

Rezoning Application: PD 26-0426

Zoning Hearing Master Date: May 26, 2026

BOCC Land Use Meeting Date: July 21, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Flournoy Development Group, LLC

FLU Category: RES-4

Service Area: Urban

Site Acreage: 22.08 acres

**Community
Plan Area:** Greater Carrollwood Northdale

Overlay: None



Introduction Summary:

This is a request to rezone a site from Planned Development (PD) and AS-1 (Agricultural, Single-Family) to a Planned Development to allow a 346-unit multi-family development. This application includes a flex request of the RES-20 Future Land Use category found to the west.

Zoning:	Existing		Proposed
District(s)	AS-1	PD 92-0425	PD 26-0349
Typical General Use(s)	Single-Family Residential/Agricultural	Private Community Center, Community Residential Home, Pre-School, School, Synagogue	Multi-Family
Acreage	~1.26 acres	~20.82 acres	22.08 acres
Density/Intensity	1 DU/ AC	0.207 FAR / 120 beds	15.67 DU /AC (346 units) (16.13 acres RES-20 Flex 5.95 acres RES-4)
Mathematical Maximum*	1 dwelling unit	187,640 sq. ft. / 120 beds	20 DU/AC (322.6 DU) 4 DU/AC (23.8 DU) 346 total units with Flex 4 DU/AC (88 without Flex)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	AS-1	PD 92-0425	PD 26-0349
Lot Size / Lot Width	1 acre / 150'	NA	NA
Setbacks/Buffering and Screening	Front: 50' Side: 15' Rear: 50'	North, South, West: 40 feet East: 40/50/65 ft (use dependent) 30' buffer along eastern property line	North: 10 – 20 feet West: 10 feet East: 20 feet South: 10 feet North: 10-20 foot wide buffer A/B Screening West: 10/A East: 20/B South: 10/A
Height	50'	35'	35' - 60'

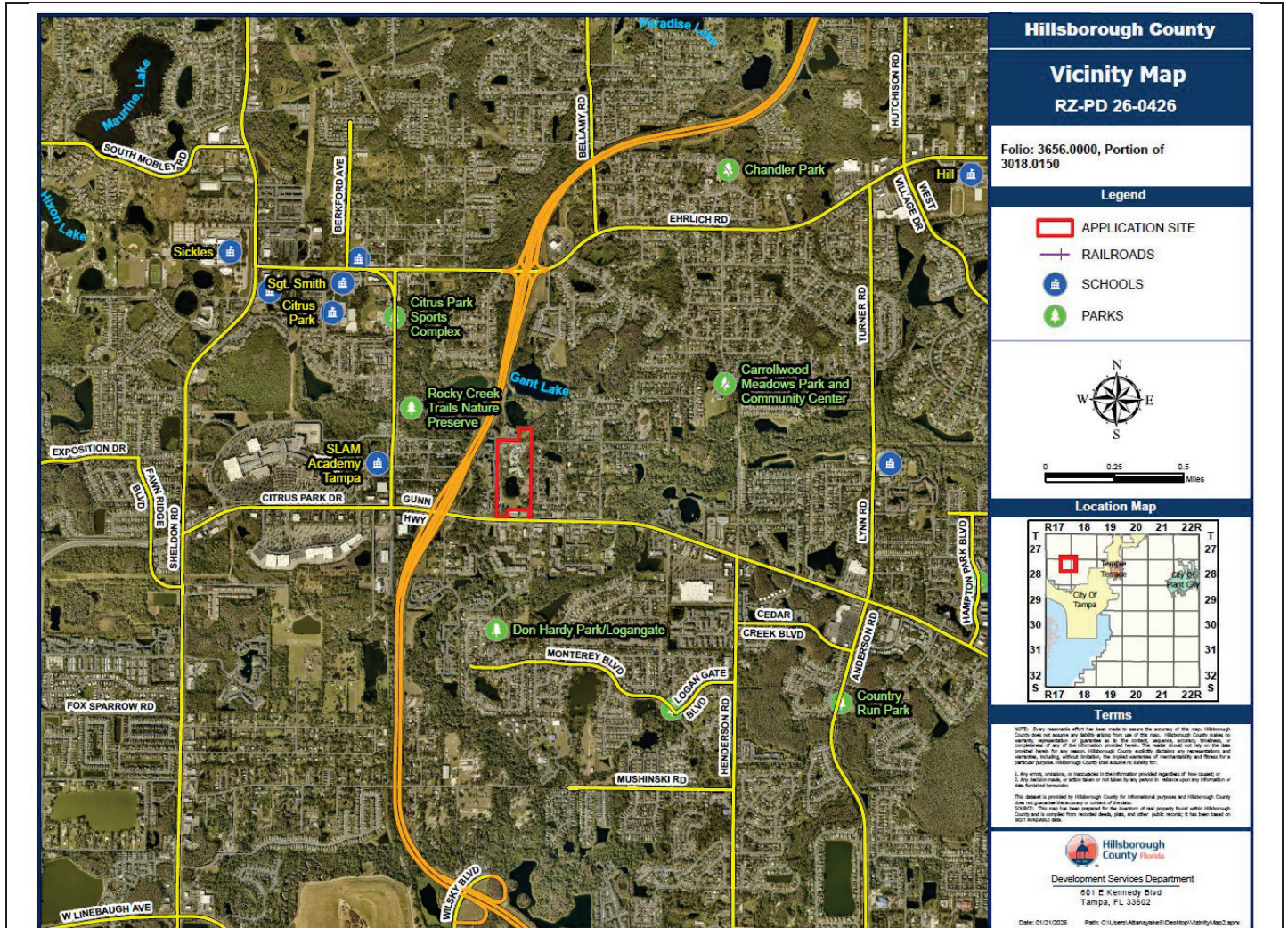
APPLICATION NUMBER:	PD 26-0426	
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Additional Information:	
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

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

2.1 Vicinity Map

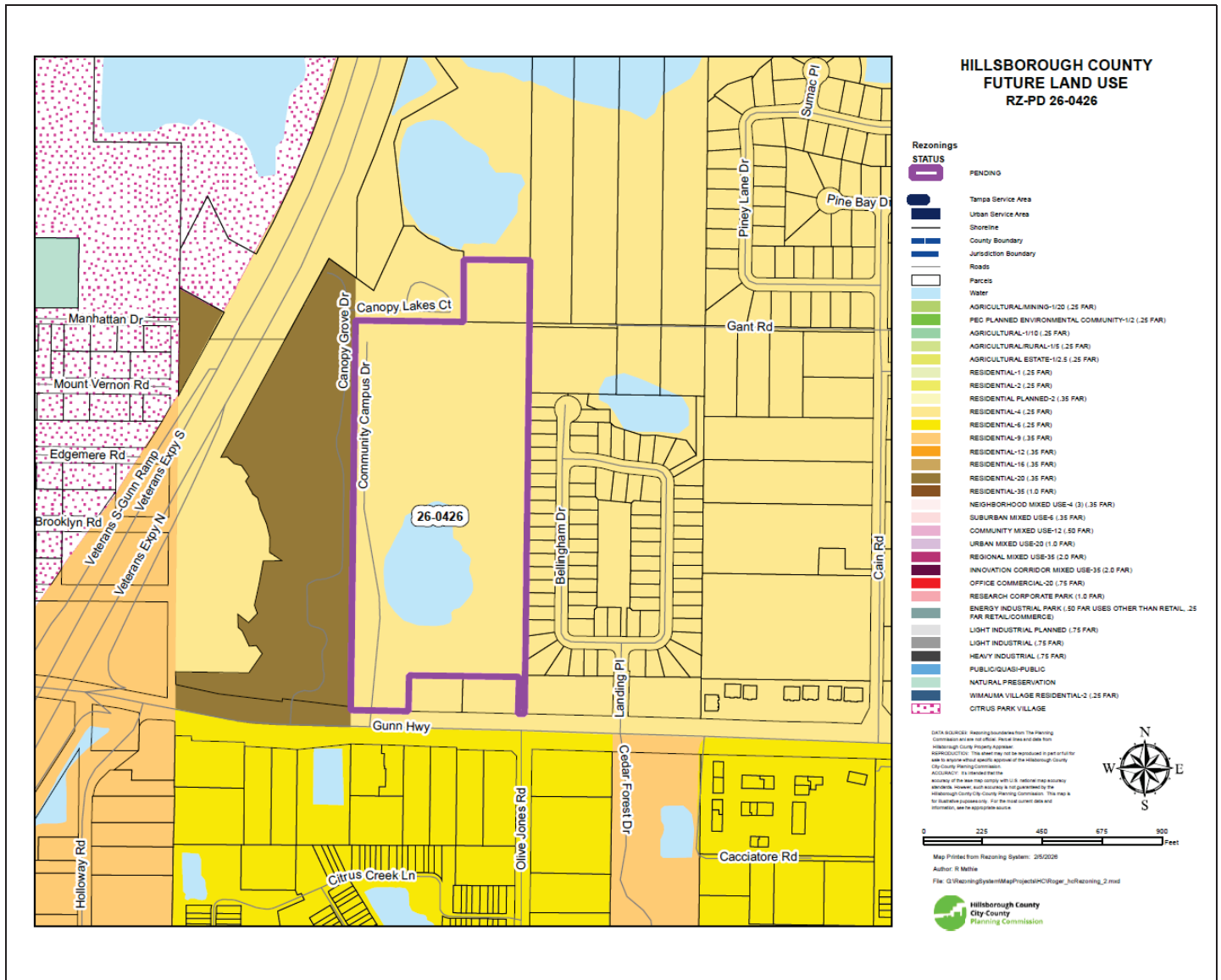


Context of Surrounding Area:

Subject site is located on the north side of Gunn Highway, east of the Veteran's Expressway and west of Turner Road. The area is predominately occupied by residential (single/multi), office, and personal service uses. The Rocky Creek Trails Nature Preserve and Citrus Park Sports Complex are to the north of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential- 4 (RES-4) Residential-20 (RES-20) Flex
Maximum Density/F.A.R.:	RES-4: 4.0 dwelling units per gross acre / 0.25 FAR RES-20 (Flex): 20 dwelling units per gross acre / 0.35 – 0.75 FAR
Typical Uses:	RES-4: Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects. RES-20 (Flex): Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



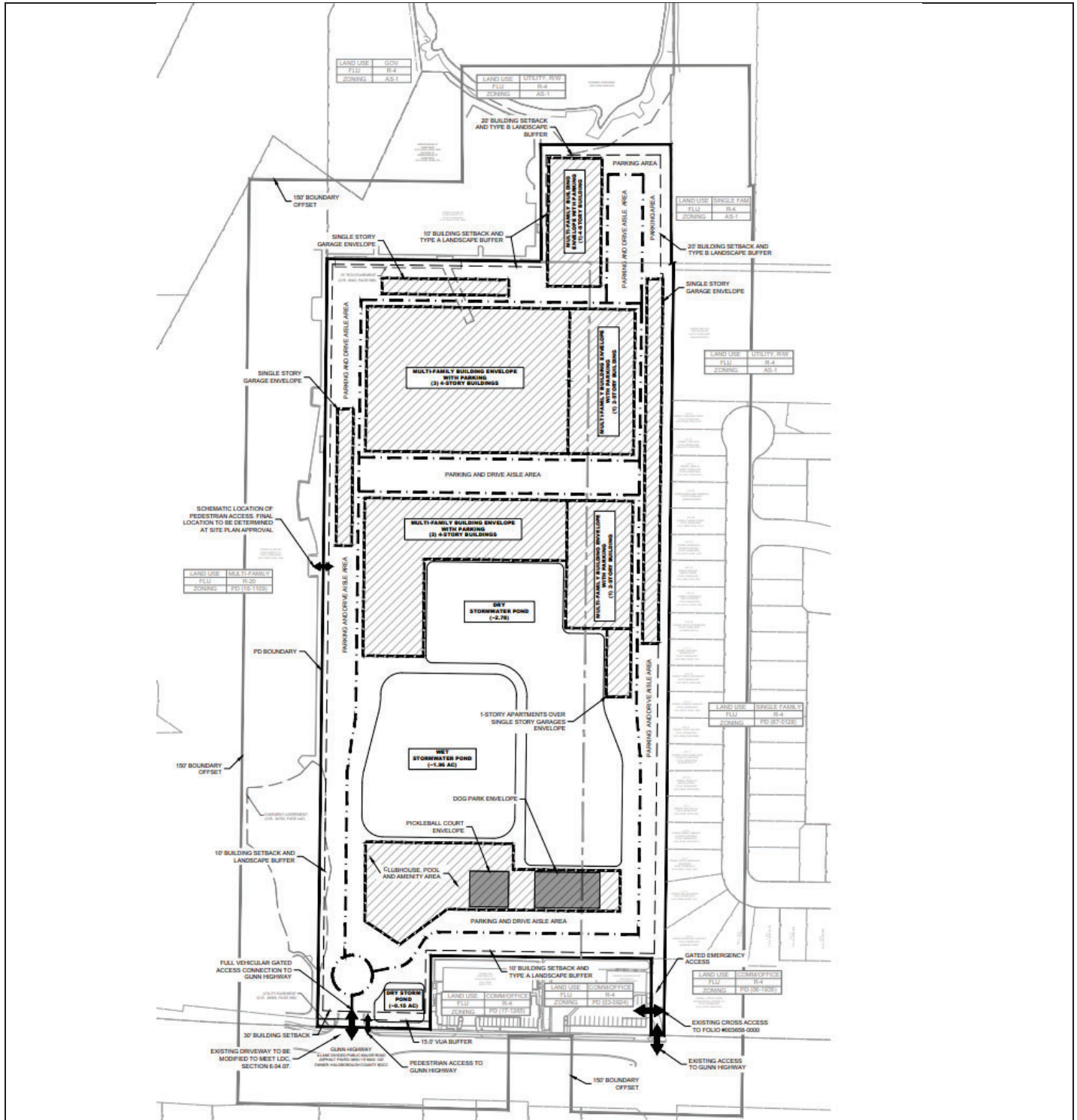
Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 16-1109	19.41 u/a	Multi-Family	Multi-Family
	AS-1	1 dwelling unit per acre	Single-Family & Agricultural Uses	Undeveloped
South	PD 17-1265	0.25 FAR	BPO uses	Medical Office
	PD 03-0924	0.267 FAR	BPO uses (medical/dental offices prohibited)	Offices
	BPO-R	0.20 FAR	Office	Medical Office

	BPO	0.20 FAR	Office	Child Day Care
	AS-1	1 dwelling unit per acre	Agriculture, Single Family	Single-Family
	PD 00-1190	0.155 FAR	Offices/Minor Vehicle Repair	Office, Motor Vehicle Repair (Neighborhood)
East	PD 87-0128	5 dwelling units per acres (VR)	Single-Family Conventional	Single-Family
West	PD 16-1109	19.41 dwelling units per acre	Multi-Family	Multi-Family

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Gunn Hwy	County Arterial - Urban	4 Lanes ☒ Substandard Road ☒ Sufficient ROW Width	☒ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,309	502	348
Proposed	2,068	134	173
Difference (+/-)	-1,241	-368	-175

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

Connectivity and Cross Access ☐ Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Emergency Access	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		None	Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Gunn Hwy/Substandard Roadway	Administrative Variance Requested	Approvable
Gunn Hwy/Access Spacing	Administrative Variance Requested	Approvable
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
☒ Design Exception/Adm. Variance Requested ☐ Off-Site Improvements Provided	☐ Yes ☐ N/A ☒ No	☒ Yes ☐ No	See report.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	Wetlands present
Natural Resources	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Check if Applicable: ☒ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☒ Wellhead Protection Area ☐ Surface Water Resource Protection Area ☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☒ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☒ Other Airport Height Restriction 180' AMSL				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☒ Design Exc./Adm. Variance Requested ☐ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Service Area/ Water & Wastewater ☒ Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Hillsborough County School Board Adequate ☒ K-5 ☒ 6-8 ☐ 9-12 ☐ N/A Inadequate ☐ K-5 ☐ 6-8 ☒ 9-12 ☐ N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Impact/Mobility Fees (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) Mobility: \$6,661 Parks: \$1,555 School: \$3,891 Fire: \$249 Total 2 story building (PER UNIT): \$12,356				
(Fee estimate is based on a 1,200 square foot, Multi-Family Units 4 story) Mobility: \$4,864 Parks: \$1,555 School: \$3,891 Fire: \$249 Total 4 story building (PER UNIT): \$10,559				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

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Planning Commission ☐ Meets Locational Criteria ☒ N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A
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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Proposal seeks to allow the development of 346 multi-family dwelling units, including residential amenities such as a clubhouse, pool, pickleball courts, and a dog park. Total site area is 22.08 acres, putting the proposed density at 15.67 dwelling units per acre. The subject site fronts Gunn Highway, a designated scenic corridor and is located adjacent to a multi-family development to the west, a single-family neighborhood to the east, and medical office uses to the south.

The proposed development will consist of apartment-style multi-family structures with varying heights, depending on the location of the building. The general site plan depicts these envelopes and provides the maximum height for each. The tallest structures are proposed to be 60-foot or 4-stories and are shown on the site plan as being in the middle or west side of the property. Thirty-five foot or 2-story structures are to be located along the eastern property line, adjacent to the single-family neighborhood. One such 2-story structure is proposed to be 32-foot high and have garages on the first floor and apartment units on the second floor. The development will be required to setback all structures an additional 2 feet for every foot over 20 feet in height along the east (PD 16-1109) and north. PD 16-1109 to the west/northwest is developed with multi-family buildings at 3 and 4 stories in height. The buildings’ within PD 16-1109 are approved at an overall maximum height of 62-feet with a minimum 75-foot setback where adjacent to the subject PD. The 75 foot setback does not meet the 2:1 setback for height and at the time of rezoning, was adjacent to a cultural/institutional use. Along the northeast, abutting agricultural zoning, the closest building is oriented north-south orienting the side of the structure to the property rather than the wider front side. The abutting northeastern property is developed with retention/wetlands. Structures located along the east (zoned PD 87-0128 will provide an additional setback of 2 feet for every one foot of building height over 20 feet.

