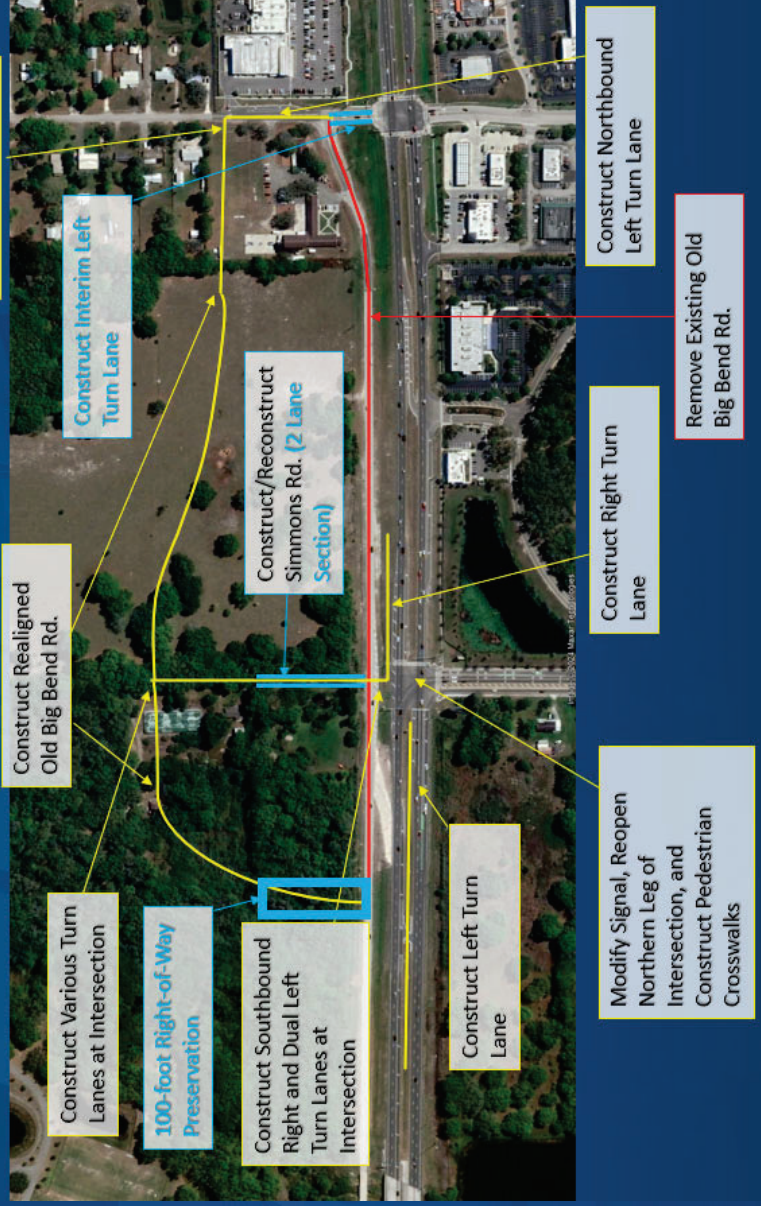


Image © 2024 Maxar Technologies



Side By Side Concepts

24-0676 Requirements
With 22-0461 Improvements for Context



24-0676 Requirements

With 22-0461 Improvements for Context

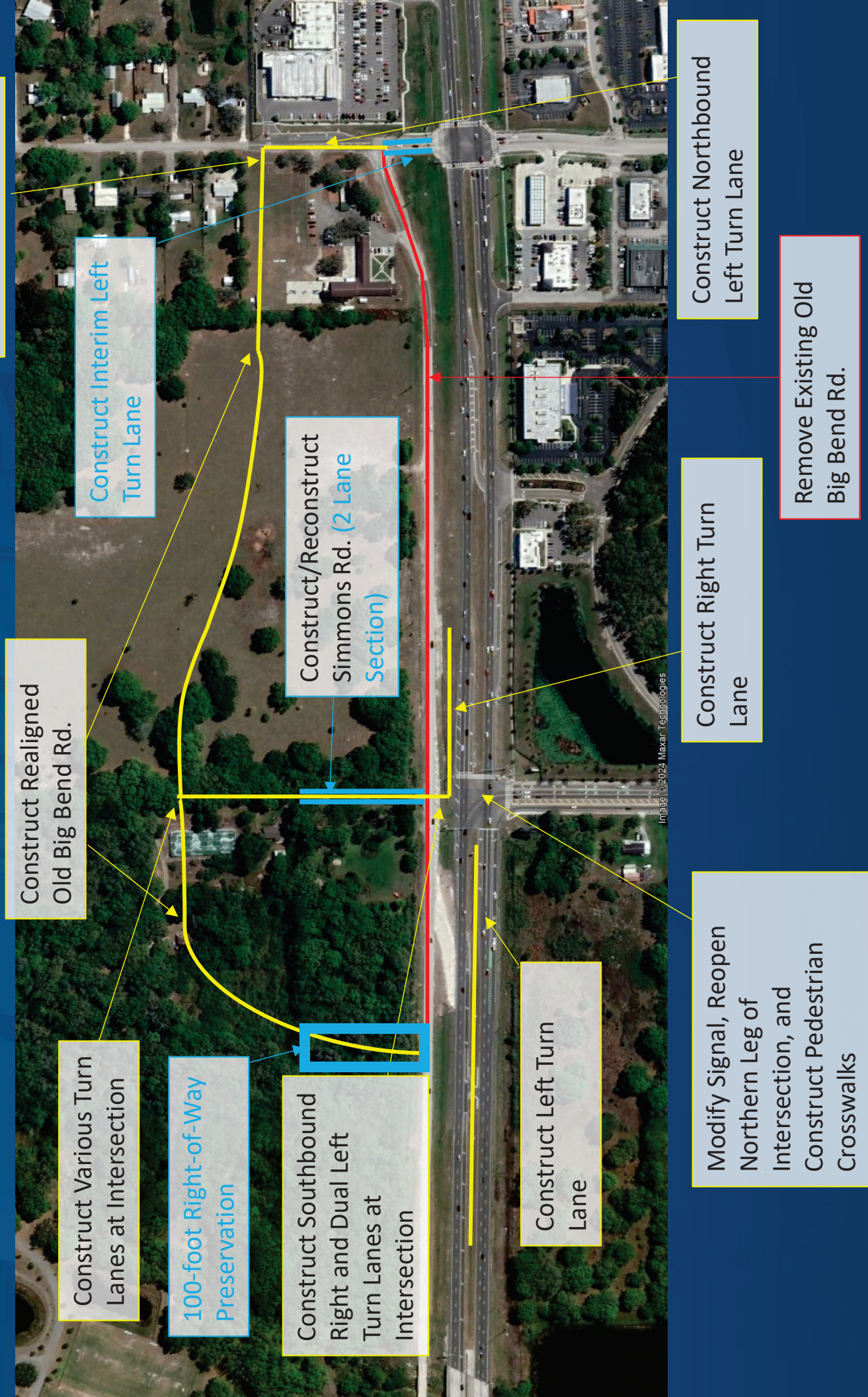


Exhibit to Transportation

Staff Report

Select Projects from Hillsborough
County Capital Improvement Projects
(CIP) Viewer



Quick Facts

- Community Area: Gibsonton
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Design
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - N/A
- Design/Land Acquisition Completion - Late 2025
- Procurement Completion - Early 2026
- Construction Completion - Late 2027

Project Cost Estimate

- Total: \$24,081,906
- Planning: \$0
- Design and Land: \$0
- Construction: \$24,081,906

Funding Source

Construction Phase funded by Impact Fees, Grants & County Match, Proportionate Share and FDOT

Project Description

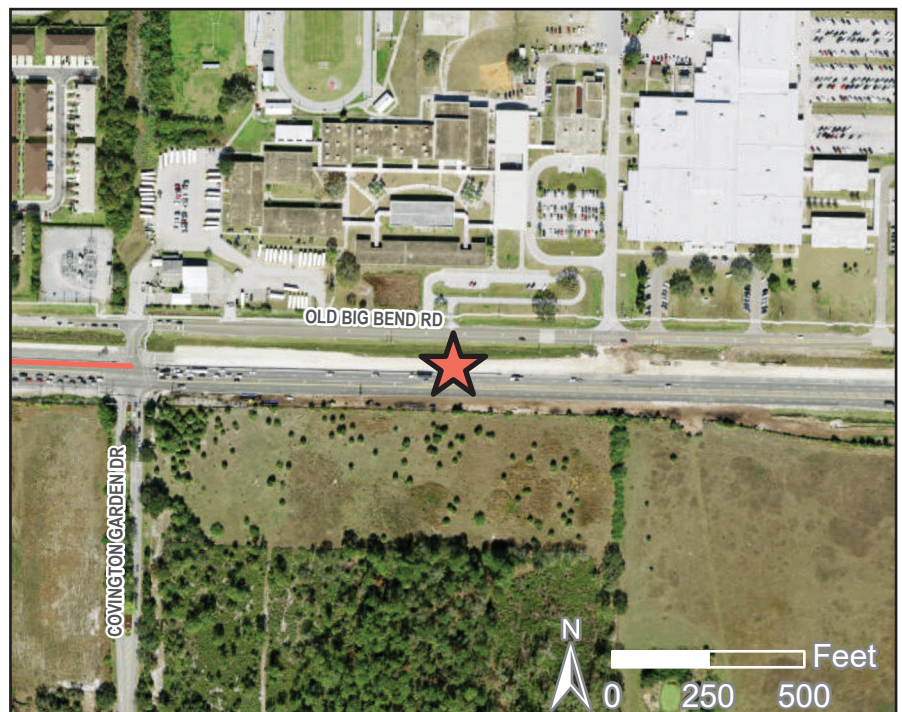
- This project will include resurfacing and widening of approximately 0.75 miles of existing 4-lane divided rural highway to build a 6-lane urban typical section with curb & gutter, closed drainage system, 10-foot sidewalks on each side, and median (11 feet – 36 feet). Also included will be the milling and resurfacing of Kings Lake Drive from Big Bend Road to approximately 400 feet north of Old Big Bend Road.
- Widening will also add a southbound left-turn lane. South of the Big Bend Road and Waterset Blvd. intersection, approximately 0.25 miles of a concrete trail (8 feet – 12 feet) will be constructed along Waterset Blvd. to connect the Scenic Drive Trailhead to the proposed sidewalk along the south side of Big Bend Road.

Project Objectives

- The purpose of this project is to improve capacity, enhance safety and provide operational improvements along the corridor.

Questions?

Manuel Santos
Project Manager
(813) 635-5400



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCES: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records; it is based on BEST AVAILABLE data.

Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.



Quick Facts

- Community Area: Multiple
- Project Type: Roadway Corridor Improvements
- Current Project Phase: Construction
- Commissioner District: District 3

Current Phase



Estimated Project Schedule

- Project Development (Planning) Completion - Mid 2021
- Design/Land Acquisition Completion - Mid 2024
- Procurement Completion - Early 2025
- Construction Completion - Early 2027

Project Cost Estimate

- Total: \$44,704,145
- Planning: \$1,443,737
- Design and Land: \$6,110,409
- Construction: \$37,150,000

Funding Source

Planning Phase funded by Financing, Mobility Fee, Impact Fees, Grants & County Match; Design Phase funded by Financing, Grants & County Match; Land Phase funded by Grants & County Match, Mobility Fee; Construction Phase funded by FDOT and Grants & Cou

Project Description

- Corridor improvement for Big Bend Rd from US 41 to Covington Gardens Dr and from Simmons Loop to US 301 from a 4-lane divided road to a 6-lane divided road with enhanced bike, pedestrian and bus facilities.
- Enhance pedestrian safety features, including wide sidewalks and enhanced crosswalks and signals. Stormwater drainage will also be improved.

Project Objectives

- Better accommodate growth and traffic volume.
- Increase the overall mobility along Big Bend Road, while maximizing safety along the corridor.

Questions?

Manuel Santos
Project Manager
(813) 635-5400



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. THIS MAP IS PROVIDED WITHOUT WARRANTY OF ANY KIND, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCES: This map has been prepared for the inventory of real property found within Hillsborough County and is compiled from recorded deeds, plats, and other public records; it is based on BEST AVAILABLE data.

Users of this map are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information contained on this map.

Exhibit to Transportation Staff Report

Certified Site Plan for 22-0461

HILLSBOROUGH COUNTY, FLORIDA

ZONING REQUEST: PD to PD

PETITION FILE NUMBER: RZ-PD (22-0461)

ZHM HEARING DATE: November 14, 2022

BOCC MEETING DATE: January 10, 2023

This is to certify that this Site Development Plan has been reviewed by the Board of County Commissioners and the following action taken:

☒ APPROVED WITH CONDITIONS AS NOTED: and attached to certified site plan.

01/26/2023 DATE

KEN HAGAN
CHAIR, BOARD OF COUNTY COMMISSIONERS

01/26/2023 DATE

ATTEST: DEPUTY CLERK
CINDY STUART
CLERK OF THE CIRCUIT COURT

BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY, FLORIDA
DOCUMENT NO. 23-0124

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ-PD 22-0461
MEETING DATE: January 10, 2023
DATE TYPED: January 11, 2023

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted October 25, 2022.