The applicant has proposed buffer and screening, in accordance with the Land Development Code. This includes a 20-foot buffer with Type B screening along east property line and the north property line, adjacent to AS-1 zoning. Additionally, a 10-foot buffer with Type A screening area will be located along the west, south, and north property lines, which are not required due to the adjacent uses being more intense or the same as the proposed use.

Development Services does not foresee any compatibility concerns with the proposed Planned Development. The orientation of proposed multi-family structures considers the location of adjacent family uses and the appropriate buffer and screening standards are provided in the development plan.

5.2 Recommendation

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

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Requirements for Certification:

1. Prior to PD General Site Plan certification, the applicant shall revise the PD site plan label stating “Existing driveway to be modified to meet LDC, Section 6.04.07.” to “Existing driveway to be modified to meet the LDC, Sec. 6.04.04.A.3. residential development maximum driveway length.”
2. Prior to General Site Plan certification, the applicant shall revise the PD site plan proposed general vehicular general circulation pattern to connect to the proposed gated emergency access.
3. General Site Plan to provide a maximum building height for the amenity center at 35 feet.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the General Site Plan submitted April 23, 2026.

1. Development of the project shall be limited to 346 multi-family dwelling units, including amenity areas/uses and a leasing office. The building and use areas shall be located where generally depicted on the General Site Plan.
2. Development shall be in accordance with the following:

- Minimum south front yard setback: 30 feet
- Minimum east side yard setback: 20 feet
- Minimum west side yard setback: 10 feet
- Minimum north rear yard setback: 10 feet
- Maximum building coverage: 40%
- Maximum impervious surface: 70%
- Maximum building height: 35 feet / 2-stories (where delineated on the General Site Plan)*
60 feet / 4-stories (where delineated on the General Site Plan)*
20 feet / 1-story (where delineated on the General Site Plan)*
32 feet / 2-stories (where delineated on the General Site Plan)*

*Two (2) feet of setback shall be provided for every one (1) foot of building height over 20 feet, to be applied where adjacent to single-family residential districts only.

3. Buffering and screening shall be provided as depicted on the General Site Plan.
4. 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.
5. 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.

6. 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 (:DC).
7. 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.
8. 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.
9. Wetlands or 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.
10. 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.
11. 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.
12. The project shall be permitted one full access connection and a separate gated emergency access on Gunn Hwy. Additionally; the project will provide a pedestrian cross access to folio#3560.0000 to the west and vehicular and pedestrian access to folio#3658.0000.
13. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.
14. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026), which was found approvable on May 13, 2026. Approval of this Administrative Variance will permit reduction of the minimum access spacing (from the Gunn Hwy. access to next existing driveway connection and median opening to the east) such that a minimum spacing of +/- 185 feet is permitted to the driveway connection and +/-600 feet is permitted to the median opening to the east.

15. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on May 13, 2026. Approval of this Administrative Variance will waive the required substandard roadway improvements on Gunn Hwy in association with the proposed development.
16. Notwithstanding anything on the General Site Plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
17. In cases where the approved certified General Site Plan graphic and/or notes are in conflict with specifically approved zoning conditions, the more restrictive requirement shall prevail. Where there are conflicts between the General Site Plan graphics or list of conditions and non-district related regulations in the LDC, the most restrictive requirement shall prevail unless a variance has been requested by the applicant and approved with the appropriate findings by the Board of County Commissioners, as provided by Section 5.03.06.C.6.
18. In accordance with LDC Section 5.03.07.C, the certified 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 General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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

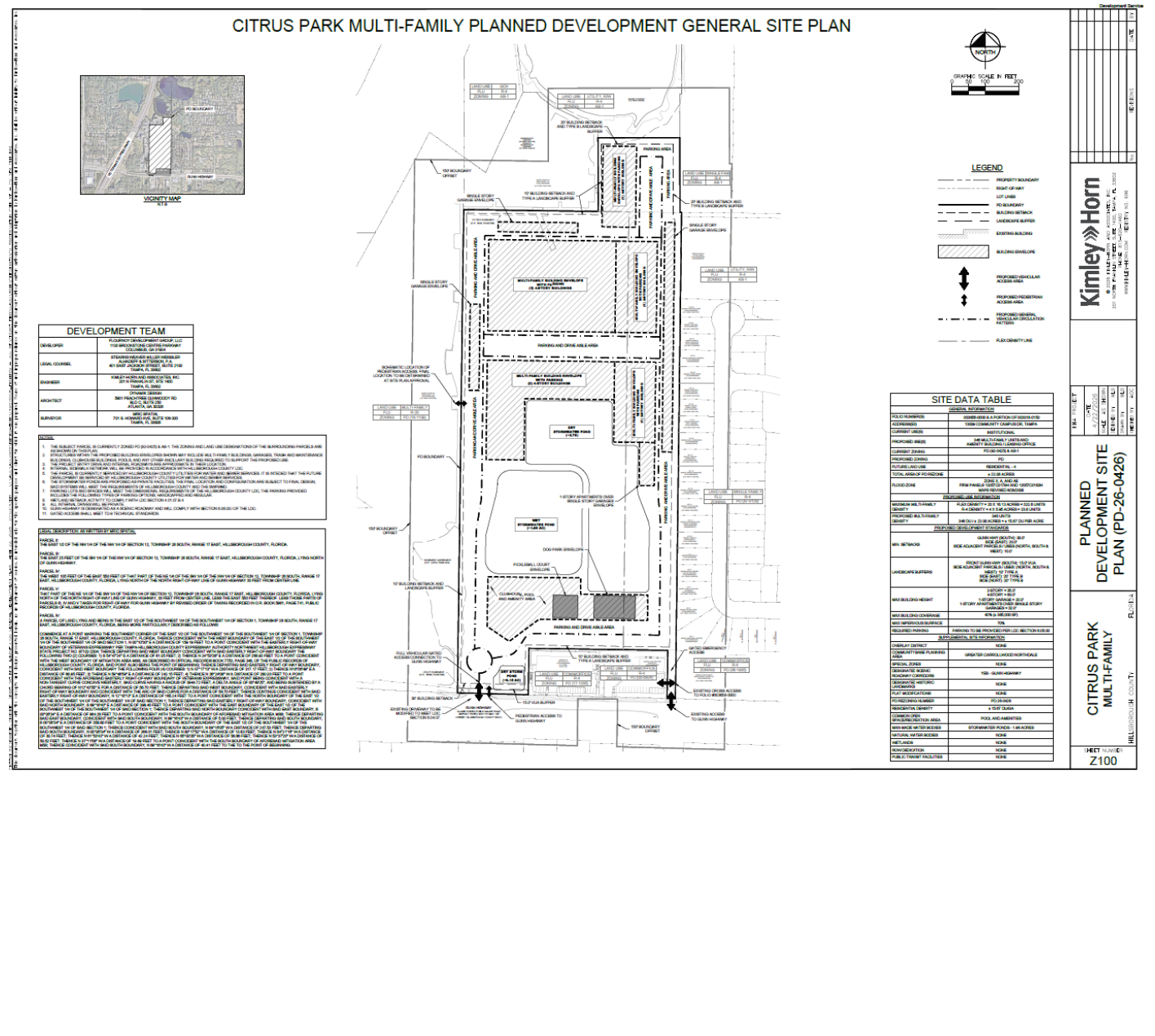
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)

Property Violation History

Agency	Number	Violation	Status
Code Enforcement*			
☒ None current or pending			
☐ Violation(s)			
Building Code Compliance*			
☒ None current or pending			
☐ Violation(s)			
Natural Resources*			
☒ None current or pending			
☐ Violation(s)			
EPC*			
☒ None current or pending			
☐ Violation(s)			

*past 12 months from intake date

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 5/14/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Greater Carrollwood Northdale

PETITION NO: PD 26-0426

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. The project shall be permitted one full access connection and a separate gated emergency access on Gunn Hwy. Additionally; the project will provide a pedestrian cross access to folio#3560.0000 to the west and vehicular and pedestrian access to folio#3658.0000.
2. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.
3. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026), which was found approvable on May 13, 2026. Approval of this Administrative Variance will permit reduction of the minimum access spacing (from the Gunn Hwy. access to next existing driveway connection and median opening to the east) such that a minimum spacing of +/- 185 feet is permitted to the driveway connection and +/-600 feet is permitted to the median opening to the east.
4. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on May 13, 2026. Approval of this Administrative Variance will waive the required substandard roadway improvements on Gunn Hwy in association with the proposed development.
5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

Other Conditions:

- Prior to PD site plan certification, the applicant shall revise the PD site plan label stating "Existing driveway to be modified to meet LDC, Section 6.04.07." to "Existing driveway to be modified to meet the LDC, Sec. 6.04.04.A.3. residential development maximum driveway length."
- Prior to PD site plan certification, the applicant shall revise the PD site plan proposed general vehicular general circulation pattern to connect to the proposed gated emergency access.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a rezoning from PD 92-0425 and AS-1 to Planned Development for +/- 22.08 acres. The PD 92-0425 is approved for an Assisted Living Facility (ALF), Community Center, School and Synagogue totaling 187, 649 square feet of building floor coverage. The proposed PD is seeking approval for up to 346 multi-family dwelling units.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is largely based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: ALF – 120 beds (<i>ITE 254</i>)	497	23	29
PD: Community Center -34,350 sf (<i>ITE 495</i>)	978	116	118
PD: Private School – 345 students (<i>ITE 532</i>)	600	252	65
PD: Synagogue – 500 seats (<i>ITE 561</i>)	1,225*	110	135
AS-1: 1-Unit Single Family Detached (<i>210</i>)	9	1	1
Total Trips:	3,309	502	348

*ITE Trip Generation Manual does not provide this data set. Trips estimated by County staff.

Proposed Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 346-Units Multi-Family (<i>220</i>)	2,068	134	173

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-1,241	-368	-175

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Gunn Hwy. is a 4-lane, substandard, publicly maintained, urban divided arterial roadway characterized by +/- 12-foot-wide travel lanes with sidewalks and curb and gutters within a +/- 136-foot-wide right-of-way along the project's frontage.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban divided, 4-lane arterial roadway shall meet the typical section TS-6 standard. TS-6 standard includes 11-foot-wide lanes, 7-foot buffer bike lanes, curb and gutter, and 5-foot-wide sidewalks on both sides within a minimum of 110 feet of right-of-way.

This segment of Gunn Hwy is identified as a future 6-lane roadway in the Hillsborough County Corridor Preservation Plan. A future 6-lane roadway would require a minimum of 132 feet of right of way as such the no right of way preservation is needed.

SITE ACCESS AND CONNECTIVITY

The PD proposes a gated single full access connection on Gunn Hwy and a gated emergency access. A pedestrian cross access is proposed to stub out to the west to allow for connection at the time of

redevelopment or expansion of the adjacent site. Additionally, the existing cross access to folio#3658.0000 is proposed to remain.

The site access analysis submitted by the applicant’s traffic engineer finds that no additional site access improvements are warranted. The access is served by an existing 325-foot eastbound left turn lane.

Sec. 6.04.04.A. provides for a maximum residential driveway length and states that driveways should be designed to provide ‘safe entry and exit from the development served’ and the “length of driveways shall be subject to internal and external traffic flow considerations”. The PD site plan provides a general site circulation plan that appears to allow for sufficient traffic flow through out the site, including emergency access. However, specific site design details will have to be verified at the time of site development review to ensure compliance. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.

REQUESTED ADMINISTRATIVE VARIANCE: GUNN HWY SUBSTANDARD ROADWAY

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance request (dated April 30, 2026) for Gunn Hwy requesting relief from the Section 6.04.03.L requirement to improve Gunn Hwy to current County standards for a Type TS-6, 4-lane urban arterial roadway typical section as found within the Hillsborough County Transportation Technical Manual (TTM). On May 13, 2026, the County Engineer found the variance approvable. As such, no improvements to Gunn Hwy would be required.

REQUESTED ADMINISTRATIVE VARIANCE: GUNN HWY ACCESS SPACING

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. administrative variance request (dated April 30, 2026) from the Section 6.04.07. LDC requirement, governing spacing for the proposed Gunn Hwy. access. Per the LDC, Gunn Hwy. is an arterial roadway, which requires a minimum full access connection spacing of 245 feet from other driveways and 660 feet from a full median opening. The applicant is proposing the driveway in a location which is +/- 185 feet from the next closest driveway access and +/-600 feet from the next full median opening on Gunn Hwy to the east. As such, the applicant is seeking a variance of +/-60 feet for the driveway access spacing and the full median opening. Based on factors presented in the administrative variance request, the County Engineer found the request approvable on May 13, 2026. If this rezoning is approved, the County Engineer will approve the above referenced administrative variance request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Gunn Highway	Veterans Expwy	Anderson/Lynn Turner	D	F

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Steven Henry](#)
Cc: [Elise Batsel](#); [Follin, Jared](#); [Perez, Richard](#); [Phillips, Charles](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: RZ-PD 26-0426 - Administrative Variance Review
Date: Wednesday, May 13, 2026 5:58:27 PM
Attachments: [26-0426 AVAdd 05-01-26 1.pdf](#)
[26-0426 AVAdd 05-01-26 2.pdf](#)
[image001.png](#)

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) for PD 26-0426 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org 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: Tuesday, May 12, 2026 1:48 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>
Subject: RZ-PD 26-0426 - Administrative Variance Review

Hello Mike,

The attached Administrative Variances are **Approvable** to me, please include the following people in your response:

stevenh@trafficmobility.com
ebatsel@stearnsweaver.com
follinj@hcfl.gov
perezrl@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

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

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

601 E. Kennedy Blvd., Tampa, FL 33602
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:

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- 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)	☒ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Access Spacing-Gunn Highway ☐ 4. ☒ 2. Access Spacing-Gunn Highway ☐ 5. ☐ 3. ☐ 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	Citrus Park Multi-Family
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)	003656.0000, 003018.0150
☐ 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	PD 26-0426
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".	



April 30, 2026

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

Re: Citrus Park Multi-Family
PD 26-0426
Folio Numbers: 003656.0000, 003018.0150
Lincks Project No. 25076 (25319.02.04)

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 Gunn Highway. The property is proposed to be rezoned to Planned Development to allow up to 346 Multi-Family dwelling units.

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via one (1) full access to Gunn Highway. It should be noted that the access currently serves the existing residential, pre-school, and swim facility that is proposed to be razed in conjunction with the development of the proposed project. A copy of the PD plan is included in the Appendix of this letter.

The subject property is within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Gunn Highway is a collector road.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Gunn Highway. Based on Section 6.04.07, the access spacing on Gunn Highway is 245 feet and full median spacing is 660 feet. The distance to the access are as follows:

- East – 185 ± to the office development access at folio 3660.0000
- East – 600 ± to the median opening at Olive Jones Road

This is graphically shown in Figure 1.

5023 West Laurel Street
Tampa, FL 33607
81 289 0039 Telephone
813 287 0674 Telefax
www.trafficmobility.com Website

Mr. Mike Williams
April 30, 2026
Page 2

The justification for the variance is as follows:

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

The developer controls limited property frontage along Gunn Highway. Given the limited frontage, it is not physically possible to locate the driveway or median opening to meet the spacing criteria. Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

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

The access existed prior to the development of the parcels east and west of the subject parcel. In addition, the existing access serves the residential, pre-school, and swim facility that are proposed to be razed to accommodate the proposed development. Therefore, the variance would not be detrimental to the public health, safety and welfare.

(c) without the variance, reasonable access cannot be provided.

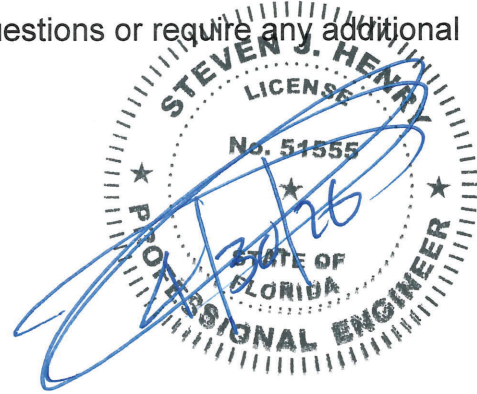
The only connection for the project is via Gunn Highway. Due to property constraints, the only reasonable location for the access is shown on the attached exhibit.

Mr. Mike Williams
April 30, 2026
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, 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

TABLE 1
PROJECT TRAFFIC (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>			<u>PM Peak Hour</u> <u>Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Multi-Family	220	346 DU's	2,068	32	102	134	107	66	173

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

Mr. Mike Williams
April 30, 2026
Page 5



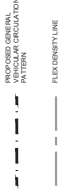
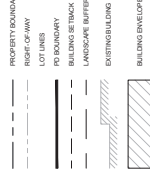
FIGURE 1
ACCESS SPACINGS

APPENDIX



PD PLAN



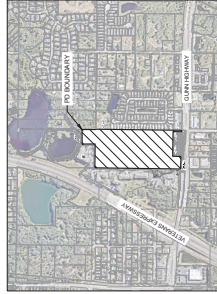
[illegible]

PLANNED DEVELOPMENT SITE	DESIGNED BY MBN CHECKED BY AOC
PLAN (PD-26-0426)	DESIGNED BY WLB DRAWN BY WLB CHECKED BY AOC
DATE	4/22/2026
KHA PROJECT	SCALE AS SHOWN

SHEET NUMBER 7100	HILLSBOROUGH COUNTY FLORIDA	CITRUS PARK MULTI-FAMILY

[illegible]

DEVELOPMENT TEAM	
DEVELOPER	FLUOR DYNAMON GROUP, LLC 1500 BROOKSTONE CENTRE PARKWAY COLUMBIA, SC 29604
LEGAL COUNSEL	STEWART & LLOYD ALANCAFF & STERNBERG, P.A. 400 EAST JAYNE AVE., SUITE 2100 JAYNE, ME 04930
ENGINEER	KARLE CHORN AND ASSOCIATES, INC. 201 N FRANKLIN ST 311 1400 ATLANTA, GA 30308
ARCHITECT	DYNAMAC DESIGN 5901 PEACHTREE DUNWOODY RD ATLANTA, GA 30328
SUBCONTRACTOR	MERIC SPATIAL 701 S. HORTON AVE. TAMPA, FL 33606



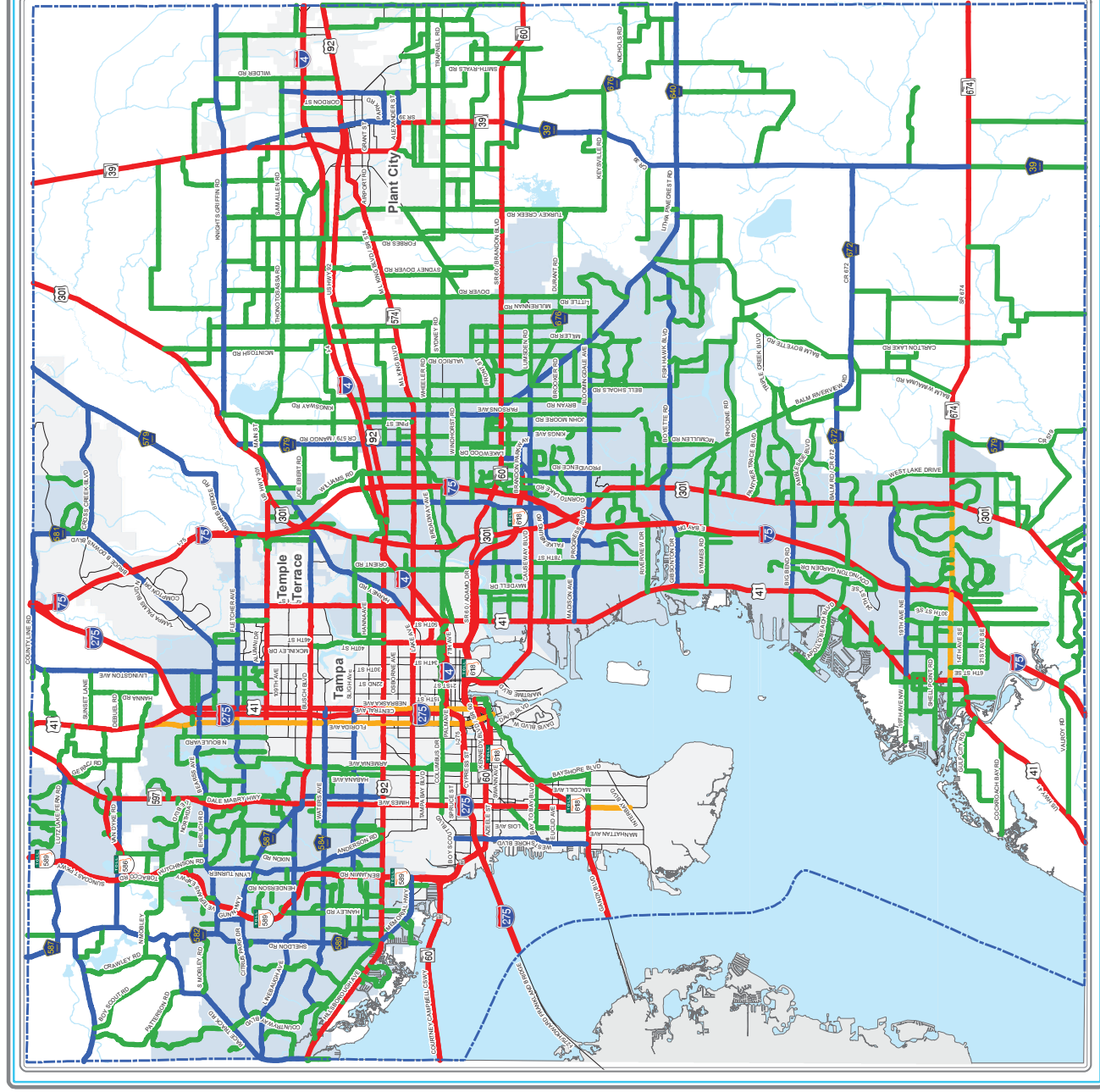
- [illegible]

- [illegible]

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



LINCKS & ASSOCIATES, A TMC Company



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

STATE ROADS

- Principal Arterial
- Arterial
- Unclassified Roads

COUNTY ROADS

- Arterial
- Collector
- Unclassified Roads

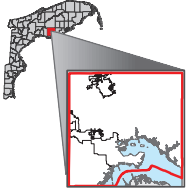
ROADS AND BOUNDARY LINES

- County Boundary
- Major Roads
- Hillsborough County
- Pinellas County
- Jurisdictions
- Urban Service Area

NATURAL FEATURES

- Water and Bay
- Streams/Rivers

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.

ASSOCIATIONAL AREAS Hillsborough County City-County Planning Commission. Effective to Present.

URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective to Present.

MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted TPO Long Range Transportation Plan for specific improvements.

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Author: RMatthe
Date: 1/1/2025
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

PlanHillsborough.org

HILLSBOROUGH COUNTY LDC
SECTION 6.04.07



LINCKS & ASSOCIATES, A TMC Company

Sec. 6.04.07. - Table: Minimum Spacing

MINIMUM SPACING			
ACCESS CLASSIFICATION(See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway Administration and FDOT Requirements)		
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			
A specially protected corridor distinguished by an extensive existing or planned system of access roads and restrictive median treatments.	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 1320 ft ≤ 45 mph 660'	>45 mph 2640 ft ≤ 45 mph 1320 ft
CLASS 3			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by existing or desired restrictive median treatments. Two lane highways with a desired high degree of access management should also be included.	>45 mph 660 ft ≤45 mph 330 ft	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 4			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by nonrestrictive median treatments or highways with two-way left turn lanes.	>45 mph 660 ft ≤45 mph 330 ft	N.A.	N.A.
CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤ 45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ≤ 45 mph 660 ft

CLASS 6			
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected non restrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤45 mph 245 ft	N.A.	N.A.
CLASS 7			
Subdivision roads and all other local roadways functioning as subdivision roads.	TYPE I = 10 ft Type II = 50 ft (<5000 vpd*) 175 ft (≥ 5000 vpd*)	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
March 1, 1991	Type III =50 ft (<5000 vpd*) 250 ft (≥ 5000 vpd*) * refers to volume on adjacent roadway		

NOTES AND SPECIAL REQUIREMENTS

1. Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
2. Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage.
3. Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
 - a. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.
 - b. The minimum distance to the first median opening shall be at least 1,320 feet as measured from the end of the taper of the egress ramp.
 - c. Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the

safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)



**Hillsborough
County Florida**
Development Services

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- 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)	☒ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Substandard Road-Gunn Highway ☐ 4. ☒ 2. Substandard Road-Gunn Highway ☐ 5. ☐ 3. ☐ 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	Citrus Park Multi-Family
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)	003656.0000, 003018.0150
☐ 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	PD 26-0426
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".	



April 30, 2026

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

Re: Citrus Park Multi-Family
PD 26-0426
Folio: 003656.0000, 003018.0150
Lincks Project Number: 25077 (25319.02.04)

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L of the Hillsborough County Land Development Code, which requires improvement of projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road.

The property is proposed to be rezoned to Planned Development (PD) to allow up to 346 Multi-Family dwelling units.

The access for the project is proposed to be via one (1) full access to Gunn Highway.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Gunn Highway is a collector roadway.

Table 1 provides the trip generation for the proposed land use.

The following provides a description of the segment of Gunn Highway from the project access to the Veterans Expressway:

- Four (4) lane divided urban roadway
- Twelve (12) foot lanes
- Type F curb & gutter
- Right of Way – 125 feet
- Five (5) foot sidewalk on both sides of the road.

The request is to waive the requirement to improve Gunn Highway (between the project access and Veterans Expressway) to current County TS-6 standards, the standards for which are found within the Hillsborough County Transportation Technical Manual. The specific waiver is for buffered bike lanes.

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

Mr. Mike Williams
April 30, 2026
Page 2

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

Adding the buffered bike lanes would be an unreasonable burden on the applicant for the following reasons:

1. The property has limited frontage along Gunn highway.
2. There is not sufficient right of way to add to buffered bike lanes.

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

There are sidewalks on both sides of the roadway. The property is currently developed for residential, pre-school, and swim facility which are to be razed in conjunction with the development of the property. Therefore, the variance would not be detrimental to the public health, safety and welfare.

(c) without the variance, reasonable access cannot be provided.

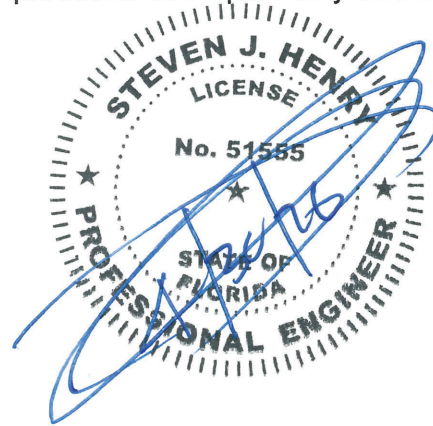
Gunn Highway is the only direct access for the project. Without the access to Gunn Highway, reasonable access for the project could not be provided.

Mr. Mike Williams
April 30, 2026
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, 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, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROJECT TRAFFIC (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Multi-Family	220	346 DU's	2,068	32	102	134	107	66	173

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

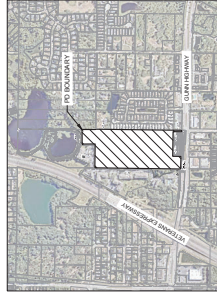
APPENDIX



PROPOSED PD PLAN



		201 NORTH FARMHAY STREET, SUITE 100, PALM, FL 33602 PHONE: 813-620-1460 WWW.KIMLEY-HORN.COM REGISTRY NO. 696	
No.	REVISIONS		
DATE			
BY			

[illegible][illegible][illegible]

PLANNED
DEVELOPMENT SITE
PLAN (PD-26-0426)

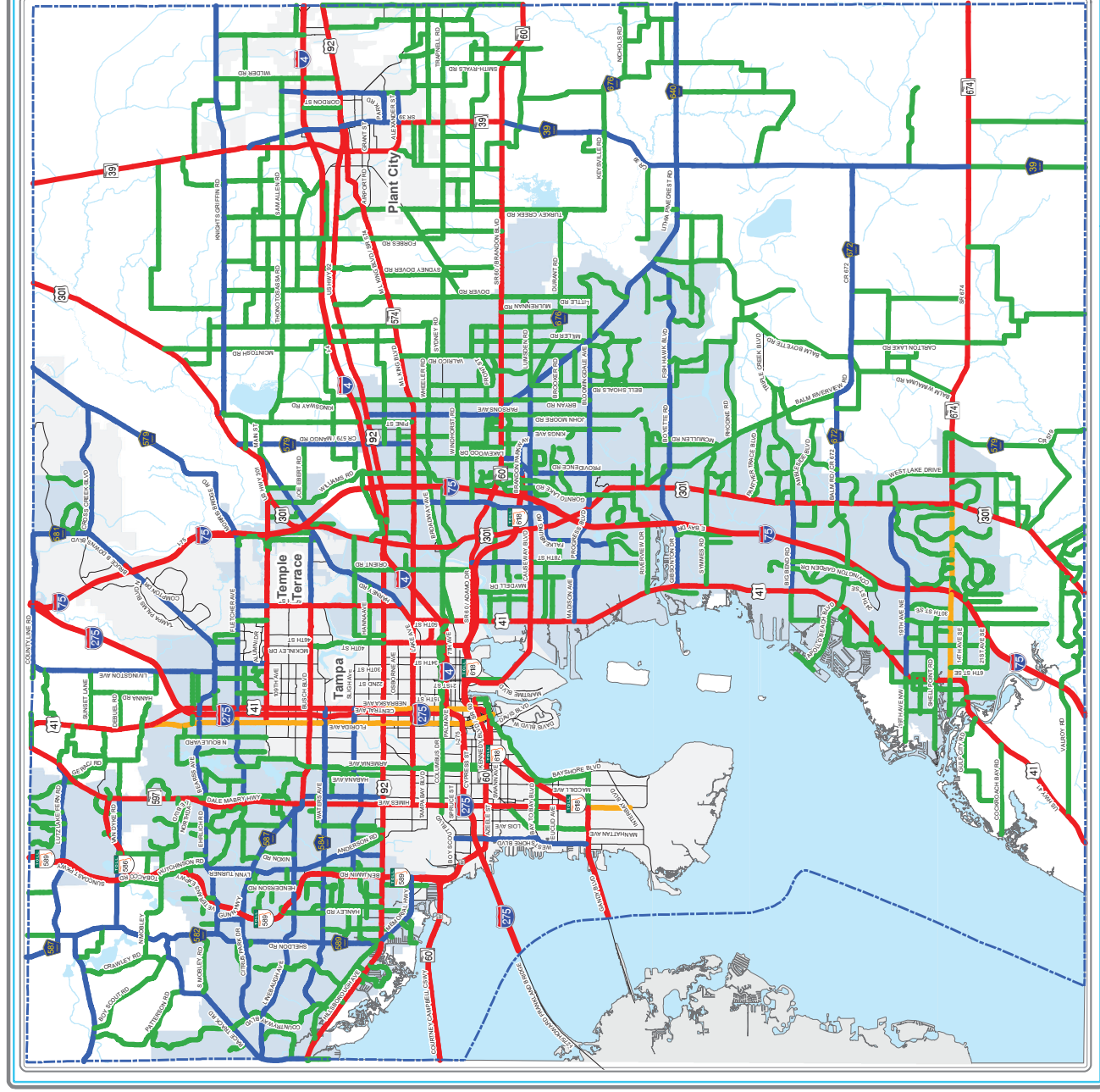
CITRUS PARK
MULTI-FAMILY

SHEET NUMBER
Z100

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



LINCKS & ASSOCIATES, A TMC Company



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

ROADS AND BOUNDARY LINES

- COUNTY BOUNDARY
- MAJOR ROADS
- HILLSBOROUGH COUNTY
- PINELLAS COUNTY
- JURISDICTIONS
- URBAN SERVICE AREA

STATE ROADS

- PRINCIPAL ARTERIAL
- ARTERIAL
- UNCLASSIFIED ROADS

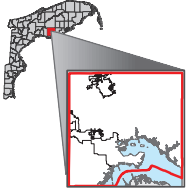
COUNTY ROADS

- ARTERIAL
- COLLECTOR
- UNCLASSIFIED ROADS

NATURAL FEATURES

- WATER AND BAY
- STREAMS/RIVERS

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS: Hillsborough County - These classifications are preliminary and subject to change.

ASSOCIATIONAL AREAS: Hillsborough County City-County Planning Commission. Effective to Present.

URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission. Effective to Present.

MAJOR ROADS: Transportation Planning Organization Long Range Transportation Plan. See Adopted 2010 Long Range Transportation Plan for specific improvements.

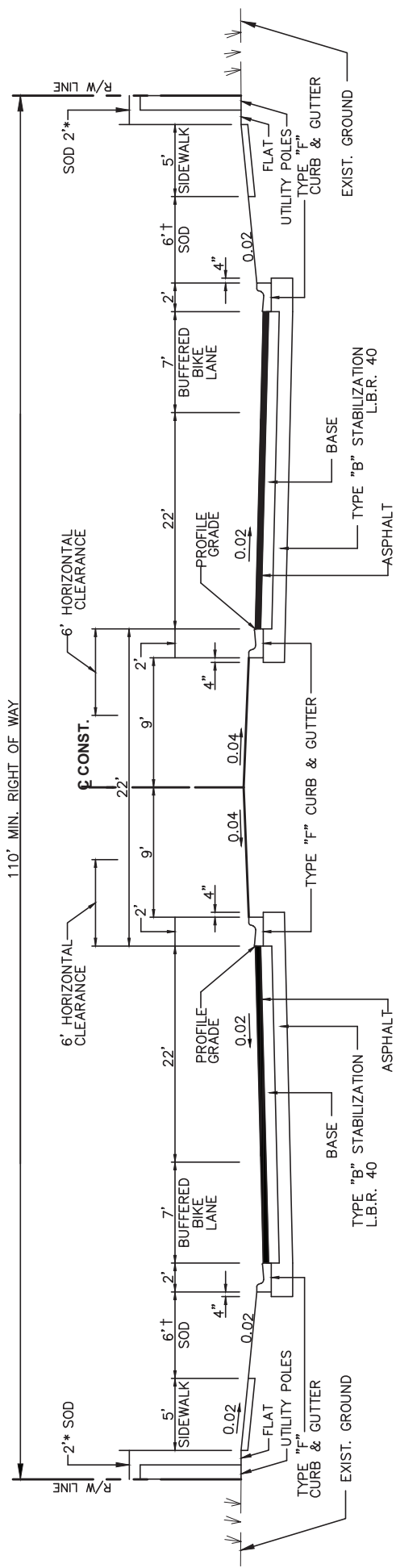
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Author: R.M. White
Date: 1/1/2025
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

Hillsborough County
Planning Commission

TS-6





TYPICAL SECTION

N.T.S.

10,000 TO LESS THAN 20,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 45 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 (4 LANE DIVIDED) TYPICAL SECTION	
			DRAWING NO. TS-6	SHEET NO. 1 OF 1

HILLSBOROUGH COUNTY

RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:	RZ PD 26-0426
DATE OF HEARING:	May 26, 2026
APPLICANT:	Flournoy Development Group, Inc
PETITION REQUEST:	PD
LOCATION:	13009 Community Campus Drive
SIZE OF PROPERTY:	22.08 acres
EXISTING ZONING:	AS-1 and PD 92-0425
FUTURE LAND USE CATEGORY:	R-4 (plus a flex of R-20)
SERVICE AREA:	Urban
COMMUNITY PLANNING AREA:	Greater Carrollwood/Northdale

SUMMARY OF APPLICATION

The application is a request to rezone an approximate 22.08-acre parcel located on the north side of Gunn Highway approximately 1,000 ft. east of the Veterans Expressway/Gunn Highway interchange.