- The site shall permit a maximum of 900 multi-family units 285,000 square feet of the following uses:
 - Medical Equipment Warehouse (150,000 of maximum). This use shall be limited to the storage of medical equipment (such as, but not limited to, hospital beds, ventilators, IV pumps, diagnostic equipment, and general items used by medical facilities) only. No showrooms, retail sales to the general public, manufacturing, assembly, processing, repairs or open storage shall be permitted.
 - Medical Equipment Recovery/Sterilization Facility (80,000 of maximum). This use shall be limited to the sterilization of medical equipment (such as, but not limited to, surgical instruments, surgical carts, surgical supplies and general items used by medical facilities) only. No biomedical waste treatment, which requires a permit by the Florida Department of Health, or use of a biohazardous waste incinerator shall be permitted. No use, or component of the overall sterilization use, meeting the definition of Heavy Industrial per the Land Development Code shall be permitted.
 - Free-Standing ER Facility (25,000 of maximum). In accordance with LDC Section 6.11.26, helistops and heliports are prohibited.
 - Limited Retail uses permitted in the CN (Commercial Neighborhood) zoning district (30,00 of maximum) which includes the listing provided below. See conditions 22.c. and 22.c.i - 22.c.iii for additional requirements:
 - Apparel and Shoe Store
 - Appliance Stores
 - Art Supply Store
 - Automated Teller (ATM)
 - Automotive Supply Store
 - Bicycle Sales
 - Book/Stationary Store, New and Used
 - Brew Pub
 - Camera/Photography Store
 - Eating Establishments (2,000 s.f. Max., Coffee/Donut Shops Not Permitted)
 - Florist Shop
 - Food Product Stores: Bakery, Candies & Nuts, Dairy, Delicatessens, Meat Seafood and Produce
 - Furniture/Home Furnishings
 - General Business, Such as Retail Goods and Stores
 - Gun Sales
 - Hardware Store
 - Jewelry Store
 - News Stand
 - Novelty and Souvenir Shop
 - Optician/ Optical Supplies
 - Pet Shop
 - Specialty Food Store (7,000 s.f. Max.)

Page 1 of 12

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ-PD 22-0461
MEETING DATE: January 10, 2023
DATE TYPED: January 11, 2023

- Sporting Goods Store
Tobacco Shop
Vehicle Part Sales
- Multi-Family uses shall be permitted within Tracts 1 and 4 only, as depicted on the General Site Plan.
 - Medical Equipment Warehouse, Medical Equipment Recovery/Sterilization Facility and Free-Standing ER uses shall be permitted in Tracts 2 and 3 only, as depicted on the General Site Plan.
 - Limited Retail uses (as specified in condition 1.4) shall be permitted in Tract 4 only, as depicted on the General Site Plan.
 - Building setbacks within Tract 1 shall be as follows:
 - All buildings within Tract 1 shall maintain a minimum 25 foot setback from Tract 1's southern (abutting the Old Big Bend Road realignment road) tract boundary. No 2:1 additional setback for buildings over 20 feet in height shall apply.
 - Should at the time of site development a Right-of-Way preservation area, in accordance with the Hillsborough County Corridor Preservation Plan, be required along the western boundary of Tract 1, all buildings within Tract 1 shall maintain a minimum 25 foot setback from the Right-of-Way preservation area. No 2:1 additional setback for buildings over 20 feet in height shall apply.
 - Should at the time of site development or subsequent to the approval of this rezoning, no Right-of-Way preservation area, in accordance with the Hillsborough County Corridor Preservation Plan, be required, buildings shall maintain a minimum setback of 10 feet from Tract 1's western boundary. No 2:1 additional setback for buildings over 20 feet in height shall apply.
 - All buildings within Tract 1 shall maintain a minimum 20 foot setback from Tract 1's northern tract boundary, unless otherwise required. Any buildings greater than 20 feet in height, which abut the delineated portion of the northern boundary on the general site plan shall be setback an additional 2 feet for every 1 foot of height over 20 feet. No 2:1 additional setback for buildings over 20 feet in height shall apply for buildings which do not abut the delineated portion of the northern boundary on the general site plan.
 - All buildings within Tract 1 shall maintain a minimum 20 foot setback from Tract 1's eastern tract boundary, unless otherwise required. Any buildings greater than 20 feet in height abutting the eastern boundary shall be setback an additional 2 feet for every 1 foot of height over 20 feet.
 - All buildings within Tract 1 shall maintain a minimum 10 foot setback where abutting Tract 2. No 2:1 additional setback for buildings over 20 feet in height shall apply.
 - All buildings within Tract 2 shall maintain a minimum 30 foot setback from Tract 2's western (abutting Simmons Road) and southern (abutting the Old Big Bend Road realignment road) tract boundaries. All setbacks shall be measured from any required right-of-way preservation or dedication line. All buildings within Tract 2 shall maintain a minimum setback of 5 feet from the northern tract boundary,

Page 2 of 12

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ-PD 22-0461
MEETING DATE: January 10, 2023
DATE TYPED: January 11, 2023

- eastern tract boundary, and any internal boundaries within Tract 2, unless otherwise stated. No 2:1 additional setback for buildings over 20 feet in height shall apply.
- All buildings within Tract 3 shall maintain a minimum 30 foot setback from Tract 3's western (abutting Simmons Road), northern (abutting the Old Big Bend Road realignment Road), eastern (abutting Driveway A) and southern (abutting Old Big Bend Road/Big Bend Road) tract boundaries. All setbacks shall be measured from any required right-of-way preservation or dedication line. All buildings within Tract 3 shall maintain a minimum setback of 5 feet from internal boundaries within Tract 3. No 2:1 additional setback for buildings over 20 feet in height shall apply.
 - All limited retail buildings within Tract 4 shall maintain a minimum 30 foot setback from Tract 4's western (abutting Driveway A), northern (abutting the Old Big Bend Road realignment Road), eastern (abutting Driveway B) and southern (abutting Old Big Bend Road/Big Bend Road) tract boundaries. All multi-family buildings within Tract 4 shall maintain a minimum 25 foot setback from Tract 4's western (abutting Driveway A), northern (abutting the Old Big Bend Road realignment Road), eastern (abutting Driveway B) and southern (abutting Old Big Bend Road/Big Bend Road) tract boundaries. All setbacks shall be measured from any required right-of-way preservation or dedication line. All limited retail buildings within Tract 4 shall maintain a minimum setback of 5 feet from internal boundaries within Tract 4. All multi-family buildings within Tract 4 shall maintain a minimum setback of 10 feet from internal boundaries within Tract 4. No 2:1 additional setback for buildings over 20 feet in height shall apply.
 - Medical Equipment Warehouse, Medical Equipment Recovery/Sterilization, Free-Standing ER, and Limited Retail buildings shall be limited to a maximum height of 65 feet.
 - Multi-Family buildings shall be limited to a maximum height of 65 feet. See condition 5 for setback requirements due to building heights over 20 feet.
 - Within Tract 1, a 20 foot wide buffer with Type B screening shall be provided along the northern and eastern PD boundaries, as depicted on the General Site Plan. Screening shall not be required within wetlands should the existing vegetation within wetlands be deemed by Natural Resources staff to meet the Type B screening requirements. Should the existing vegetation within the wetlands be found to not meet all or part of the Type B screening requirements, all or part of the Type B screening shall be provided at a location in accordance with any wetland setback, which may be outside of the 20 foot wide buffer. Should streams or natural water bodies exist within these buffers, the Type B screening shall be provided at a location in accordance with any required Natural Resources or EPC required setback, which may be outside of the 20 foot wide buffer.
 - Within Tract 1, buffering and screening along the western PD boundary shall be governed as follows:
 - Should at the time of site development a Right-of-Way preservation area, in accordance with the Hillsborough County Corridor Preservation Plan, be required along the western boundary of Tract 1 and no temporary uses/improvements permitted by LDC Section 5.11.09 (Interim Use of Reserved Land) occur within that area, then no buffering and screening shall be required.
 - Should at the time of site development a Right-of-Way preservation area, in accordance with the Hillsborough County Corridor Preservation Plan, be required along the western boundary of Tract 1 and temporary uses/improvements permitted by LDC Section 5.11.09 (Interim Use