The existing use is the Jewish Community Center (JCC) which has zoning approval for a community center, a Community Residential Home, a pre-school, school and synagogue. The campus is approved for a maximum of 187,640 sq. ft. of development and a maximum 120 bed Community Residential Home.

The proposed use is a maximum 346-unit multi-family apartment complex.

The application includes the approximate 20.82 acre Planned Development Community Center parcel plus an approximate 1.2-acre parcel zoned AS-1. Both parcels are owned by the JCC.

The existing FLUE Map designation on the property is RES-4. The applicant has requested a flex of the RES-20 FLUE Map category which is located directly adjacent to the west of the subject site.

An existing apartment complex is located adjacent to the west of the subject site. The apartment complex wraps around on a portion of the north side of the subject site as well. An office use is located to the south. Single family homes are located to the east. Open space, environmental lands and a lake are located to the north.

SUMMARY OF HEARING

The applicant representatives, Elise Batsel, David Smith, land planner and Steve Henry, transportation planner provided power point slides and testimony in support of the request.

It was stated that the Planned Development is to allow for a maximum of 346 multi-family dwellings units on the subject site.

The application includes a Flex request of the RES-20 category located to the west. The flex covers 16.13 acres of the 22.08-acre site. The Planning Commission staff are in support of the Flex request.

The associated PD site plan design places a single-story parking garage along the eastern property boundary. Moving further away from the eastern property boundary are two story structures. The design locates maximum 4 story buildings in the central/western portions of the site.

The proposed multi-family development is located substantially within the existing footprint of the existing JCC Campus.

The transportation planner for the project stated that the proposed apartment complex will generate far less traffic impacts than the currently approved land uses on the site.

It was noted that an approximate 12-acre tract owned by the JCC and which is located directly north of the existing JCC Campus and which 12-acre tract extends across wetlands and lakes to the north of the campus are, except for 1.2 acres of upland located directly contiguous to the existing campus, are not included with this application and are not proposed for development.

Development Services finds the rezoning approvable subject to conditions.

The Planning Commission staff supports the RES-20 Flex and finds the proposed rezoning consistent with the Comprehensive Plan under the RES-20 and RES-4 designations.

The following people spoke in support:

Jeffrey Berger, 2913 W. San Nichols Street

Gary Gould, 10463 Greendale Place

Rea Berryman, 6615 Gant Road

May 26, 2026

Jeffrey Berger and Gary Gould are associated with the JCC and indicated that they interviewed multiple potential buyers and settled on a group, the Flournoy Development Group, that demonstrated the most sensitivity to the surrounding land uses and proposed a site plan that reflected this approach.

Many of the charitable causes associated with the JCC were discussed and the intent to continue to contribute to these causes' with the proceeds from the sale of the property.

Rae Berryman, an adjacent property owner appreciated the willingness of the owners to work with him and his neighbors to continue to protect the environmental lands and lakes located to the north of the JCC Campus.

Approximately 15 people stood up in support at the hearing.

Lauri Metzger, 11915 Keating Drive spoke in opposition at the hearing. It was stated that the existing use on the property is an asset for the community. That a similar use should be considered. It was stated that lower density and not developing the entire site should be considered. It was stated that traffic impacts are a concern. It was stated that she has recently started a petition and had 100 signatures in opposition so far. (these petitions/signatures were not submitted at the hearing)

EVIDENCE SUBMITTED

The applicant representatives, Elise Batsel, David Smith and Steve Henry, provided a power point presentation and oral testimony supplementing the file on record.

FINDINGS OF FACT

The subject site is approximately 22.08 acres in size and is located on the north side of Gunn Highway, approximately 1,000 ft. east of the Veterans Expressway/Gunn Highway interchange. This is the site of the JCC Campus community center, pre-school, Community Residential Home, school and recreational courts and fields.

The Planned Development request is for a maximum of 346 multi-family units on the site. The proposed apartment complex will include a clubhouse, pool recreational courts and a dog park.

The property has a FLUE Map designation of RES-4. The applicant has requested a Flex of the RES-20 FLUE Map designation which is located all along the western boundary of the subject parcel. An apartment complex is located directly to the west, between the Veterans Expressway and the subject site. This apartment complex also wraps around a portion of the northern property line of the site. The Flex would cover 16.13 acres of the 22.08-acre parcel. The Flex is supported by the Planning Commission staff.

There is an office use to the south of the site. The office use fronts on Gunn Highway. Single family homes are located to the east. Wetlands and two lakes are located to the north of the site.

The application includes a 1.2-acre portion of a 12-acre tract owned by the JCC that is currently zoned AS-1 and is proposed to be incorporated into the Planned Development. This 1.2-acre tract represents cleared upland that is directly contiguous to the JCC Campus. The balance of this 12-acre tract is not included with this application and is not proposed for development.

The wetlands and lakes located to the north of the site are not proposed to be impacted by this proposed project.

The applicant's site plan locates single story buildings on the east side of the site and transitions to two story and then four-story buildings moving west across the site. The proposed development is substantially located within the existing footprint of the existing JCC Campus.

It is found that the proposed design for the development as designed and conditioned is sensitive to and compatible with existing single-family homes located to the east.

It is found that the proposed traffic associated with the proposed apartment complex is substantially less than the traffic associated with the currently approved uses.

It is found that the proposed site plan focuses the development primarily within the existing footprint of the currently existing JCC Campus.

It is found that the wetlands/lakes and natural habitat to the north of the JCC Campus are not proposed to be impacted.

It is found that the proposed development is consistent with the FLUE Map Flex designation of RES-20 and RES-4.

FINDINGS OF COMPLIANCE/NON-COMPLIANCE WITH THE HILLSBOROUGH COUNTY COMPREHENSIVE PLAN

The rezoning request is in compliance with and does further the intent of the Goals, Objectives and the Policies of the Future of Hillsborough Comprehensive Plan, subject to approval of the RES-20 Flex.

CONCLUSIONS OF LAW

Based on the Findings of Fact cited above, there is substantial competent evidence to demonstrate that the requested Planned Development rezoning is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

DECISION

Based on the foregoing, this recommendation is for **APPROVAL** of the Planned Development rezoning as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department and subject to approval of the RES-20 Flex.

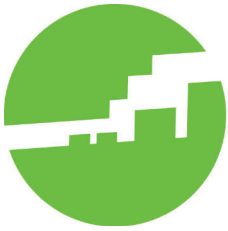
Steven K. Luce

6/12/2026

Steven K. Luce

Date

Land Use Hearing Officer



**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: May 26, 2026 Report Prepared: May 15, 2026	Case Number: PD 26-0426 Folio(s): 3656.0000 & a portion of 3018.0150 General Location: North of Gunn Highway and east of Veterans Expressway
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Greater Carrollwood-Northdale
Rezoning Request	Rezone from Agricultural Single Family (AS-1) and Planned Development (PD 16-1109) to Planned Development (PD) with a Flex of Residential-20 to allow for a 346 unit multifamily development
Parcel Size	22.08 ± acres
Street Functional Classification	Veterans Expressway – State Principal Arterial Gunn Highway – County Arterial
Commercial Locational Criteria	N/A
Evacuation Area	A portion is in E

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD + AS-1	Multifamily + Public Communications/Utilities
North	Residential-4 + Citrus Park Village	PD + AS-1	Public Communications/Utilities + Public/Quasipublic/Institutions
South	Residential-6 + Residential-9	PD + AS-1 + BPO + CG	Light Commercial + Educational + Single Family + Public/Quasipublic/Institutions
East	Residential-4	PD + AS-1 + RSC-2 + RSC-3 + BPO	Single Family + Light Commercial + Public/Quasipublic/Institutions
West	Residential-4, Residential-9, Residential-20 + Citrus Park Village	PD + AS-1 + CPV	Single Family + Multi-Family

Staff Analysis of Goals, Objectives and Policies:

The 22.08 ± acre subject site is south of North of Gunn Highway and east of Veterans Expressway. The subject site is in the Urban Service Area and is within the Greater Carrollwood-Northdale Community Plan. The applicant is requesting a rezoning from Agricultural Single Family (AS-1) and Planned Development (PD 16-1109) to a Planned Development (PD) with a Flex of Residential-20 to allow for a 346-unit multifamily development.

The subject site is located within the Urban Service Area (USA), where Objective 1.1 of the Future Land Use Section (FLUS) directs 80 percent of the County's anticipated growth. Consistent with this objective, FLUS Policy 3.1.3 requires that new development be compatible with surrounding uses, recognizing that "compatibility does not mean 'the same as,' but rather refers to the sensitivity of development proposals in preserving the character of existing development." The subject property currently has an existing land use of multifamily with another multifamily development adjacent to the west and single-family adjacent to the east. Within the general area, there is a mix of single-family and multifamily uses, with light

commercial, heavy commercial, and public/quasi-public/institutional uses oriented along Gunn Highway. There is a large pocket of commercial uses to the west of the site and the Veterans Expressway, with the land uses to the east of the Veterans Expressway, where the subject site is located, being predominantly residential in nature. Accordingly, the proposed multifamily development is compatible with the surrounding area and consistent with FLUS Objective 1.1 and FLUS Policy 3.1.3.

FLUS Goal 2 and FLUS Objective 2.1 and 2.2, and their respective policies, establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use 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 Residential-4 (RES-4) Future Land Use category allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The RES-4 Future Land Use designation allows for a maximum of 4 dwelling units per gross acre and a maximum intensity of 0.25 Floor Area Ratio (FAR). With 22.08 acres, the subject site may be considered for a maximum of 88 dwelling units ($22.08 \text{ acres} \times 4 \text{ du/acre} = 88.32 \text{ units}$). The proposed Planned Development will utilize a Flex request of the adjacent Residential-20 (RES-20) Future Land Use designation. The RES-20 Future Land Use allows for the consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments, and allows for a maximum of 20 dwelling units per gross acre and a maximum intensity of 0.75 Floor Area Ratio (FAR). With a Flex of RES-20 on 16.13 acres with the remaining 5.95 acres designated as RES-4, the site may be considered for a total of 34 dwelling units ($(16.13 \text{ acres} \times 20 \text{ du/acre} = 322.6 \text{ dwelling units}) + (5.95 \text{ acres} \times 4 \text{ du/acre} = 23.8 \text{ dwelling units}) = 346.4 \text{ total dwelling units}$). The applicant is requesting 346 units, which does not exceed the maximum allowable density with the proposed flex and based on the established maximum density and intensity established under FLUS Goal 2 and FLUS Objective 2.1 and 2.2, and their respective policies.

The request contains a Flex of the Residential-20 (RES-20) Future Land Use category that is adjacent to the west of the site. FLUS Policy 2.2.3 establishes criteria for allowable flex requests and states that applicants must provide written justification to address that they meet the required criteria outline in FLUS Policy 2.2.4. The criteria required by FLUS Policy 2.2.4 is as follows: the availability and adequacy of public facilities to serve the proposed development accommodated by the flex, the compatibility with surrounding land uses and their density and intensity, and the utilization of the flex furthers other goals, objectives, and policies of the Comprehensive Plan.

The applicant has provided information addressing all portions of FLUS Policy 2.2.4 in a revised narrative that was uploaded into Optix on February 19, 2026. The applicant provided an analysis for the adequacy and capacity of public facilities and found there were no deficiencies in the water, wastewater, stormwater, parks, and solid waste facilities. The applicant has agreed to a proportionate share mitigation agreement with schools, as applicable, will pay mobility fees, and Fire and Sheriff services will be funded via property taxes and any potential impact fees. Additionally, the second criterion is addressed via the applicant's site design by providing enhanced buffering along the eastern boundary, abutting the existing single-family uses, and by providing a gradual increase in height starting with one-story garages near the eastern boundary and increasing to four stories as the buildings are placed more central and to the western portions of the site. Lastly, the applicant provided information on FLUS Centers and Connections Policies 2.4.1 and 2.5.1, which prioritize centers and connections for redevelopment and promote the diversification of housing types to allow for households of varying ages, demographics, and income levels. The utilization of the Flex on a site that is located within a Centers and Connection area to allow for a

broader range of housing types furthers the goals, objectives, and policies of the Unincorporated Hillsborough County Comprehensive Plan. The Flex request is consistent with FLUS Policy 2.2.3 and the applicant has provided adequate written justification that addresses all criterion established within FLUS Policy 2.2.4.

FLUS Policy 3.1.2 requires that 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. The proposed Planned Development is proposing an enhanced buffer of a 20-foot, Type B landscape buffer along the eastern boundary of the site, as well as having the heights of the proposed buildings gradually increase from east to west to provide a transition in height and building massing adjacent to the existing single-family uses to the east. The site design provides for enhanced mitigation measures in the eastern buffer and uses site design to transition the use from lower intensities and densities from east to west away from the abutting single-family neighborhood toward the denser multi-family development to the west.

The site is located within a connection and is approximately 700 feet east of an established center. According to FLUS Policies 2.4.1 and 2.5.1, centers and connections will be prioritized for redevelopment and multimodal transportation investments and promote the development of a full range of housing types fronting Connections and within Centers to allow for households of varying ages, demographics and income levels. The introduction of multifamily development that is sensitive to and has proposed mitigation impacts for the adjacent single-family development is providing redevelopment that offers a broader range of house types as desired by the centers and connections Policies within the Comprehensive Plan.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal satisfies the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require new development to be compatible with the surrounding neighborhood. The immediate vicinity of the subject site includes a mix of single-family and multifamily uses, with light commercial, heavy commercial, and public/quasi-public/institutional uses oriented along Gunn Highway. There is a large pocket of commercial uses to the west of the site and the Veterans Expressway, with the land uses to the east of the Veterans Expressway, where the subject site is located, being predominantly residential in nature. FLUS Policy 4.4.1 provides that any increase in density or intensity must be compatible with existing, proposed, or planned development and that new development or redevelopment should be integrated with adjacent uses through the establishment of like or complementary uses, mitigation of potential adverse impacts, the provision of adequate transportation and pedestrian connections, and the incorporation of a gradual transition of intensity. The proposed Planned Development adheres to the compatibility criteria by complementing the surrounding development pattern and appropriately integrating with adjacent land uses by providing adequate buffering and screening and a gradual transition of uses and height. Accordingly, the proposal is consistent with FLUS Objective 4.4 and FLUS Policy 4.4.1.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the County be consistent with the Comprehensive Plan. The subject site is located within the boundaries of the Greater Carrollwood-Northdale Community Plan. Goal 7 of the Greater Carrollwood-Northdale Community Plan seeks to ensure that new development is compact, contiguous, and concurrent with available public

facilities and services and promotes the integration of uses to provide increased connectivity thereby discouraging sprawl and maximizing the use of public infrastructure. Specifically, the third strategy states to ensure the area has adequate density to accommodate the future transit system. The Flex of RES-20 for higher residential development within the area that is sensitive to the existing community character and residential uses provides compact development in an area with adequate public facilities, while also providing enough density to accommodate the current and future transit systems.

Overall, staff finds that the proposed Planned Development is compatible with the existing development pattern found within the surrounding area and supports the vision of the Greater Carrollwood-Northdale 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.

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: *Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.*

Land Use Categories

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

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

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

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

- *Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.*
- *The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.*
- *No new flexes can be extended from an existing flexed area.*
- *All flexes must be parallel to the land use category line.*
- *A flex must be requested as part of a planned development or site controlled rezoning application. Major Modifications to approved zonings that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.*
- *The Future Land Use category may be flexed a maximum of 500 feet from the existing line, not including right-of-way, but including man-made or natural features. Flexes must be parallel to the adopted Future Land Use category line.*
- *Flexes are not permitted in the Rural Area or in areas specified in Community Plans. Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.*
- *Flexes to increase density are not permitted in the Coastal High Hazard Area.*
- *Flexes are not permitted from a municipality into the unincorporated county.*
- *Applicants requesting a flex must provide written justification that they meet the criteria for a flex as outlined in Policy 2.2.4.*

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

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

Centers and Connections

Policy 2.4.1: *C&Cs will be prioritized for redevelopment and multimodal transportation investments. Centers include major intersections and areas identified in Community Plans. Connections include roadways that had existing bus service at the time of this policy development, transit supportive density by 2045 and/or suburban town or urban general context classifications. Additional C&C locations will be considered by staff periodically in coordination with Community Plan and Comprehensive Plan updates.*

Policy 2.5.1: *Promote the development of a full range of housing types fronting Connections and within Centers to allow for households of varying ages, demographics and income levels.*

Compatibility

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.*

Relationship to Land Development Regulations

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.*

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – *The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

Policy 4.4.1: *Development and redevelopment shall be integrated with the adjacent land uses through:*

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

LIVABLE COMMUNITIES ELEMENT: GREATER CARROLLWOOD-NORTHDALE COMMUNITY PLAN

Goal 7: *Ensure that new development is compact, contiguous, and concurrent with available public facilities and services and promotes the integration of uses to provide increased connectivity thereby discouraging sprawl and maximizing the use of public infrastructure.*

Strategies:

- *Provide for Transit Oriented Development, as mentioned in Goal 1, built in character with our neighborhoods and allows residents to live, work and play in close proximity.*
- *Explore establishing a Multimodal District along North Dale Mabry including the community activity centers.*
- *Ensure the area has adequate density to accommodate the future transit system.*