Page 3 of 12

FINAL CONDITIONS OF APPROVAL	PETITION NUMBER: MEETING DATE: DATE TYPED:	RZ-PD 22-0461 January 10, 2023 January 11, 2023
		of Reserved Land) occur within that area, a minimum 10 foot wide buffer with Type A screening shall be required. When such temporary uses/improvements be removed or relocated, the buffering and screening shall no longer be required.
12.3		Should at the time of site development or subsequent to the approval of this rezoning, no Right-of-Way preservation area, in accordance with the Hillsborough County Corridor Preservation Plan, be required, a minimum 10 foot wide buffer with Type A screening shall be provided, as depicted on the general site plan.
12.4		For required buffering and screening along the western boundary, the following shall apply. Screening shall not be required within wetlands should the existing vegetation within the wetlands be deemed by Natural Resources staff to meet the Type A screening requirements. Should the existing vegetation within the wetlands be found to not meet Type A screening requirements, screening shall be provided at a location in accordance with any wetland setback, which may be outside of the 10 foot wide buffer.
13.		No internal buffering and screening between residential and non-residential uses shall be required in Tract 4.
14.		No buffering and screening between Tracts 1 and 2 and 1 and 4 shall be required. No buffering and screening between Tracts 2 and 3 shall be required. No buffering and screening between Tracts 3 and 4 shall be required.
15.		If at the time of site development for Tract 4, should property to the east be zoned for a Group 5 or 6 use and is either vacant or developed with a Group 5 or 6 use, no buffering and screening shall be required. If at the time of site development for Tract 4 should property to the east be zoned for a Group 4, 3, 2 or 1 use and is either vacant or developed with a Group 4, 3, 2 or 1 use, required buffering and screening shall be provided (excluding any cross access point). Such required buffering and screening shall be located east of Driveway B.
16.		Individual tract acreage sizes provided on the general site plan are general approximations. Acreages may be modified at the site development/subdivision/plating stage to be slightly smaller or larger as depicted on the general site plan. However, significant acreage changes that result in a change in the overall form and circulation as depicted on the general site plan are prohibited.
17.		If at the time of site development, the Right-of-Way preservation area, in accordance with the Hillsborough County Corridor Preservation Plan, be required along the western boundary of Tract 1, this preservation area shall be permitted to shift eastward into Tract 1 to avoid any wetland impacts, if deemed necessary by the Environmental Protection Commission (EPC).
18.		The vehicular and pedestrian crossing of the stream within Tract 1 shall be permitted to shift northward or southward if deemed necessary by the Environmental Protection Commission (EPC).
19.		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.

Page 4 of 12

FINAL CONDITIONS OF APPROVAL	PETITION NUMBER: MEETING DATE: DATE TYPED:	RZ-PD 22-0461 January 10, 2023 January 11, 2023
20.		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.
21.		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).
22.		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.
23.		Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include two funded CIP projects that are currently under construction, C32001-South County Potable Water Repump Station Expansion and C32011-Potable Water In-Line Booster Pump Station, and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.
24.		Project entitlements shall be split into two phases, for the purposes of enforcement of these zoning conditions. Additional subphases shall be allowed; however, the required transportation improvements must be completed with the initial phase/subphase, and all access restrictions and other requirements shall apply to the entire phase/subphase (i.e. no deferral of requirements will be permitted to a later subphase unless expressly allowed pursuant to these conditions). Additionally, phasing must occur in sequential order (i.e. Phase 2 entitlements cannot be constructed before Phase 1 entitlements), although nothing in this condition shall prohibit the simultaneous construction of Phase 1 and Phase 2 entitlements if all required improvements are in place prior to issuance of any Certificates of Occupancy (temporary or otherwise) for the initial increment of development. Entitlements shall be as follows:
a.	Phase 1 Entitlements:	
i.		300 multi-family dwelling units; and,
ii.		80,000 s.f. Medical Equipment Recovery/Sterilization Facility, which shall be defined in condition 1.2.
b.	Phase 2 Entitlements:	
i.		600 multi-family dwelling units;
ii.		150,000 s.f. Medical Equipment Warehouse Facility, which shall be defined in Condition 1.1;
iii.		25,000 s.f. Free Standing Emergency Facility; and,
iv.		30,000 s.f. of certain Limited Retail uses, as further restricted/defined below.
c.	Limited Retail Use and Form Restrictions.	For the purposes of creating a retail strip plaza, and in accordance with the transportation analysis, the following use and form restrictions shall apply to the retail development.

Page 5 of 12

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER:
MEETING DATE:
DATE TYPED:

RZ-PD 22-0461
January 10, 2023
January 11, 2023

i. The Limited Retail uses shall be limited to:

Apparel and Shoe Store	General Business, Such as Retail Goods and Stores
Appliance Stores	Gun Sales
Art Supply Store	Hardware Store
Automated Teller (ATM)	Jewelry Store
Automotive Supply Store	News Stand
Bicycle Sales	Novelty and Souvenir Shop
Book/Stationary Store, New and Used	Optician/ Optical Supplies
Brew Pub	Pet Shop
Camera/Photography Store	Specialty Food Store (7,000 g.s.f. Max.)
Eating Establishments (2,000 g.s.f. Max., Coffee/Donut Shops Not Permitted)	Sporting Goods Store
Florist Shop	Tobacco Shop
Food Product Stores: Bakery, Candies & Nuts, Dairy, Delicatessens, Meat Seafood and Produce	Vehicle Part Sales
Furniture/Home Furnishings	

ii. No freestanding retail uses/ outparcels shall be permitted. Each retail building shall contain multiple tenancies, with no less than three tenants occupying each building.

iii. Drive-through uses shall be prohibited.