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ-PD 26-0426

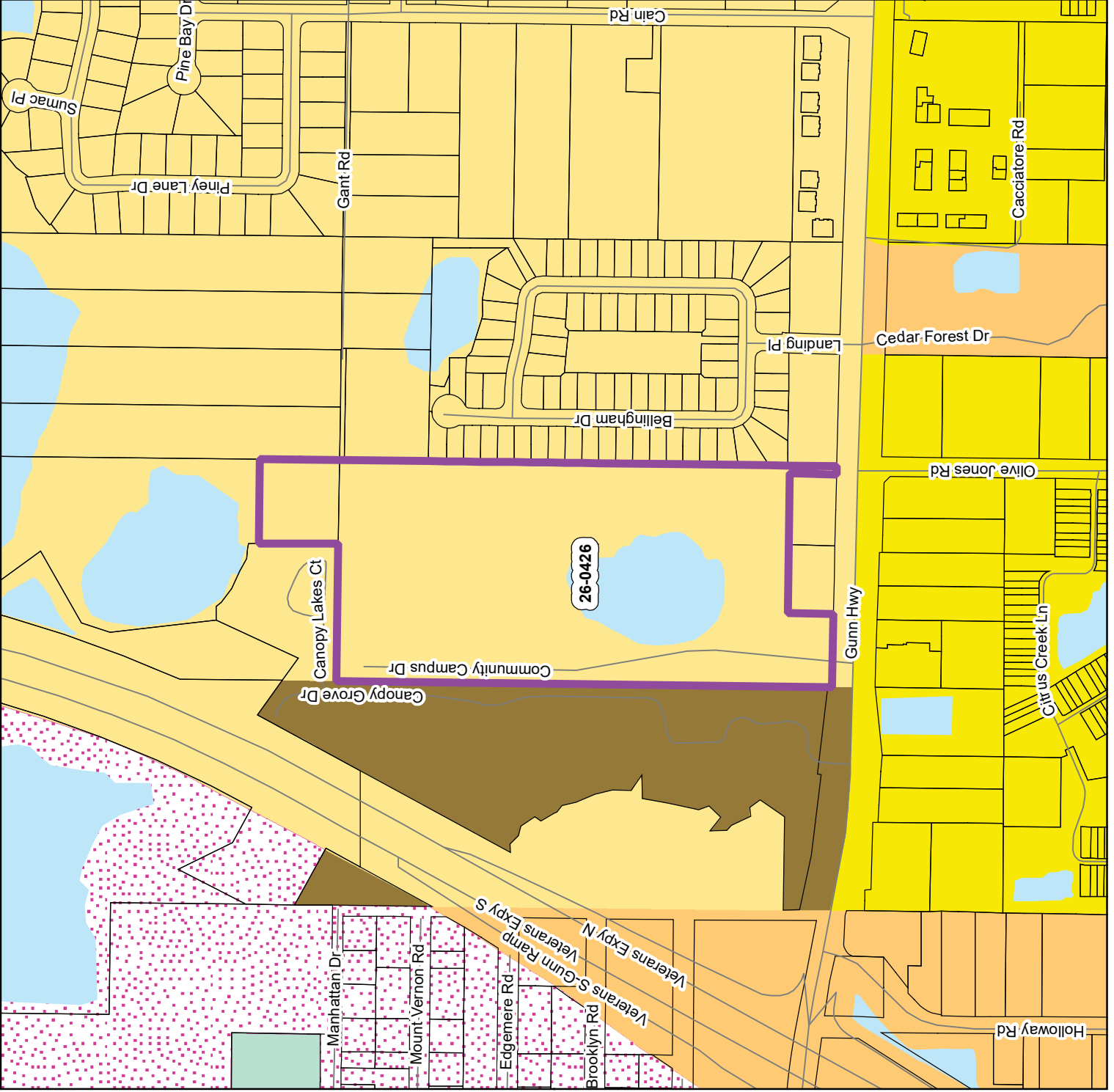
Rezoning
STATUS

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

- AGRICULTURAL/MINING-1/20 (.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 (9) (.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/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



Map Printed from Rezoning System: 25/2026
Author: R Mathie
File: G:\Rezoning\System\Map\Projects\HCP\Regr_jdr\Rezoning_2.mxd



**GENERAL
SITE PLAN
FOR
CERTIFICATION**



**Hillsborough
County** Florida

DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110
(813) 272-5600

**HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

**BOARD OF COUNTY
COMMISSIONERS**

Chris Boles
Donna Cameron Cepeda
Harry Cohen
Ken Hagan
Christine Miller
Gwendolyn "Gwen" Myers
Joshua Wostal

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Julia Mandell

COUNTY INTERNAL AUDITOR

Melinda Jenzarli

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: Citrus Park

Zoning File: RZ-PD 26-0426 Modification: NONE

Atlas Page: NONE Submitted: 6/24/26

To Planner for Review: 6/24/26 Date Due: ASAP

Contact Person: S. Elise Batsel, Esq. Phone: 813-223-4800/ebatsel@stearnsweaver.com
swalker@stearnsweaver.com

Right-Of-Way or Land Required for Dedication: Yes ☐ No ☒

☒ The Development Services Department HAS NO OBJECTION to this General Site Plan.

☐ The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Jared Follin Date: 06/29/2026

Date Agent/Owner notified of Disapproval: _____



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 5/14/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Greater Carrollwood Northdale

PETITION NO: PD 26-0426

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. The project shall be permitted one full access connection and a separate gated emergency access on Gunn Hwy. Additionally; the project will provide a pedestrian cross access to folio#3560.0000 to the west and vehicular and pedestrian access to folio#3658.0000.
2. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.
3. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026), which was found approvable on May 13, 2026. Approval of this Administrative Variance will permit reduction of the minimum access spacing (from the Gunn Hwy. access to next existing driveway connection and median opening to the east) such that a minimum spacing of +/- 185 feet is permitted to the driveway connection and +/-600 feet is permitted to the median opening to the east.
4. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on May 13, 2026. Approval of this Administrative Variance will waive the required substandard roadway improvements on Gunn Hwy in association with the proposed development.
5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

Other Conditions:

- Prior to PD site plan certification, the applicant shall revise the PD site plan label stating "Existing driveway to be modified to meet LDC, Section 6.04.07." to "Existing driveway to be modified to meet the LDC, Sec. 6.04.04.A.3. residential development maximum driveway length."
- Prior to PD site plan certification, the applicant shall revise the PD site plan proposed general vehicular general circulation pattern to connect to the proposed gated emergency access.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a rezoning from PD 92-0425 and AS-1 to Planned Development for +/- 22.08 acres. The PD 92-0425 is approved for an Assisted Living Facility (ALF), Community Center, School and Synagogue totaling 187, 649 square feet of building floor coverage. The proposed PD is seeking approval for up to 346 multi-family dwelling units.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is largely based on data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Approved Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: ALF – 120 beds (<i>ITE 254</i>)	497	23	29
PD: Community Center -34,350 sf (<i>ITE 495</i>)	978	116	118
PD: Private School – 345 students (<i>ITE 532</i>)	600	252	65
PD: Synagogue – 500 seats (<i>ITE 561</i>)	1,225*	110	135
AS-1: 1-Unit Single Family Detached (<i>210</i>)	9	1	1
Total Trips:	3,309	502	348

*ITE Trip Generation Manual does not provide this data set. Trips estimated by County staff.

Proposed Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 346-Units Multi-Family (<i>220</i>)	2,068	134	173

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-1,241	-368	-175

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Gunn Hwy. is a 4-lane, substandard, publicly maintained, urban divided arterial roadway characterized by +/- 12-foot-wide travel lanes with sidewalks and curb and gutters within a +/- 136-foot-wide right-of-way along the project's frontage.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban divided, 4-lane arterial roadway shall meet the typical section TS-6 standard. TS-6 standard includes 11-foot-wide lanes, 7-foot buffer bike lanes, curb and gutter, and 5-foot-wide sidewalks on both sides within a minimum of 110 feet of right-of-way.

This segment of Gunn Hwy is identified as a future 6-lane roadway in the Hillsborough County Corridor Preservation Plan. A future 6-lane roadway would require a minimum of 132 feet of right of way as such the no right of way preservation is needed.

SITE ACCESS AND CONNECTIVITY

The PD proposes a gated single full access connection on Gunn Hwy and a gated emergency access. A pedestrian cross access is proposed to stub out to the west to allow for connection at the time of

redevelopment or expansion of the adjacent site. Additionally, the existing cross access to folio#3658.0000 is proposed to remain.

The site access analysis submitted by the applicant’s traffic engineer finds that no additional site access improvements are warranted. The access is served by an existing 325-foot eastbound left turn lane.

Sec. 6.04.04.A. provides for a maximum residential driveway length and states that driveways should be designed to provide ‘safe entry and exit from the development served” and the “length of driveways shall be subject to internal and external traffic flow considerations”. The PD site plan provides a general site circulation plan that appears to allow for sufficient traffic flow through out the site, including emergency access. However, specific site design details will have to be verified at the time of site development review to ensure compliance. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.

REQUESTED ADMINISTRATIVE VARIANCE: GUNN HWY SUBSTANDARD ROADWAY

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance request (dated April 30, 2026) for Gunn Hwy requesting relief from the Section 6.04.03.L requirement to improve Gunn Hwy to current County standards for a Type TS-6, 4-lane urban arterial roadway typical section as found within the Hillsborough County Transportation Technical Manual (TTM). On May 13, 2026, the County Engineer found the variance approvable. As such, no improvements to Gunn Hwy would be required.

REQUESTED ADMINISTRATIVE VARIANCE: GUNN HWY ACCESS SPACING

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. administrative variance request (dated April 30, 2026) from the Section 6.04.07. LDC requirement, governing spacing for the proposed Gunn Hwy. access. Per the LDC, Gunn Hwy. is an arterial roadway, which requires a minimum full access connection spacing of 245 feet from other driveways and 660 feet from a full median opening. The applicant is proposing the driveway in a location which is +/- 185 feet from the next closest driveway access and +/-600 feet from the next full median opening on Gunn Hwy to the east. As such, the applicant is seeking a variance of +/-60 feet for the driveway access spacing and the full median opening. Based on factors presented in the administrative variance request, the County Engineer found the request approvable on May 13, 2026. If this rezoning is approved, the County Engineer will approve the above referenced administrative variance request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Gunn Highway	Veterans Expwy	Anderson/Lynn Turner	D	F

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Steven Henry](#)
Cc: [Elise Batsel](#); [Follin, Jared](#); [Perez, Richard](#); [Phillips, Charles](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: RZ-PD 26-0426 - Administrative Variance Review
Date: Wednesday, May 13, 2026 5:58:27 PM
Attachments: [26-0426 AVAdd 05-01-26 1.pdf](#)
[26-0426 AVAdd 05-01-26 2.pdf](#)
[image001.png](#)

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) for PD 26-0426 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org 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: Tuesday, May 12, 2026 1:48 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>
Subject: RZ-PD 26-0426 - Administrative Variance Review

Hello Mike,

The attached Administrative Variances are **Approvable** to me, please include the following people in your response:

stevenh@trafficmobility.com
ebatsel@stearnsweaver.com
follinj@hcfl.gov
perezrl@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

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

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

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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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)	☒ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Access Spacing-Gunn Highway ☐ 4. ☒ 2. Access Spacing-Gunn Highway ☐ 5. ☐ 3. ☐ 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	Citrus Park Multi-Family
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)	003656.0000, 003018.0150
☐ 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	PD 26-0426
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".	



April 30, 2026

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

Re: Citrus Park Multi-Family
PD 26-0426
Folio Numbers: 003656.0000, 003018.0150
Lincks Project No. 25076 (25319.02.04)

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 Gunn Highway. The property is proposed to be rezoned to Planned Development to allow up to 346 Multi-Family dwelling units.

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via one (1) full access to Gunn Highway. It should be noted that the access currently serves the existing residential, pre-school, and swim facility that is proposed to be razed in conjunction with the development of the proposed project. A copy of the PD plan is included in the Appendix of this letter.

The subject property is within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Gunn Highway is a collector road.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Gunn Highway. Based on Section 6.04.07, the access spacing on Gunn Highway is 245 feet and full median spacing is 660 feet. The distance to the access are as follows:

- East – 185 ± to the office development access at folio 3660.0000
- East – 600 ± to the median opening at Olive Jones Road

This is graphically shown in Figure 1.

5023 West Laurel Street
Tampa, FL 33607
81 289 0039 Telephone
813 287 0674 Telefax
www.trafficmobility.com Website

Mr. Mike Williams
April 30, 2026
Page 2

The justification for the variance is as follows:

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

The developer controls limited property frontage along Gunn Highway. Given the limited frontage, it is not physically possible to locate the driveway or median opening to meet the spacing criteria. Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

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

The access existed prior to the development of the parcels east and west of the subject parcel. In addition, the existing access serves the residential, pre-school, and swim facility that are proposed to be razed to accommodate the proposed development. Therefore, the variance would not be detrimental to the public health, safety and welfare.

(c) without the variance, reasonable access cannot be provided.

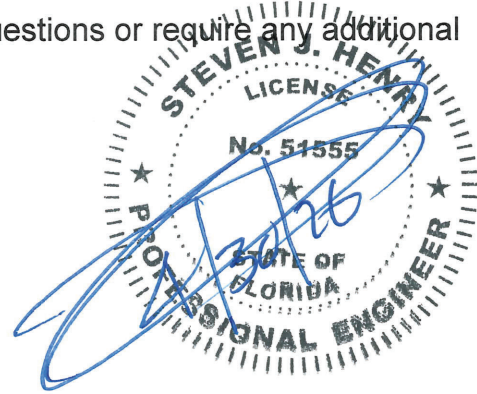
The only connection for the project is via Gunn Highway. Due to property constraints, the only reasonable location for the access is shown on the attached exhibit.

Mr. Mike Williams
April 30, 2026
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, 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

TABLE 1
PROJECT TRAFFIC (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>			<u>PM Peak Hour</u> <u>Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Multi-Family	220	346 DU's	2,068	32	102	134	107	66	173

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

Mr. Mike Williams
April 30, 2026
Page 5



FIGURE 1
ACCESS SPACINGS

APPENDIX



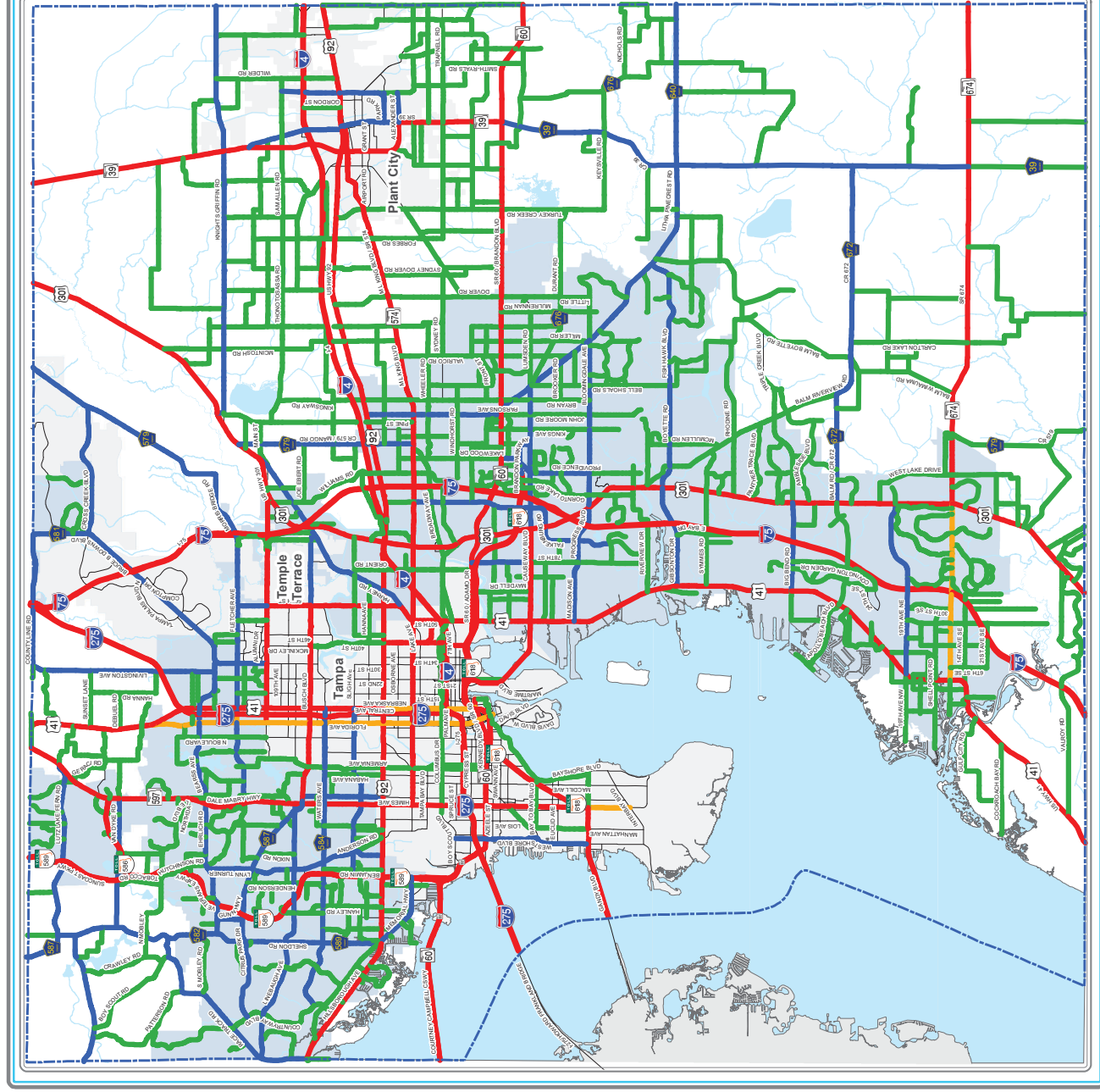
PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



LINCKS & ASSOCIATES, A TMC Company



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

STATE ROADS

- Principal Arterial
- Arterial
- Unclassified Roads

COUNTY ROADS

- Arterial
- Collector
- Unclassified Roads

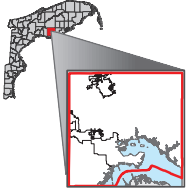
ROADS AND BOUNDARY LINES

- County Boundary
- Major Roads
- Hillsborough County
- Pinellas County
- Jurisdictions
- Urban Service Area

NATURAL FEATURES

- Water and Bay
- Streams/Rivers

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS: Hillsborough County - These classifications are preliminary and subject to change.

ASSOCIATIONAL AREAS: Hillsborough County City-County Planning Commission. Effective to Present.