25. As generally shown on the PD site plan, the project shall be served by a variety of vehicular and pedestrian access connections. Additional internal connections, whether or not shown on the PD site plan as Conceptual Access connections and whether or not they are to Simmons Rd., the realigned Old Big Bend Rd., or another internal facility, may be approved at the discretion of the Administrator if consistent with these zoning conditions and requested at the time of plat/site/construction plan review and consistent with the access management standards and procedures contained within Section 6.04 of the Hillsborough County Land Development Code (LDC). Additionally:

a. 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.

b. Project access connections shall be subject to strict phasing requirements as shown on Sheet 2 of 3 or contained herein these conditions. Specifically, access shall be as follows:

i. Phase 1 access shall consist of:

1. One (1) right-in/right-out connection to Big Bend Rd.;
2. Two (2) right-in/right-out connections to Simmons Rd. (i.e. stubouts to support future Phase 2 development); and,
3. One (1) connection to the existing Old Big Bend Rd. frontage road east of the project, at the southeast corner of the project.

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FINAL CONDITIONS OF APPROVAL		PETITION NUMBER:	RZ-PD 22-0461
		MEETING DATE:	January 10, 2023
		DATE TYPED:	January 11, 2023
ii.	Phase 2 access shall consist of:		
	1.	Two (2) right-in/right-out connections to Big Bend Rd.;	
	2.	Two (2) right-in/right-out connections to Simmons Rd.; and,	
	3.	One (1) connection to the relocated Old Big Bend Rd. frontage road east of the project, near the project's boundary with the northern portion of folio 77552.0000.	
iii.	An additional vehicular access along the northern project boundary with folio 77652.3124 shall be permitted within either Phase 1 or Phase 2. Such access shall only be permitted in the event a public road is constructed within the area designated on the PD site plan along the western project boundary for potential right-of-way preservation.		
iv.	An optional vehicular and pedestrian access shall be permitted along the project's eastern boundary within folio 77550.0000, as generally shown on the PD site plan. Such vehicular and pedestrian access may be permitted during either Phase 1 or Phase 2; however, such access shall not be permitted during Phase 1 until the realigned Old Big Bend Rd. frontage road has been constructed through the northern portion of folio 77552.0000, and the existing portions of the Old Big Bend Rd. frontage road east of the project have been removed. Additionally, such access:		
	1.	May occur anywhere within the bounding box shown on the PD site plan, subject to Hillsborough County approval with respect to access spacing and design; and,	
	2.	Shall be subject to the developer obtaining all Hillsborough County, review agency and/or other regulatory and permitting approvals necessary to permit a crossing of the County drainage facility within folio 77550.0000.	
26.	As described above, project entitlements are tied to specific access arrangements and required infrastructure improvements within and surrounding the project.		
a.	Phase 1 Improvements. Prior to the issuance of Certificates of Occupancy (temporary or otherwise) for any Phase 1 Entitlements, the developer of the subject PD shall do the following as a part of its Phase 1 Improvements, as generally shown on Sheet 2 of 3:		
	i.	On Simmons Rd., between existing Old Big Bend Rd. and the realigned Old Big Bend Rd. frontage road, construct two (2) 11-foot wide travel lanes and curbs, as well as all improvements east of the of the northbound travel lane as shown within the "Simmons Rd. (Big Bend Rd. to Old Big Bend Rd. Realigned)" Typical Section depicted on Sheet 3 of 3 of the PD site plan. This may necessitate the developer design the roadway improvements depicted on the rightmost portion of Sheet 3 of 3 of the PD site plan, i.e. the "Simmons Rd. Ultimate Configuration", in order to ensure proper placement when considering the full intersection design and signal modifications.	
	ii.	Between the intersection of Simmons Rd. and the realigned Old Big Bend Rd. frontage road and a point +/- 475 feet north of the intersection, construct an extension of Simmons Rd. to the "Simmons Rd. (North of Old Big Bend Rd. Realigned)" Typical Section depicted on Sheet 3 of 3 of the PD site plan.	

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FINAL CONDITIONS OF APPROVAL	PETITION NUMBER: MEETING DATE: DATE TYPED:	RZ-PD 22-0461 January 10, 2023 January 11, 2023
iii.	Construct the realigned Old Big Bend Rd. frontage road between Simmons Rd. and the eastern project boundary in the vicinity of folio 77552.0000 as shown on the PD site plan. The majority of the roadway shall be constructed to the "Old Big Bend Rd. Realigned" Typical Section depicted on Sheet 3 of 3 of the PD site plan; however, to the minimum extent necessary to accommodate transitions to the constrained Typical Section planned for that portion of the relocated roadway within folio 77552.0000, the developer may utilize the "Old Big Bend Rd. Realigned" Alternate Typical Section depicted on Sheet 3 of 3 of the PD site plan.	
iv.	Construct "Driveway B" between the realigned Old Big Bend Rd. frontage road and the existing portions of the Old Big Bend Rd. frontage road east of the project to the "Driveway B" Typical Section depicted on Sheet 3 of 3 of the PD site plan. The developer shall record in the Official Records of Hillsborough County an easement for public access purposes over the "Driveway B" travel lanes and sidewalks. Such easement may be vacated by the County through the delegated authority process upon completion and acceptance of all Phase 2 (Group 1) and Phase 2 (Group 2) improvements.	
v.	Remove Old Big Bend Rd. between Simmons Rd. and the eastern project boundary and restore the sod.	
vi.	Construct "Driveway A" between Big Bend Rd. and the realigned Old Big Bend Rd. frontage road to the "Driveway A" Typical Section depicted on Sheet 3 of 3 of the PD site plan. The developer shall record in the Official Records of Hillsborough County an easement for public access purposes over the "Driveway B" travel lanes and sidewalks. Such easement may be vacated by the County through the delegated authority process upon completion and acceptance of all Phase 2 (Group 1) and Phase 2 (Group 2) improvements.	
vii.	Construct a northbound to eastbound right turn lane on Simmons Rd. onto the realigned Old Big Bend Rd. frontage road.	
viii.	Construct a westbound to southbound left turn lane on the realigned Old Big Bend Rd. onto Simmons Rd.	
ix.	Construct one (1) right-in/right-out connection to Big Bend Rd. (i.e. the "Driveway A" connection).	
b.	Phase 2 Improvements. The developer shall construct certain improvements as a part of its Phase 2 Improvements obligation, hereinafter referred to as "Phase 2 (Group 1) Improvements", as generally shown on Sheet 2 of 3 of the PD site plan. Additional improvements, defined hereinbelow as "Phase 2 (Group 2) Improvements," shall also be completed and accepted by the County for maintenance in order to support Phase 2 Entitlements. These improvements are generally shown on Sheets 2 of 3 and 3 of 3 of the PD site plan. Phase 2 (Group 2) Improvements may be constructed by the developer of this project, or another developer; however, prior to the issuance of Certificates of Occupancy (temporary or otherwise) for any Phase 2 Entitlements, all Phase 1, Phase 2 (Group 1) and Phase 2 (Group 2) Improvements must be completed and accepted by the County for maintenance.	