URBAN SERVICE AREA BOUNDARIES: Hillsborough County City-County Planning Commission. Effective to Present.

MAJOR ROADS: Transportation Planning Organization Long Range Transportation Plan. See Adopted 2010 Long Range Transportation Plan for specific improvements.

ACCURACY: This information is the property of the Hillsborough County Planning Commission. It is not to be reproduced in any form without the express written approval of the Hillsborough County Planning Commission.

Author: R.M. White
Date: 1/1/2025
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

Plan Hillsborough.org

HILLSBOROUGH COUNTY LDC
SECTION 6.04.07



LINCKS & ASSOCIATES, A TMC Company

Sec. 6.04.07. - Table: Minimum Spacing

MINIMUM SPACING			
ACCESS CLASSIFICATION(See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway Administration and FDOT Requirements)		
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			
A specially protected corridor distinguished by an extensive existing or planned system of access roads and restrictive median treatments.	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 1320 ft ≤45 mph 660'	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 3			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by existing or desired restrictive median treatments. Two lane highways with a desired high degree of access management should also be included.	>45 mph 660 ft ≤45 mph 330 ft	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 4			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by nonrestrictive median treatments or highways with two-way left turn lanes.	>45 mph 660 ft ≤45 mph 330 ft	N.A.	N.A.
CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ≤45 mph 660 ft

CLASS 6			
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected non restrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤45 mph 245 ft	N.A.	N.A.
CLASS 7			
Subdivision roads and all other local roadways functioning as subdivision roads.	TYPE I = 10 ft Type II = 50 ft (<5000 vpd*) 175 ft (≥ 5000 vpd*)	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
March 1, 1991	Type III =50 ft (<5000 vpd*) 250 ft (≥ 5000 vpd*) * refers to volume on adjacent roadway		

NOTES AND SPECIAL REQUIREMENTS

- Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
- Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage.
- Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
 - The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.
 - The minimum distance to the first median opening shall be at least 1,320 feet as measured from the end of the taper of the egress ramp.
 - Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the

safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)



**Hillsborough
County Florida**
Development Services

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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)	☒ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Substandard Road-Gunn Highway ☐ 4. ☒ 2. Substandard Road-Gunn Highway ☐ 5. ☐ 3. ☐ 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	Citrus Park Multi-Family
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)	003656.0000, 003018.0150
☐ 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	PD 26-0426
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".	



April 30, 2026

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

Re: Citrus Park Multi-Family
PD 26-0426
Folio: 003656.0000, 003018.0150
Lincks Project Number: 25077 (25319.02.04)

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L of the Hillsborough County Land Development Code, which requires improvement of projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road.

The property is proposed to be rezoned to Planned Development (PD) to allow up to 346 Multi-Family dwelling units.

The access for the project is proposed to be via one (1) full access to Gunn Highway.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Gunn Highway is a collector roadway.

Table 1 provides the trip generation for the proposed land use.

The following provides a description of the segment of Gunn Highway from the project access to the Veterans Expressway:

- Four (4) lane divided urban roadway
- Twelve (12) foot lanes
- Type F curb & gutter
- Right of Way – 125 feet
- Five (5) foot sidewalk on both sides of the road.

The request is to waive the requirement to improve Gunn Highway (between the project access and Veterans Expressway) to current County TS-6 standards, the standards for which are found within the Hillsborough County Transportation Technical Manual. The specific waiver is for buffered bike lanes.

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

Mr. Mike Williams
April 30, 2026
Page 2

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

Adding the buffered bike lanes would be an unreasonable burden on the applicant for the following reasons:

1. The property has limited frontage along Gunn highway.
2. There is not sufficient right of way to add to buffered bike lanes.

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

There are sidewalks on both sides of the roadway. The property is currently developed for residential, pre-school, and swim facility which are to be razed in conjunction with the development of the property. Therefore, the variance would not be detrimental to the public health, safety and welfare.

(c) without the variance, reasonable access cannot be provided.

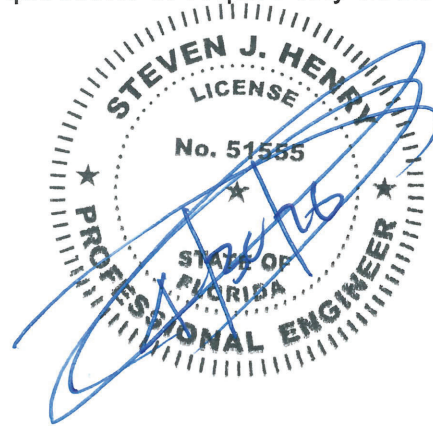
Gunn Highway is the only direct access for the project. Without the access to Gunn Highway, reasonable access for the project could not be provided.

Mr. Mike Williams
April 30, 2026
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, 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, (813) 276-8364, TiradoS@hillsboroughcounty.org.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROJECT TRAFFIC (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Multi-Family	220	346 DU's	2,068	32	102	134	107	66	173

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

APPENDIX



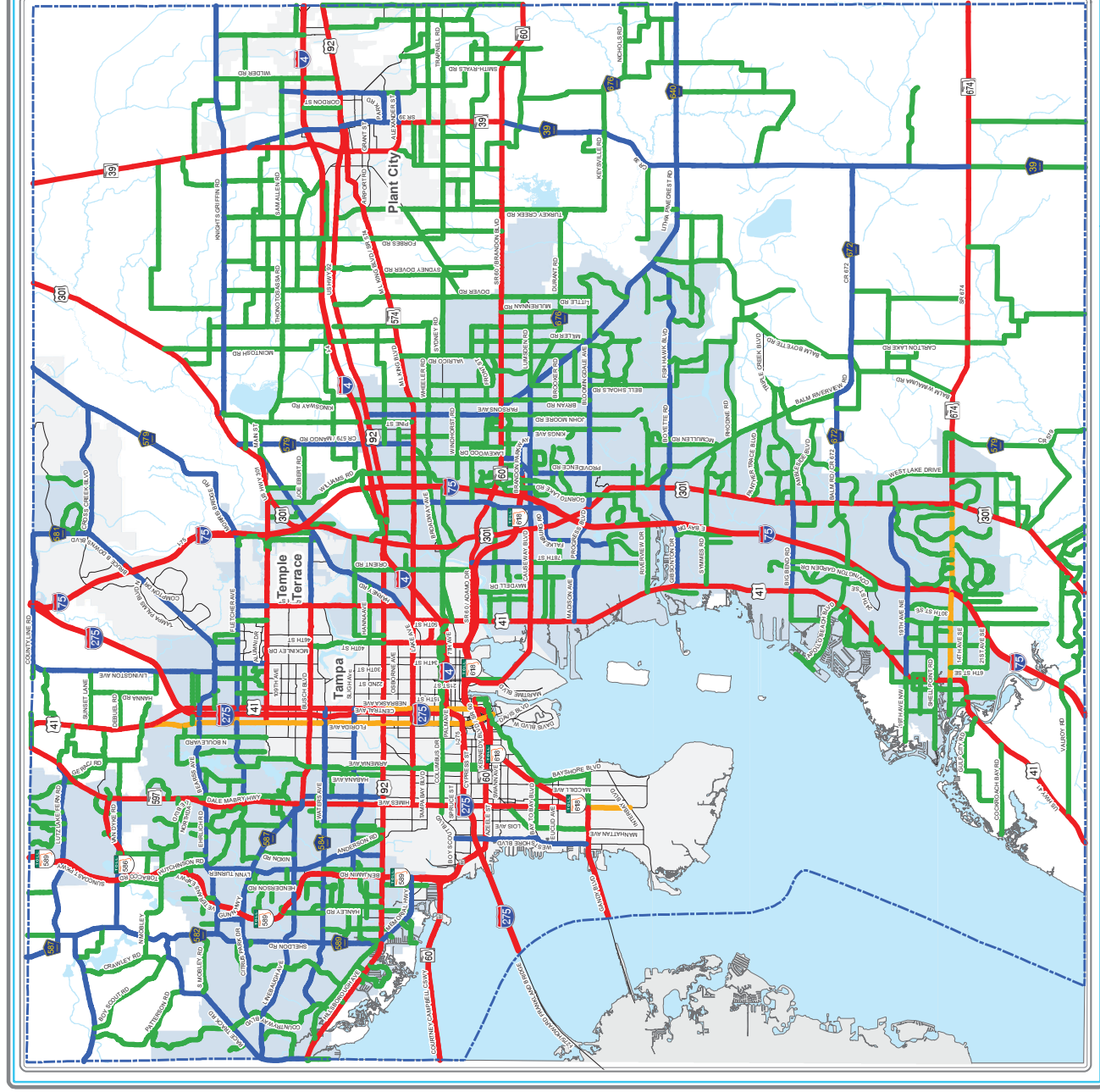
PROPOSED PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



LINCKS & ASSOCIATES, A TMC Company



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

STATE ROADS

- Principal Arterial
- Arterial
- Unclassified Roads

COUNTY ROADS

- Arterial
- Collector
- Unclassified Roads

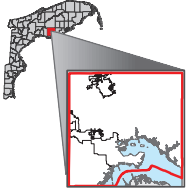
ROADS AND BOUNDARY LINES

- County Boundary
- Major Roads
- Hillsborough County
- Pinellas County
- Jurisdictions
- Urban Service Area

NATURAL FEATURES

- Water and Bay
- Streams/Rivers

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.

ASSOCIATIONAL AREAS Hillsborough County City-County Planning Commission, Effective to Present.

URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission, Effective to Present.

MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan, See Adopted 2020 Long Range Transportation Plan for specific improvements.

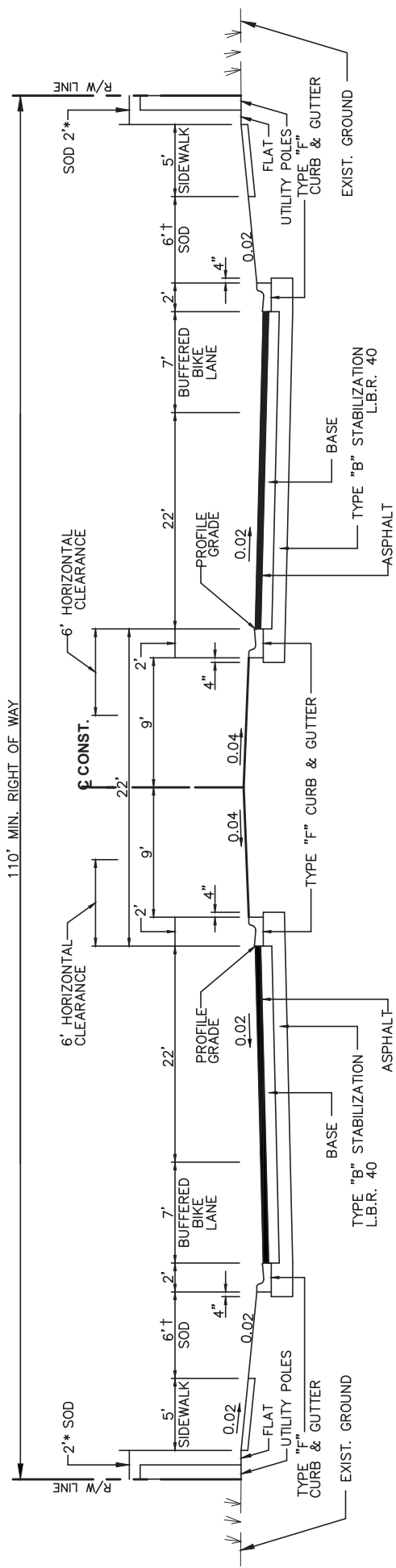
ACCURACY This information is the property of the user and is not to be used for any other purpose. It is not to be reproduced in any form without the express written permission of the Hillsborough County Planning Commission. This map may not be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

Author: RMatthe
Date: 1/1/2025
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

PlanHillsborough.org

TS-6





TYPICAL SECTION

N.T.S.

10,000 TO LESS THAN 20,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 45 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 (4 LANE DIVIDED) TYPICAL SECTION	
			DRAWING NO. TS-6	SHEET NO. 1 OF 1

COMMISSION

Gwendolyn "Gwen" W. Myers CHAIR
Harry Cohen VICE-CHAIR
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Michael Lynch WETLANDS DIVISION
Rick Muratti, Esq. LEGAL DEPT
Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: April 27, 2026	COMMENT DATE: February 9, 2026
PETITION NO.: 26-0426	PROPERTY ADDRESS: 13009 Community Campus Drive, Tampa, FL 33625
EPC REVIEWER: Dessa Clock	FOLIO #: 0036560000 and part of 0030180150
CONTACT INFORMATION: (813) 627-2600 x 1158	STR: 12-28S-17E
EMAIL: clockd@epchc.org	
REQUESTED ZONING: From PD and AS-1 to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	N/A
WETLAND LINE VALIDITY	N/A
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetland just beyond the northern project boundary
The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included: • 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. • 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	

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

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/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The subject property/project area may contain wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11 prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

ec: ebatsel@stearnsweaver.com
swalker@stearnsweaver.com



Adequate Facilities Analysis: Rezoning

Date: January 28, 2026

Acreage: ± 22.08 acres

Jurisdiction: Hillsborough County

Proposed Zoning: Planned Development

Case Number: 26-0426

Future Land Use: R-4

HCPS #: RZ-743

Maximum Residential Units: 346

Address: Gunn Hwy & Veterans Exp

Residential Type: Multi-Family

Parcel Folio Number(s): 003656.0000; 003018.0150

School Data	Citrus Park Elementary	Smith Middle	Sickles High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	876	1,422	2,461
2025/26 Enrollment K-12 enrollment on 2025/26 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	518	602	2,391
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	59%	42%	97%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 1/28/2026	12	44	65
Students Generated Estimated number of new students expected in development based on adopted generation rates. Source: Duncan Associates, School Impact Fee Study for Hillsborough County, Florida, Dec. 2019	40	15	18
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	65%	46%	101%

Notes: Adequate capacity exists at Citrus Park Elementary and Smith Middle Schools for the proposed rezoning. Although Sickles High School is projected to be over capacity given existing approved development and the proposed amendment, state law requires the school district to consider whether capacity exists in adjacent concurrency service areas (i.e., school attendance boundaries). Currently, additional capacity exists in adjacent concurrency service area at the elementary school level.

This is an analysis for adequate facilities only and is NOT a determination of school concurrency. A school concurrency review will be issued PRIOR TO preliminary plat or site plan approval.

Renée M. Kamen, AICP, Manager, Planning & Siting
Growth Management Department, Operations

E: renee.kamen@hcps.net

P: 813-272-4083 / C: 813-394-0313



**Hillsborough
County Florida**
Development Services

AGENCY REVIEW COMMENT SHEET

NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

TO: Zoning Review, Development Services

DATE: 05/08/2026

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Flournoy Development Group LLC

PETITION NO: 26-0426

LOCATION: 13009 Community Campus Dr

FOLIO NO: 3656.0000 3018.0150

Estimated Fees:

(Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story)

Mobility: \$6,661

Parks: \$1,555

School: \$3,891

Fire: \$249

Total 2 story building (PER UNIT): \$12,356

(Fee estimate is based on a 1,200 square foot, Multi-Family Units 4 story)

Mobility: \$4,864

Parks: \$1,555

School: \$3,891

Fire: \$249

Total 4 story building (PER UNIT): \$10,559

Project Summary/Description:

Urban Mobility, Northwest Park/Fire - 346 multi-family units in 2 and 4 story buildings
(breakdown per building not specified)



Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 1/22/2026

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 2/5/2026

PROPERTY OWNER: Tampa JCC/Federation, Inc. **PID:** 26-0426

APPLICANT: Flourney Development Group, LLC

LOCATION: 13009 Community Campus Dr. Tampa, FL 33625

FOLIO NO.: 3656.0000, 3018.0150 (portion of)

AGENCY REVIEW COMMENTS:

Applicant's Request

Rezoning from Planned Development (PD) and Agricultural Single-Family to (AS-1) to PD for a 346-unit multi-family development with associated amenities.

Protection Area

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site is located within a Wellhead Resource Protection Area (WRPA) Zone 1 and Zone 2. Allowable activities on the property are subject to the WRPA Zone 1 & 2 restrictions and prohibitions found in Hillsborough County Land Development Code (LDC) Sec. 3.05.03.A. & B. and Sec. 3.05.04.A. & B. Residential uses are generally exempt, however, a minimum lot size of one acre of upland is required for the use of a septic system in WRPA Zone 1 and/or WRPA Zone 2. The site plan indicates that the parcel is currently serviced by Hillsborough County Utilities for sewer services and the future development is intended to be serviced by Hillsborough County for sewer services.

At this time, the site does not appear to be located within a Potable Water Wellfield Protection Area (PWWPA) and/or Surface Water Resource Protection Area, as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

Based on the above and the information provided by the applicant, Hillsborough County Environmental Services Division has no objection to the request.

AGENCY COMMENT SHEET

TO: **Zoning/Code Administration, Development Services Department**

FROM: **Reviewer:** Andria McMaugh **Date:** 02/10/2025

Agency: Natural Resources **Petition #:** 26-0426

☐ This agency has **no comment**

☐ This agency has **no objections**

☒ This agency has **no objections, subject to listed or attached conditions**

☐ This agency **objects, based on the listed or attached issues.**

1. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal. **This statement should be identified as a condition of the rezoning.**
2. Wetlands or 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.
3. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
4. 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.

5. 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.
6. 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.

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: RZ-PD 26-0426 REVIEWED BY: Clay Walker, E.I. DATE: 2/3/2026

FOLIO NO.: 3656.0000, portion of 3018.0150

WATER

- ☐ The property lies within the ____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 6 inch water main exists ☐ (approximately ____ feet from the site), ☒ (adjacent to the site), and is located south of the subject property within the north Right-of-Way of Gunn Highway. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- ☐ The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☒ A 6 inch wastewater forcemain exists ☐ (approximately ____ feet from the project site), ☒ (adjacent to the site) and is located south of the subject property within the north Right-of-Way of Gunn Highway. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's wastewater system. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Northwest Regional Water Reclamation Facility.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 28 Jan. 2026

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: S. Elise Batsel

PETITION NO: RZ-PD 26-0426

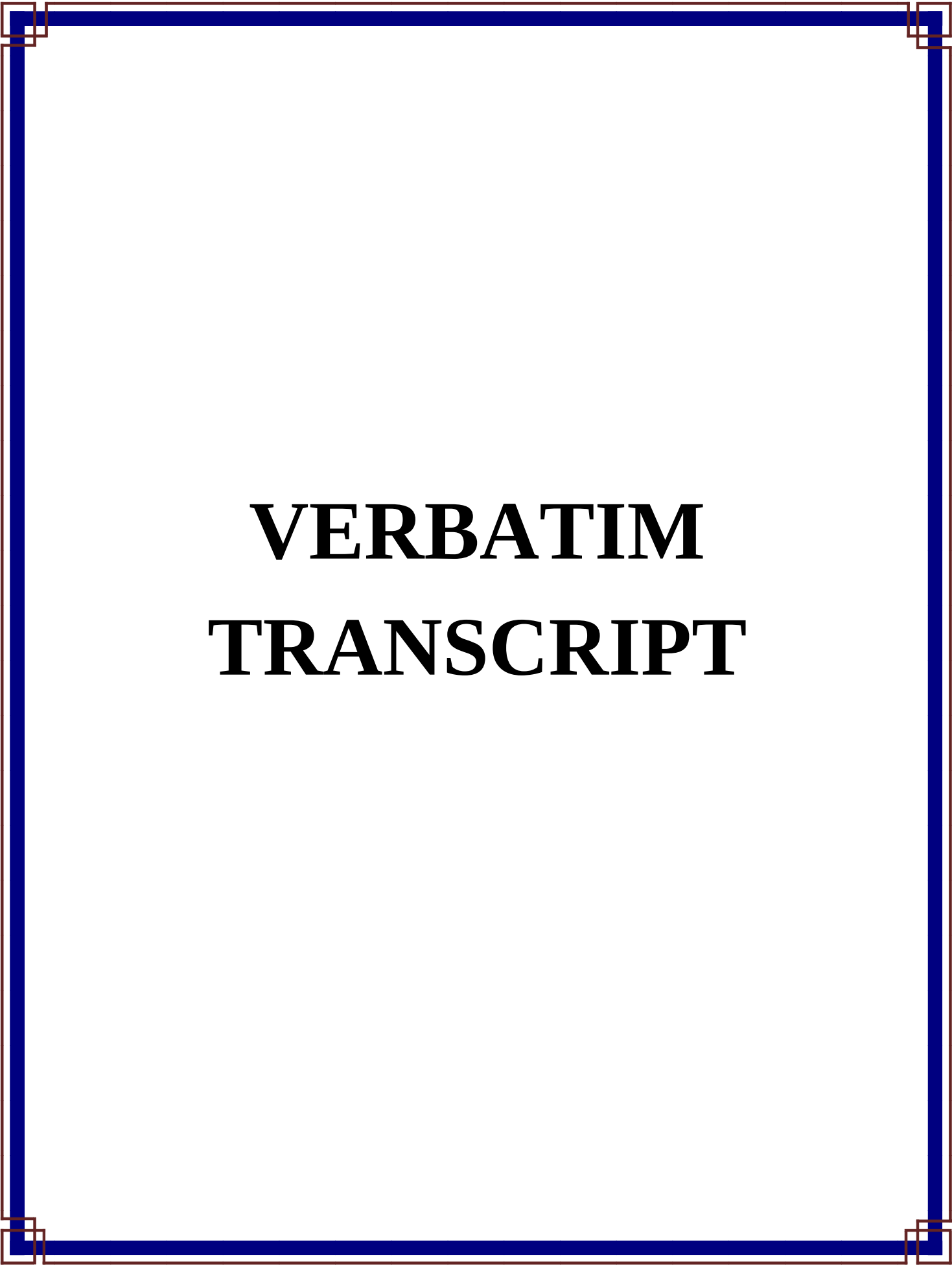
LOCATION: 13009 Community Campus Dr., Tampa, FL 33625

FOLIO NO: 3656.0000, and 3018.0150

SEC: 01 TWN: 28 RNG: 17

- ☒ This agency has no comments.
- ☐ This agency has no objection.
- ☐ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached conditions.

COMMENTS: _____.



VERBATIM TRANSCRIPT

1 HILLSBOROUGH COUNTY, FLORIDA
2 BOARD OF COUNTY COMMISSIONERS
3

4 IN RE:
5 ZONING HEARING MASTER MEETING
6

7 ZONING HEARING MASTER MEETING
8 TRANSCRIPT OF TESTIMONY AND PROCEEDINGS
9

10 BEFORE: Steve Luce
11 Zoning Hearing Master
12 DATE: May 26, 2026
13 TIME: Commencing at 6:00 p.m.
14 TIME: Concluded at 10:55 p.m.
15
16 LOCATION: Hillsborough County BOCC
17 Development Services Department
18 601 East Kennedy Boulevard
19 Second Floor
20 Tampa, Florida 33602
21

22 Reported by:
23 Kate Khvostova
24
25

1 MS. HEINRICH: Our next application is item D.8, PD
2 26-0426. The applicant is requesting a rezoning from AS-1
3 and PD 92-0425 to a new plan development. This has been
4 reviewed by Jared Follin, and I will present his staff
5 findings after the applicant's presentation.

6 HEARING OFFICER: Okay.

7 The applicant, please.

8 MS. BATSEL: Good evening, Mr. Luce. Elise Batsel
9 with Stearns Weaver Miller representing the applicant
10 tonight. This property is located east of the Veterans
11 Expressway, north of Gunn Highway, and west of Henderson
12 Road. It is within the urban service area and within the
13 greater Carrollwood Northdale community planning area. The
14 current future land use includes a portion that is R4, and
15 it's also adjacent to R20, which will become important in a
16 moment. The zoning is AS-1 and PD currently, and this would
17 be a new PD for the whole property.

18 It's an interesting mix of surrounding uses. To
19 the north are wetlands and multi-family residential, to the
20 south commercial and office and institutional, to the west
21 existing multi-family residential, and single-family detached
22 residencials shown there in yellow. The current approval is
23 the existing Jewish Community Center campus off of Gunn
24 Highway. There's a two-story senior building, preschool
25 daycare, and various recreational uses. It does permit

1 currently 187,640 square feet.

2 The request tonight is to rezone that property to a
3 PD for 346 multi-family units, amenities, and we are
4 requesting a flex from the R20. Now, if you look, you are
5 actually looking to the west, not to the north. It's just a
6 very long, narrow site. It's really important, I think, for
7 the community that is here tonight to note for the record
8 that all of that floodplain to the north, and those wetlands
9 are not included in the application. So I wanted to
10 emphasize that and put that on the record.

11 We really thought a lot about thoughtful design and
12 development. I have to give kudos to Flournoy because they
13 went in and specifically created a gradual transition away
14 from the single-family residential. You can see that the
15 garages, which are along the property boundary, are 20 feet
16 in height, and that if you continue away from the
17 single-family residential, we've placed 2-story buildings.
18 Those are 35 feet in height, and carriage homes, which are 32
19 feet in height. Further away, over 100 feet away from the
20 property line, you have the 4-story buildings that are
21 consistent with the development further to the west.

22 We've also provided an enhanced 20-foot Type B
23 landscape buffer along the eastern boundary in the area
24 that's directly adjacent to the single-family residential,
25 and, finally, we've placed all of the passive recreational

1 and stormwater closer to the single-family homes to create
2 additional buffering and screening. From an access
3 perspective there is two access points. There's a primary
4 access point along Gunn Highway, and also an emergency
5 access. At this point in time, I want to turn it over to
6 David Smith just from a land development perspective. May I
7 also submit documentation in the record, as well as our
8 resumes from our technical experts?

9 HEARING OFFICER: Yes.

10 MS. BATSEL: Thank you.

11 MR. SMITH: Good evening. David Smith, 401 East
12 Jackson Street, director of Development and Zoning for
13 Stearns Weaver Miller. The Planning Commission has found the
14 project consistent with the comprehensive plan and supported
15 by numerous goals, objectives, and policies. As mentioned,
16 the flex request has been made and found to be supportable,
17 meeting the criteria. Also, that the compatibility criteria
18 have been met. Specifically, in the comprehensive plan
19 policy, this project is located along the centers and
20 connections.

21 Centers and connection is a new concept in the
22 comprehensive plan that encourages higher-density development
23 to be placed along these corridors, particularly corridors
24 that are ready for or have transit. There are transit stops
25 immediately proximate to this location, which supports this

1 policy and also its compliance with it. Also with respect to
2 the flex, the flex is a 500-foot flex of the R20 across the
3 property. This graphic indicates the extent of the flex. As
4 you can see, it does not go all the way across the property.
5 The density that provides for us it's about 16.13 acres. The
6 rest of it remains R4.

7 Under the PD the overall density is blended across
8 the site into the mix of uses and building sizes indicated by
9 Ms. Batsel. The flex criteria, it's -- this is also kind of
10 new in the comprehensive plan, but all the criteria are
11 availability and adequacy of public facilities, compatibility
12 with surrounding land uses, and furthers to goals,
13 objectives, and policies. The planning commission found
14 these were met, and partial what we've already talked about
15 supports the compatibility and of furthering the goals. I
16 think the operative term, or point is, the compatibility is
17 really achieved by the transition of densities away from the
18 single-family properties.

19 All the other surrounding properties are either
20 passive properties or multi-family, similar to, if not almost
21 identical to, that proposed, and we gradually transition from
22 20-foot-tall buildings to 35 and eventually to the 40 again
23 over 100 feet away. The zoning conditions provide for
24 compliance with the two-to-one additional setbacks in height,
25 and that assures that rather than measuring it out on the

1 site plan when it goes to construction it will have to meet
2 those two to one for those properties abutting the
3 single-family homes.

4 Carrollwood Northdale Community Plan. Well it's
5 not very specific. That plan has a lot of global policies,
6 but we are proposing a compact contiguous development that is
7 discouraging urban sprawl. We're ensuring that there's
8 adequate density for future transit system to be supported.
9 Again, there's transit there now. This further it will
10 enhance its use, and it, our project integrates recreation
11 and open space uses on the property to provide also an
12 additional transition. Our planning commission it supports
13 the vision of the Greater Carrollwood Northdale Community
14 Plan.

15 I think, overall, also there's no access point
16 changes. Today there's two access points. The proposed
17 access points are those same access points. So overall, the
18 planning commission found the immediate vicinity of the
19 subject site includes a mix of single-family and multi-family
20 uses light commercial, heavy commercial, quasi-public, and
21 institutional, and finds it compatible with the surrounding
22 uses and in particular the single-family to the east. Thank
23 you.

24 MS. BATSEL: I'd just like to call up Steve Henry
25 our expert transportation engineer to give some testimony.

1 MR. HENRY: Good evening. Steve Henry, Lincks &
2 Associates, 5023 West Laurel, Tampa 33607. We did conduct
3 the traffic analysis for the project, and what's before you
4 tonight is a comparison. This is actually in the staff
5 report, but there's also a comparison of the traffic of what
6 the existing zoning would allow versus what we're proposing,
7 and if you look at this from a daily standpoint, there's
8 about a 1241 daily trip end reduction over what could be
9 built there today versus what we're proposing and about a 368
10 decrease in the AM peak hour and about 175 decrease in the
11 PM. So pretty significant decrease over what could be built
12 there today based on the existing zoning.

13 HEARING OFFICER: Okay. Thank you.

14 MR. HENRY: Thank you.

15 MS. BATSEL: That concludes our presentation. If
16 you have any questions, please let us know.

17 HEARING OFFICER: Okay. Thank you.

18 MS. BATSEL: Thank you for your time.

19 HEARING OFFICER: All right.

20 Development Services staff?

21 MS. HEINRICH: Michelle Heinrich, Development
22 Services. The applicant requests to rezone property from
23 AS-1 and PD to a new PD to allow a multi-family development.
24 A flex of OC-20 future land use category found to the west is
25 requested. Under the flex request, a total of 346 units are

1 requested. The project will consist of multiple buildings at
2 varying heights. To ensure compatibility with existing
3 single-family to the east, building height will be limited to
4 35 feet, two stories, and provide the required buffering and
5 screening.

6 Additionally, the two-to-one setback will be
7 provided in compliance with the LDC. Taller buildings are
8 going to be within the project at a maximum height of 60 feet
9 for four stories, and those are located more in the center
10 and the western portions of the PD. Property to the west of
11 the PD is developed with a multi-family development with
12 buildings at three and four stories in height, and that PD
13 has a maximum height of 62 feet.

14 A small area of AS-1 zoning is found to the east.
15 This site contains wetlands and retention ponds and no
16 development currently on the property. Staff received no
17 objections from reviewing agencies, and does find the request
18 approvable subject to proposed conditions. I'm available if
19 you have any questions.

20 HEARING OFFICER: Okay. Thank you.

21 Planning Commission staff?

22 MR. ROYAL: Good evening. Tyrek Royal, Planning
23 Commission staff. The surrounding area is characterized by a
24 mix of residential, multi-family, commercial, and public
25 quasi-public uses, with multi-family development located

1 directly to the west of the site, and single-family
2 residential uses located to the east across the Veterans
3 Expressway. The 22.08-acre site is designated residential 4
4 with a proposed flex to residential 20 to support
5 higher-density residential development.

6 Applicant is requesting a planned development to
7 allow for 346 dwelling units on the site. The request aligns
8 with FLU objective 1.1 by directing growth to the urban
9 service area and FLU policy 2.1.3 by ensuring compatibility
10 with the surrounding land development patterns, which
11 includes a mix of residential intensities and supporting
12 commercial uses along nearby corridors.

13 The proposal is also consistent with FLU Goal 2,
14 FLU objective 2.1, and 2.2, as the requested 446 dwelling
15 units do not exceed the maximum allowable density under the
16 combined res 4 and res 20 flex framework. The site proposed
17 density reflects a calculated blend of higher and
18 lower-intensity land use areas and remains within established
19 intensity thresholds. The flex request meets the criteria of
20 FLU policy 2.2.3 and policy 2.2.4 as the applicant
21 demonstrated adequate public facilities compatibility with
22 surrounding uses and consistency with comprehensive plan
23 objectives.

24 The site design further supports compatibility
25 through enhanced buffering along the eastern boundary and

1 steep building height transition from east to west, reducing
2 impacts on adjacent single-family residences. Overall, staff
3 finds the proposed plan development compatible with the
4 surrounding area and consistent with the comprehensive plan.

5 Thank you.

6 HEARING OFFICER: Okay. Thank you.

7 At this point in time, is there anyone in the
8 audience who wishes to speak in support of the application?

9 Yes, sir. Good evening.

10 MR. BERGER: Good evening. My name is
11 Jeffrey Berger. My address is 2913 West St. Nicholas Street,
12 Tampa, Florida 33629, and I'm here tonight because I have the
13 honor of serving as co-president of the Tampa Jewish
14 Community Centers and Federation. Tampa JCCs and Federation
15 is a non-profit entity that owns the property, which Flournoy
16 Development Group seeks to rezone. Both I and the
17 organization I am speaking for this evening strongly support
18 the application. We hope that you will recommend approval.

19 I want to use my time to give you some additional
20 color that might help with your decision. We made the very
21 difficult decision to close and sell our campus after nearly
22 35 years of operations. We learned that the highest and best
23 use for the property today is multi-family residential, and
24 we had a significant amount of interest from many companies
25 who wanted the opportunity to redevelop the property for that

1 purpose. From this group of potential developers, we chose
2 Flournoy in large part because of how they approached this
3 project. They were thoughtful, deliberate, and considerate
4 with their planning and design for this new use of the
5 property.

6 We talked to developers who wanted to build many
7 more units on the property, wanted to effectively pave over
8 the entire site, who were wanting to put four-story buildings
9 right near the single-family homes located to our east, but
10 Flournoy's design team didn't do any of that. They chose a
11 site plan that carefully balanced the amount of development
12 that would be reasonably workable with the amount of impact
13 that would result from that development as it relates to both
14 the neighboring subdivision and the environment.

15 You've already heard the design elements that
16 they've talked about, so I'll just go over that very briefly,
17 but they intentionally reduced both the unit density and the
18 building height in the areas of the property closest to the
19 single-family homes to our east. They placed the
20 recreational facilities, the areas that could generate the
21 most noise, closest to Gunn Highway and away from the
22 neighboring residential areas. They preserved the lakes and
23 some of the green space in the north that provides a wildlife
24 habitat, which we know is very important to our neighbors to
25 the east. I personally had many conversations with our

1 neighbors about that very issue.

2 These were all deliberate and considerate decisions
3 that Flournoy made to balance the inherent tension between
4 development and impact, and as members of this Gunn Highway
5 community for about three and a half decades, this thoughtful
6 balance was important to us because we knew that it would be
7 important to our neighbors and to you. I would also submit
8 that Flournoy's redevelopment of this property will reduce
9 the impact to the adjoining property owners from that which
10 they now have to deal with through our use of the property,
11 and certainly from that which our neighbors would have to
12 deal with if we utilized the property to the full capacity to
13 which we are currently entitled.

14 Right now, today, our pool and our tennis courts
15 are located very close to the single-family residences to our
16 east, and we've learned during neighborhood meetings that has
17 been an irritant to our neighbors, but when Flournoy removes
18 our pool and tennis courts and relocates the recreational
19 facilities far away from the eastern boundary line, the music
20 played from the pool deck, the whistles from the coaches
21 running swim team practices, the screams of children playing
22 outdoors all year round, and the constant pounding and
23 ping-pong of tennis balls being smacked around all of that will
24 go away.

25 Moreover, as you already heard from the traffic

1 engineer, the traffic impact resulting from the redevelopment
2 of the property from a community center, preschool, day camp,
3 and assisted living facility the Flourney's residential
4 development will likely be favorable, rather than
5 unfavorable. I want to give some numbers that we have today.
6 We've had well over 100 employees regularly working at our
7 facility, coming and going every day. Our assisted living
8 facility was licensed for 90 residents, and sure not all of
9 our residents drove, but their friends and family came to
10 visit, and we had staff, doctors, nurses, deliveries, and
11 more coming to and from the facility at all times.