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FINAL CONDITIONS OF APPROVAL	PETITION NUMBER: MEETING DATE: DATE TYPED:	RZ-PD 22-0461 January 10, 2023 January 11, 2023
i.	With Regards to the Phase 2 (Group 1) Improvements, the developer of the subject PD shall:	
1.	Design and construct modifications to the existing traffic signal at Big Bend Rd. and Simmons Rd. as necessary to accommodate the opening of the northern leg of the intersection and accommodate all new turning movements, as well as any other geometric improvements at the intersection necessary to facilitate such changes (if any).	
2.	Convert the eastbound U-turn lane on Big Bend Rd. at its intersection with Simmons Rd. to an eastbound to northbound left turn lane and lengthen the turn lane as defined within the traffic analysis (to be updated at the time of plat/site/construction plan approval).	
3.	Construct a westbound to northbound right turn lane on Big Bend Rd. onto Simmons Rd.	
4.	Install/adjust pedestrian crosswalks and signal infrastructure along all four (4) legs of the Big Bend Rd. and Simmons Rd. intersection, as applicable.	
5.	Construct a second right-in/right-out connection to Big Bend Rd. (i.e. the "Driveway B" connection).	
6.	Construct a bus bay, transit accessory pad, and bus shelter with trash receptacles, seating and at least one (1) bicycle rack. The location and design of the bus bay shall be subject to HART (Hillsborough Area Regional Transit) and Hillsborough County approval and may require the developer to dedicate additional right-of-way.	
ii.	With Regards to the Phase 2 (Group 2) Improvements, the developer of the subject PD or another developer shall:	
1.	Construct the realigned Old Big Bend Rd. frontage road west of Simmons Rd. to a Typical Section standard to be determined.	
2.	Remove +/- 700 feet of Old Big Bend Rd. west of Simmons Rd. and resod.	
3.	Between Big Bend Rd. and the realigned Old Big Bend Rd. frontage road, construct all roadway improvements as shown within the "Simmons Rd. Ultimate Configuration" detail on the rightmost portion of Sheet 3 of 3 of the PD site plan. Notwithstanding anything shown in the "Ultimate Configuration" detail to the contrary, the lengths of turn lanes shall be determined by a transportation analysis, which shall be updated at the time of plat/site/construction plan review.	
4.	Construct a northbound to westbound left turn lane on Simmons Rd. onto the realigned Old Big Bend Rd. frontage road.	

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FINAL CONDITIONS OF APPROVAL	PETITION NUMBER: MEETING DATE: DATE TYPED:	RZ-PD 22-0461 January 10, 2023 January 11, 2023
5.	Construct an eastbound to southbound right turn lane on the realigned Old Big Bend Rd. frontage road onto Simmons Rd.	
6.	Construct a southbound to westbound right turn lane on Simmons Rd. onto Big Bend Rd.	
7.	Construct dual southbound to eastbound left turn lane on Simmons Rd. onto Big Bend Rd.	
8.	Between the eastern project boundary and Lincoln Rd. (i.e. through folios 77550.0000 and 77552.0000), construct the realigned Old Big Bend Rd. frontage road to the "Old Big Bend Rd. Realigned" Alternate Typical Section depicted on Sheet 3 of 3 of the PD site plan.	
9.	Construct an eastbound to northbound left turn lane on the realigned Old Big Bend Rd. frontage road onto Lincoln Rd.	
10.	Construct a northbound to westbound left turn lane on Lincoln Rd. onto the realigned Old Big Bend Rd. frontage road.	
11.	Remove those portions of the existing Old Big Bend Rd. frontage road between "Driveway B" and Lincoln Rd. and resod.	
c.	Notwithstanding anything herein these conditions or on the PD site plan to the contrary, in the event the developer of the subject PD or others completes construction of the realigned Old Big Bend Rd. frontage road through folio 77552.0000 to Lincoln Rd. and removes the existing portions of the Old Big Bend Rd. frontage road east of the project, the developer shall be permitted to construct the second right-in/right-out access from Driveway B to Big Bend Rd. during Phase 1; however, no additional entitlements shall be granted until all of the Phase 1, Phase 2 (Group 1) and Phase 2 (Group 2) improvements have been constructed and accepted for maintenance, as applicable.	
27.	In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve a minimum of 64 feet of right-of-way along the project's western boundary as generally shown on PD site plan. Additionally:	
a.	Until such time as the County may acquire the property to construct transportation improvements envisioned by the Hillsborough County Corridor Preservation Plan, the developer may be permitted to construct access driveways, roadways, parking lots, buffering and screening and other temporary uses consistent with the "Multifamily Building & Parking Field" designation on the PD site plan, subject to approval by Hillsborough County and compliance with all requirements of Hillsborough County Land Development Code (LDC) Section 5.11.09, governing the Interim Use of Reserved Land.	
b.	Notwithstanding the above or anything on the PD site plan to the contrary, such preservation shall no longer be required in the event the Hillsborough County Comprehensive Plan is updated to remove the specific corridor triggering the preservation requirement, and in such case the	

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FINAL CONDITIONS OF APPROVAL	PETITION NUMBER: MEETING DATE: DATE TYPED:	RZ-PD 22-0461 January 10, 2023 January 11, 2023
	uses and standards applying to the "Proposed Multifamily Building & Parking Field" area shall govern this portion of the project.	
28.	The developer of the subject PD shall dedicate and convey to Hillsborough County sufficient right-of-way within the PD boundary necessary to accommodate all Phase 1, Phase 2 (Group 1) and Phase 2 (Group 2) improvements. The developer of the subject PD or other developers shall, if necessary to complete a required improvement, be required to dedicate and convey or otherwise acquire additional right-of-way as necessary to effectuate required Phase 2 (Group 1) and Phase 2 (Group 2) improvements.	
29.	No parking spaces shall be permitted along "Driveway A" or "Driveway B".	
30.	All public roadways and certain internal driveways (identified as "Driveway A" and "Driveway B" on the PD site plan), shall be constructed to the Typical Section standards identified on Sheet 3 of 3 and as consistent with any applicable Design Exceptions or other conditions herein these zoning conditions. All other public or private roadways within the project, if any, shall be constructed to Hillsborough County Transportation Technical Manual (TTM) Typical Section standards.	
31.	If PD 22-0461 is approved, the County Engineer will approve a Design Exception (dated July 26, 2022) for the Old Big Bend Rd. frontage road, which was found approvable by the County Engineer (on September 12, 2022). The Design Exception provides for two (2) Typical Section standards for the portion of the facility within the project, in lieu of the Type TS-4 Typical Section standards required pursuant to the TTM. Conditions governing the use of each Typical Section are contained hereinabove.	
32.	If PD 22-0461 is approved, the County Engineer will approve a Design Exception (dated July 26, 2022) for Simmons Road which was found approvable by the County Engineer (on September 12, 2022). The Design Exception provides an alternate Typical Section standards within the project in lieu of the TS-4 Section standard required pursuant to the TTM. Conditions governing the use of each Typical Section are contained hereinabove.	
33.	If PD 22-0461 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated July 25, 2022) which was found approvable by the County Engineer (on September 12, 2022) for a portion of the Old Big Bend Rd. frontage road substandard road improvements. Approval of this Administrative Variance will waive certain substandard road improvements required by Section 6.04.03.L. for those portions of the existing Old Big Bend Rd. frontage road west and east of the project boundaries. This approval waives only those improvements required to support Phase 1 of the project. Required improvements to these facilities necessary to support Phase 2 are addressed as a part of the Phase 2 (Group 2) improvement conditions hereinabove.	
34.	If PD 22-0461 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated July 26, 2022) which was found approvable by the County Engineer (on September 12, 2022) from the Section 6.04.03.L LDC requirements governing Tract 3. Approval of this variance will permit two (2) vehicular access connections to Simmons Rd. from Tract 3, whereas only one (1) is permitted by the LDC. Conditions governing these and other project access connections are included hereinabove.	
35.	The developer shall be permitted to request additional Section 6.04.02.B. Administrative Variances from the Section 6.04.03.L LDC requirements governing number of required access connections, as	

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OF APPROVAL

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- well as the Section 6.04.07 LDC requirements governing spacing of required access connections, at the time of plat/site/construction plan review for those "additional internal connections" referenced in Condition 23, hereinabove. Such reviews and approval may occur outside of the zoning modification process but shall be processed concurrently with the site/construction plan permit for the phase or subphase being developed.
36. All PD zoning conditions herein shall be considered Critical Design Features. As such, modification of any condition shall be subject to the rules and regulations outlined within Section 5.03.07.A. of the LDC.
37. 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 the provisions set forth in LDC Section 5.03.07.C.
38. 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. Reference 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.

Exhibit to Transportation Staff Report

Certified Site Plan for 24-0676

HILLSBOROUGH COUNTY, FLORIDA	
ZONING REQUEST:	PD to PD
PETITION FILE NUMBER:	RZ-PD 24-0676
ZHM HEARING DATE:	July 22, 2024
BOCC MEETING DATE:	September 10, 2024

This is to certify that this Site Development Plan has been reviewed by the Board of County Commissioners and the following action taken:

☒ APPROVED WITH CONDITIONS AS NOTED: and attached to certified site plan.

10/16/2024
DATE

Ken Hagan
KEN HAGAN
CHAIR, BOARD OF COUNTY COMMISSIONERS

10/16/2024
DATE

Cindy Stuart
ATTEST: DEPUTY CLERK
CINDY STUART
CLERK OF THE CIRCUIT COURT

BOARD OF COUNTY COMMISSIONERS
HILLSBOROUGH COUNTY, FLORIDA
DOCUMENT NO. 24-1027

FINAL CONDITIONS
OF APPROVAL

PETITION NUMBER: RZ-PD 24-0676
MEETING DATE: September 10, 2024
DATE TYPED: September 10, 2024

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted May 22, 2024.

- The project shall be limited to a 163,400 square feet mini-warehouse facility.
- Development Standards of the project shall be as follows:

Maximum FAR:	0.78 (163,400 square feet)
Maximum building height:	50' (See site plan)
Minimum front yard setback:	30' (measured from ROW dedication line)
Minimum side yard setback:	30'
Minimum rear yard setback:	30'
Maximum Building Coverage:	30%
Maximum Impervious Surface Area:	70%
- The subject property shall adhere to the buffer and screening standards depicted on the general site plan.
- Within the area of northern access, tree plantings as required by LDC Section 6.06.06.C.4.b shall not be required. Within the area of northern access, a 6-foot-high wall or fence as required by LDC 6.06.06.C.3.c shall be provided until such time as redevelopment of the parcel to the north is required and access to and through the parcel to the north is required, as referenced in Condition 6.b.
- 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.
- It is the County's intent to allow for a single shared access connection along the west side of Simmons Rd. between the relocated (by others in the future) Old Big Bend Rd. and Big Bend Rd. In order to facilitate interim access for the subject PD, project access shall be phased as follows:
 - Initial project access to Simmons Rd. shall occur in the location shown as "Temporary Vehicular Access" on the PD site plan. This temporary access may be restricted to right-in/right-out movements at a future date as additional improvements along the corridor are constructed.
 - At such time as redevelopment occurs on adjacent folio 077571.0000, such that a Shared Access Facility which serves the subject PD is provided for, the property owner shall close and remove the Temporary Vehicular Access connection and construct any other improvements necessary to ensure the subject PD takes its sole vehicular access to Simmons Rd. through the adjacent folio 77571.0000.
 - Nothing herein this condition shall be construed as prohibiting gated emergency access from the subject PD to Simmons Rd. if required by the Hillsborough County Fire Marshall.
- The developer shall construct a vehicular and pedestrian access/cross-access stub out to the northern boundary as shown on the PD site plan. The developer shall be permitted to install a fence or wall across the driveway until such time as redevelopment occurs on the adjacent property consistent with

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- condition 6.b. above; however, such fence or wall shall be removed prior to or concurrent with the removal of the Temporary Vehicular Access referred to in condition 6.a., above.
- 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.
 - As shown on the PD site plan, the developer has proffered to voluntarily preserve the western 100 feet of the subject site for use as potential right-of-way which may be needed for the Old Big Bend Rd. frontage road realignment project (by others). Interim use of the area shall comply with Sec. 5.11.09 of the Hillsborough County Land Development Code (LDC).
 - Notwithstanding anything on the PD site plan to the contrary, and in accordance with the Hillsborough County Corridor Preservation Plan, the developer shall dedicate and convey sufficient right-of-way along the project's Simmons Rd. frontage as necessary to allow the construction (by others) of a 6-lane divided collector roadway section consisting of the following along the entirety of the project's frontage:
 - Use of Type "F" curb and gutter;
 - 10-foot-wide Multi-Purpose Pathways (MPPs) on both sides of the roadway;
 - Minimum 1-foot-wide grass strips on both sides of the roadway separating the MPPs from the edge of the right-of-way;
 - Minimum 5-foot-wide grass strips on both sides of the roadway separating the MPPs from the back of the Type "F" curb and gutter;
 - Dual northbound lanes accommodating through movements and northbound to westbound left turning movements (in a drop left configuration);
 - A raised concrete median/seperator;
 - Dual southbound to eastbound left turn lanes on Simmons Rd. onto Big Bend Rd.;
 - A single southbound through lane; and,
 - A single southbound to westbound right turn lane on Simmons Rd. onto Big Bend Rd.
 - As Simmons Rd. is a substandard roadway, the developer shall reconstruct Simmons Rd., between Old Big Bend Rd. and the northern project boundary, as a 2-lane collector roadway. The roadway shall be designed and constructed consistent with the above-described ultimate typical section to the maximum extent practical, with the location of the curb and gutter and drainage along the west side constructed in its ultimate location.
 - Notwithstanding anything herein these conditions or on the PD site plan to the contrary, the developer shall construct a 10-foot-wide MPP along the entirety of the project's Simmons Rd. frontage, and tie into the existing 10-foot-wide sidewalk/MPP along the north side of the existing Old Big Bend Rd. The MPP shall be constructed in its ultimate location.
 - Concurrent with the initial increment of development, the developer shall construct a northbound to westbound left turn lane on Lincoln Rd. onto Old Big Bend Rd., consistent with the Design Exception referenced in condition 15, hereinbelow.
 - If PD 24-0676 is approved, the County Engineer will approve a Design Exception (dated July 16, 2024) for Simmons Rd. which was found approvable by the County Engineer (on July 17, 2024). The Design

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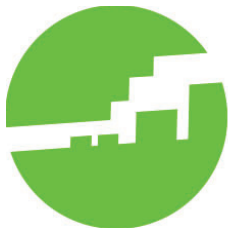
- Exception provides an alternate Typical Section standard in lieu of the TS-4 Section standard required pursuant to the TTM. Conditions governing the use of the Typical Section are contained hereinabove.
- If PD 24-0676 is approved, the County Engineer will approve a Design Exception (dated July 16, 2024) for the northbound to westbound left turn lane which the applicant is required to construct per condition 13, hereinabove. The Design Exception, which was found approvable by the County Engineer (on July 17, 2024), permits a reduction in the minimum required length of the turn lane, such that a +/- 100-foot-long turn lane may be constructed.
 - If PD 24-0676 is approved, the County Engineer will approve a Section 6.04.02.B Administrative Variance (dated May 22, 2024) which was found approvable by the County Engineer (on July 17, 2024) for the Old Big Bend Rd. frontage road substandard road improvements. Approval of this Administrative Variance will waive substandard road improvements required by Section 6.04.03.L for those portions of the existing Old Big Bend Rd. frontage road between Simmons Rd. and Lincoln Rd.
 - PD zoning conditions 6, 7, and 9 through 13 herein shall be considered Critical Design Features. As such, modification of any condition shall be subject to the rules and regulations outlined within Section 5.03.07.A of the LDC.
 - 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.
 - 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).
 - Final design of buildings, stormwater retention areas, and ingress/egress are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
 - 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.
 - Wetlands and other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
 - 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.

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24. 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.
25. 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.
26. 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.



**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: September 15, 2025 Report Prepared: September 4, 2025	Case Number: PD 25-0919 Folio(s): 77552.0000, 77552.0100, 77553.5550 General Location: North of Big Bend Road and west of Lincoln Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
Service Area	Urban
Community Plan(s)	Riverview + SouthShore Areawide Systems
Rezoning Request	Planned Development (PD) to allow for 14,500 square feet of Eating Establishments/Sit-Down with no drive through in two buildings
Parcel Size	+/- 4.5 acres
Street Functional Classification	Big Bend Road – County Arterial Lincoln Road – Local Road
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Urban Mixed Use-20	ASC-1 + RSC-2	Vacant + Public/Quasipublic/ Institutional
North	Residential-6	AR, AS-1, ASC-1, RSC-6 + PD	Vacant + Single Family
South	Urban Mixed Use-20, Community Mixed Use-12, + Suburban Mixed Use-6	IPD-1, IPD-2, AR + PD	Public/Quasipublic/ Institutional, Light Commercial, Heavy Commercial, Light Industrial + Multifamily
East	Residential-6, Urban Mixed Use-20 + Office Commerical-20	PD, AS-1, RSC-2 + RSC-6	Vacant, Single Family, Mobile Home Park + Light Commercial
West	Urban Mixed Use-20 + Public/Quasipublic	PD, CG, RSC-8, AR, ASC-1 + RSC-2	Vacant, Single Family, Agricultural + Public/Quasipublic/ Institutional

Staff Analysis of Goals, Objectives, and Policies:

The 4.5 ± acre subject site is located north of Big Bend Road and west of Lincoln Road. The site is in the Urban Service Area (USA) and is located within the limits of the Riverview Community Plan and Southshore Areawide Systems Plan. The applicant is requesting to rezone from ASC-1 and RSC-2 to Planned Development (PD) to allow for 14,500 square feet of Eating Establishments/Sit-Down with no drive through in two buildings.

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 sit-down restaurant use is compatible with the existing character and density of the surrounding area, which includes multiple light and heavy commercial uses. Furthermore, the development proposal includes a lower intensity to keep building massing and scale compatible with the existing single-family homes to the north of the site as well as a retention pond and realignment of Old Big Bend Road. The retention pond and proposed road along the north of the site will provide additional buffering and separation between the proposed commercial use and existing single family residences. Additionally, the proposal meets the intent of the Neighborhood Protection policies in the Future Land Use Section under FLUS Objective 4.4 and Policy 4.4.1 that requires new development to

be compatible with the surrounding neighborhood. The proposed rezoning is compatible with the surrounding area.

FLUS Goal 2, 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. The Urban Mixed Use-20 (UMU-20) Future Land Use (FLU) category allows for the consideration of up to 1.0 FAR. With 4.5 acres, the subject site can be considered for up to 196,020 square feet (4.5 acres X 43,560 square feet = 196,020 square feet X 1.0 FAR = 196,020 square feet) of commercial uses. The site is not located in a Center or Connection and is therefore not required to meet the 75% density requirement (FLUS Policy 2.4.4). The proposal meets the requirements of the policies under FLUS Objective 2.1 and the intent of the UMU-20 FLU 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). However, at the time of uploading this report, Transportation Division comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

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 Riverview Community Plan. Goal 2 of this Plan requires future development and redevelopment to comply with the adopted Riverview District Concept Map. The site is located within the Mixed-Use district, which intends to focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use. The proposed development abides by the Riverview District Concept Map and proposes commercial uses within the designated Mixed-Use District. Additionally, Goal 7 of the Community Plan encourages economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses. More specifically, it is stated to encourage well-designed, family-oriented businesses and recreational opportunities. The smaller style of sit-down restaurant with no drive-throughs aligns with Goal 7 by providing economic opportunities and family-oriented business within appropriate areas of the Riverview Community Plan area. The site is also within the limits of the SouthShore Areawide Systems Plan. There are no applicable policies in the Southshore Areawide Systems Plan.

Overall, staff finds that the proposed 14,500 square foot of Sit-Down Restaurant development is compatible with the existing development pattern found within the surrounding area and supports the vision of the Riverview Community Plan. 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 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

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

Policy 3.1.2: 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: *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

LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

Goal 2: Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts".

Goal 7: Encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses.

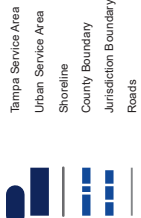
HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ PD 25-0919

<all other values>

Rezoning

STATUS



- WATER NATURAL LULC_Wet_Poly
- AGRICULTURAL MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the City of Hillsborough County Planning Commission. ACCURACY: It is intended that the map is a representation of the current data and is not intended to be used as a legal document. Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, see the appropriate source.



Map Printed from Rezoning System: 6/11/2025
Author: Beverly F. Daniels
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