12 We had over 100 kids, still have many kids enrolled
13 in our preschool, had to be dropped off every morning, picked
14 up every afternoon or evening, many at peak times due to our
15 after-care programs. That doesn't even account for the
16 teachers, and preschool for us isn't seasonal. We run camps
17 during the summer and during school breaks, so these traffic
18 inflows and outflows occur all year round. Our JCC members
19 at our peak numbered in the thousands, and while not everyone
20 came to campus daily, many came regularly. Our special
21 events regularly brought hundreds and hundreds of people to
22 our campus for each event, and our affiliated agency's food
23 bank distribution days brought hundreds more people to our
24 campus every month.

25 Given that the current PD zoning would entitle us

1 to build a significant amount of additional building square
2 footage on the campus, our traffic impact could, under
3 current zoning, be much worse. So a residential project with
4 346 units will generate less traffic impact than we did and
5 far less than we could have generated.

6 Finally, I want to say a little something about the
7 Tampa JCCs and Federation, which I mentioned earlier, is a
8 non-profit organization. Now, I know that the zoning rules
9 don't change based on whether the property seller is
10 non-profit versus for-profit, but if the decision before you
11 is a close call, and I certainly hope that it is not, then
12 perhaps this will help nudge it in favor of a recommendation
13 for approval. If you approve Flournoy's rezoning request and
14 our sale to Flournoy goes forward, then the proceeds of the
15 sale will not line anyone's pockets. They will be used for
16 purposes consistent with our mission and our community-driven
17 operations.

18 That won't just benefit the Jewish community. It
19 will benefit the broader community as well. Please consider
20 this. Approximately half of our members of the Tampa Jewish
21 Community Center are not Jewish. Let me repeat that. Half
22 the members of the JCC are not Jewish. Same for the kids we
23 serve in the community. More than half of the children in
24 our preschool, in our aftercare programs, and our day camps
25 are not Jewish, and, importantly, we offer need-based

1 scholarships and financial aid for our preschool and other
2 programs, and those are blind applications. So our
3 scholarships and financial aid programs aid Jewish and
4 non-Jewish families alike.

5 We have an amazing Parkinson's program that you're
6 going to hear more about later. We collaborate with Tampa
7 General Hospital on programs to help their patients address
8 physical challenges. We offer and participate in a variety
9 of multicultural events and activities and engage in
10 multicultural outreach. I believe that we may have some of
11 our friends from the Philippine Cultural Association and the
12 Hindu Temple of Tampa here with us this evening to support
13 the rezoning application. We have social programs like men's
14 clubs, women's clubs, Mahjong classes, and more, all of which
15 are open to everyone, Jewish and not Jewish.

16 You don't even have to be a JCC member to join our
17 clubs and participate in these programs. We offer security
18 training and classes that are open to everyone in our
19 community, and we offer security assessments and evaluations
20 for many other institutions, including churches. We are the
21 largest financial supporter of Tampa Jewish Family Services,
22 an affiliated 501(c)(3) organization that operates a food
23 bank and provides other emergency and critical services to
24 people of all faiths in Hillsborough County. They do
25 phenomenal work for so many people in need.

1 I could go on, but the point is the successful
2 completion of this rezoning and our transaction with Flournoy
3 will not only benefit our local Jewish community, it will
4 benefit the broader community at large. The ripple effect
5 from your recommendation of approval of this rezoning request
6 will extend far beyond our organization in a good way. Our
7 time to speak is limited, but we have a significant number of
8 people here who support the approval of Flournoy's rezoning
9 petition. I'd like to ask everyone here who have come this
10 evening to show their support for this rezoning to now stand
11 and be recognized.

12 HEARING OFFICER: Okay. Thank you. Let the record
13 reflect there's about 15 people that stood in support of the
14 application.

15 MR. BERGER: Thank you very much, and thank you all
16 for your willingness to be here this evening to show support.
17 So on behalf of the Tampa JCC's Federation, on behalf of
18 everyone in the room here supporting us, I urge you to
19 recommend approval of Flournoy's rezoning plan. Thank you
20 very much.

21 HEARING OFFICER: Thank you, sir.

22 MR. GOULD: Good evening. My name is Gary Gould.
23 I live at 10463 Greendale Drive, which is not too far from
24 the campus that we'd like to sell to Flournoy. Our
25 organization is not generating too much money for the county

1 or for the citizens. This new initiative will generate tax
2 dollars. It will also create jobs throughout the building
3 process. That's not why we're looking to sell, but as a
4 resident in the community, that's important to me personally.
5 The funds that we will receive from selling this facility
6 will be used in a lot of different ways. Mr. Berger did an
7 excellent job laying them out. I just want to talk about one
8 program.

9 We have one of the most robust Parkinson's programs
10 in North America operating out of a community center. We
11 have almost 1,000 people participating. We're opening up a
12 new facility, renting it beginning June 1st, to be able to
13 accommodate the folks who participate. As Mr. Berger
14 suggested probably about half of the people who are involved
15 in this program are not Jewish. People who are suffering
16 with a disease that can affect their lives and their family's
17 lives in a extremely impactful negative way. So some of this
18 money will be invested in enhancing and increasing the number
19 of people participating in our Parkinson's program.

20 Just so you have a sense of the credibility of our
21 program, we're partners with the University of South Florida,
22 partners with the Michael J. Fox Foundation doing research on
23 Parkinson's, partners with the Tampa General Hospital
24 providing the most dynamic services possible. For these
25 types of reasons, we've made the decision, it's a tough one,

1 to sell the facility. We feel great about the people we're
2 selling it to, and we're going to invest money in serving our
3 community. Thank you.

4 HEARING OFFICER: Thank you, sir.

5 Is there anyone else in the audience that wishes to
6 speak in support of the application?

7 Yes, sir.

8 MR. BERRYMAN: Hi, good evening. Rea Berryman,
9 6615 Gant Road, Tampa, Florida 33609. My family owns the 10
10 acres east of the development. It goes across Lake Gant, and
11 our neighbors to the east of us own 10 acres that also goes
12 across Lake Gant. So Mr. Berger worked very closely with us
13 on our interest in protecting the habitat because everything
14 around the lake is pretty much unimproved, so we have a lot
15 of native wildlife. You know, bobcat, coyotes, raccoons,
16 eagles, you name it, it's out there, so those of us east of
17 them are doing our best to preserve that area, and he worked
18 very closely with us on our concerns.

19 HEARING OFFICER: Okay.

20 MR. BERRYMAN: So we really definitely appreciate
21 his work and the JCC, and Flournoy also did a very nice job
22 with the people they brought in to work on the development
23 and work with the neighborhood. So we appreciate it.

24 HEARING OFFICER: Thank you, sir. Is there anyone
25 else in the audience that wishes to speak in support of the

1 application? No one responding. Anyone in the audience wish
2 to speak in opposition to the application?

3 MS. MEISTER: Yes, sir.

4 HEARING OFFICER: Okay.

5 MS. MEISTER: My name is Gloria Meister (ph), 11915
6 Street Drive, Tampa, Florida, and I appreciate all your time
7 this evening. I realize it's later in the evening. I've
8 been on call since 6:00, so I get it, and I know a lot of you
9 guys do as well. So thank you for that and for your
10 attention, and I want to address right up front before I even
11 get started in what -- I'm just a citizen so I'm a little
12 nervous, although I'm very good at public speaking.

13 HEARING OFFICER: That's okay. Take your time.

14 MS. MEISTER: I do appreciate Jeffrey Berger and
15 Gary Gould and Rea Berryman speaking to some of the concerns
16 that I myself had, but I'm not only speaking on my behalf.
17 I'm speaking -- I know you've had 15 people stand up in that
18 room. I have over 100 that have signed a petition about this
19 as well. So what I'm speaking to is not just for me.
20 Obviously, it's for much of the community as well, and it's
21 growing. We just put this survey out this evening, so it's
22 going to continue to raise numbers.

23 But I respectfully oppose this proposed rezoning of
24 the former JCC and Weinberg Village property for residential
25 development. I understand that the property has been sold.

1 I know the nursing home's already closed, and their remaining
2 operations are scheduled to close soon, and so when we talk a
3 little bit about traffic, which has been pretty well
4 addressed, the measurements of any traffic since the
5 announcement came out of the closure has significantly
6 diminished. Members are no longer there. Weinberg Village
7 closed in the middle of the year, or I lied back in November.
8 So I don't know that that's a true reflection of what the
9 traffic actually is.

10 This hearing is not about preventing change or
11 ignoring economic reality. It's about truly ensuring that
12 the future use of this land reflects responsible planning and
13 protects the long-term interests of this community. This
14 property represents far more than a vacant parcel available
15 for maximum development. It's a unique piece of open land
16 containing lakes, mature trees, natural habitat, recreational
17 space, community infrastructure that served generations of
18 residents, and as you mentioned that those residents aren't
19 just Jewish ones that live in the northern area of Tampa, not
20 South Tampa, the northern area of Tampa, but all residents
21 Jewish not Jewish, and this is kind of an -- abandonment of
22 that property.

23 You know, yeah. I thought I heard you saying
24 hearing children outside playing is disruptive. I couldn't
25 believe my ears because I grew up next to a baseball field,

1 and I loved it. Even if the existing operations are ending,
2 the environmental and community value of the land itself does
3 not disappear. In an incredibly developed area, properties
4 like this become more important, not less. The lakes, the
5 green space, they support wildlife, tree canopy, stormwater
6 absorption, environmental balance that can't easily be
7 recreated, and once destroyed, and I appreciate that you're
8 working with the developers to preserve as much of that as
9 you can, but the traffic alone is also a disruption.

10 Every time a large open parcel is converted into
11 dense residential development, habitat becomes more
12 fragmented, flooding risks increase, traffic intensifies, and
13 communities lose another piece of accessible green space.
14 Conservation is not only about preserving distant parks or
15 isolated preserves. This was an opportunity. You have a
16 base -- you have soccer fields, tennis courts, basketball
17 courts, a pool. There was a nursing home, a preschool, an
18 after-school program. This was a community environment. It
19 was closed.

20 This proposal raises serious concerns about not
21 only the traffic congestion, stormwater drainage, increased
22 density and infrastructure strain, loss of green space,
23 wildlife displacement, and yeah, we're creating jobs for new
24 people, but what about all the other people that have lost
25 their jobs? Let's not pretend that's not happening. Yes. I

1 know that there were opportunities presented for people that
2 could be transferred, possibly. There are other people that
3 couldn't and lost their livelihood because of the closure of
4 this property.

5 Once this property is rezoned and developed, these
6 natural and community features cannot be restored. I urge
7 the board to carefully consider whether this level of
8 residential development is truly appropriate for the site,
9 and whether alternatives with a lower density, greater
10 conservation, or meaningful preservation of open space have
11 been fully explored. Rules should be thoughtful and
12 balanced. Not every available parcel can automatically be
13 dense residential housing simply because it can be.

14 I wrote to the Jewish Community Center right at the
15 beginning of this decision. I expressed that I have been a
16 member all through 15 years of its existence. I encouraged
17 them to hear out the community of which I was told that they
18 had, where I was never asked any input from, and neither
19 could any other members that I am friendly with. This has
20 been an environment that created a space of development and
21 growth, and friendship, and lifelong community membership for
22 me and my family and other members of this community.

23 So I ask of you to consider the impact this is
24 having. Not only on -- obviously, they've made this decision
25 and they've closed. They're deciding to close and abandoning

1 a lot of the northern Jewish community and the residents in
2 this community, but as an environmentalist, as somebody that
3 really takes pride in that community and that environment it
4 saddens me to see us just kind of give that up; visit that
5 property, see use of that space. Kids were going in the
6 lakes and canoeing. They were fishing. They did archery.
7 That can't be replaced by other structures, and, you
8 know -- and traffic for multiple of our residents. So I
9 thank you all for your time and consideration. As you can
10 tell, I get very passionate when I speak, I know, but this
11 was a very meaningful environment to my family and the
12 community.

13 HEARING OFFICER: All right. Thank you, ma'am.

14 Is there anyone else in the audience who wishes to
15 speak in opposition to the application? Nobody responding.

16 Staff, anything further?

17 MS. HEINRICH: No, sir.

18 HEARING OFFICER: The applicant, an opportunity for
19 rebuttal.

20 MS. BATSEL: Thank you. Elise Batsel, for the
21 record. I just want to draw your attention back to this
22 graphic. There are acres and acres even north of what you
23 can see here that are not included in this application. I
24 think perhaps that the person speaking in opposition doesn't
25 understand that the area of impact is the area that's already

1 impacted by the existing operations on the site. All of the
2 property to the north -- and can I have the ELMO as well? I
3 think this is a better aerial visual. Can you zoom in?

4 So just to draw your attention to the north, you
5 can see the lakes that she's referring to, and you'll
6 specifically notice that all of those areas of wetlands and
7 lakes and recreational area that are part of the existing
8 Jewish Community Center, they are being purchased by the
9 applicant, but they are not being incorporated into the
10 development, and there's no proposed impacts to any of those
11 properties to any of that acreage to the north.

12 With respect to traffic, our transportation
13 engineer has submitted a traffic study, and it does show that
14 there's adequate capacity for the development, and I do
15 understand that community's members don't want the loss of a
16 community center, but, again, those issues aren't before the
17 land use hearing officer of the Board of County
18 Commissioners, and so with that, we'll answer any additional
19 questions that you have.

20 HEARING OFFICER: No questions. Thank you.

21 MS. BATSEL: Thank you for your time.

22 HEARING OFFICER: All right. Thank you. Well,
23 with that, that concludes this application. Let's take a
24 10-minute break. It's 8:53 right now. Get back together at,
25 how about 9:05?

1 (Recess)

2 HEARING OFFICER: Ladies and gentlemen, we are
3 ready to continue tonight's zoning hearing master hearing.
4 If you all could take a seat, and we'll proceed with the next
5 item on tonight's agenda.

6 Ms. Heinrich, if you could introduce the next item.

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1 MS. HEINRICH: Our next item is item D.9, PD
2 26-0528. The applicant is requesting to rezone property from
3 RMC-6 to planned development. Carolanne Peddle with
4 Development Services will present staff findings after the
5 applicant's presentation.

6 HEARING OFFICER: Okay.

7 The applicant, please.

8 MS. PEREZ: Good evening. My name is
9 Margaret Perez with Landis Evans and Partners. My address is
10 3810 Northdale Boulevard, Suite 100 in Tampa, Florida. I'm
11 here tonight on behalf of the applicant, Florida Home
12 Partnership, and I have been sworn. Florida Home Partnership
13 is a nonprofit organization that provides quality affordable
14 housing. The applicant is requesting a rezoning to a planned
15 development district. The subject 1.98-acre property is
16 located within Wimauma at the northeast corner of Balsa
17 Street and Railroad Street.

18 Here is an aerial of the property. Adjacent uses
19 include an acquired environmental ELAP site to the north,
20 mobile homes to the east and south, and single-family
21 detached to the southwest and west. The property is within
22 the residential-6 future land use category, as are all the
23 surrounding properties, with the exception of natural
24 preservation future land use to the north. The property is
25 currently zoned RMC-6, which allows for a maximum of 11

**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

DATE/TIME: 5-26, 2026 6PM HEARING MASTER: STEVE LUCEPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ 26-0445</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S #45</u> CITY <u>St Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>727-841-1760</u>
APPLICATION # <u>RZ 26-0728</u>	PLEASE PRINT NAME <u>Jose Garcia</u> MAILING ADDRESS <u>3118 Summer Cruise Dr</u> CITY <u>Valrico</u> STATE <u>FL</u> ZIP <u>33594</u> PHONE <u>813-766-0859</u>
APPLICATION # <u>RZ 26-0740</u>	PLEASE PRINT NAME <u>Justin Wilkerson</u> MAILING ADDRESS <u>3118 Buttercup St</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813-253-9904</u>
APPLICATION # <u>MM 26-0045</u>	PLEASE PRINT NAME <u>MATT NEWTON</u> MAILING ADDRESS <u>101 E. KENNEDY BLVD STE 200</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813 727 4020</u>
APPLICATION # <u>RZ 26-0217</u>	PLEASE PRINT NAME <u>Rami Corbett</u> MAILING ADDRESS <u>101 E Kennedy Blvd Ste 200</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-227-8421</u>
APPLICATION # <u>RZ 26-0303</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave S #45</u> CITY <u>St Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>727-841-1760</u>

DATE/TIME: 5-26-2026 6PM HEARING MASTER: Steve LUCE

PLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # RZ 26-0303	PLEASE PRINT NAME William Rie MAILING ADDRESS 142 131 ST Ave E CITY Madeira Beach STATE FL ZIP 33708 PHONE 813-267-4544
APPLICATION # RZ 26-0329	PLEASE PRINT NAME Todd Pressman MAILING ADDRESS 200 2 ND Ave S #45 CITY St. Pete STATE FL ZIP 33709 PHONE 727-860-1760
APPLICATION # RZ 26-0338	PLEASE PRINT NAME Kami Corbett MAILING ADDRESS 101 E Kennedy Blvd #3700 CITY TAMPA STATE FL ZIP 33602 PHONE 813-227-8424
APPLICATION # RZ 26-0338	PLEASE PRINT NAME THERESA BAUER MAILING ADDRESS 1805 BRANDY WAY CITY BRANDON STATE FL ZIP 33572 PHONE 813-685-5031 unlisted
APPLICATION # RZ 26-0338 VS	PLEASE PRINT NAME Chris MAILING ADDRESS 3011 Williams Road CITY Brandon STATE FL ZIP 33510 PHONE no camera/could not testify
APPLICATION # RZ 26-0339	PLEASE PRINT NAME Bentley MARK MAILING ADDRESS 400 N. ASHLUM DR. STE 3100 CITY TPA STATE FL ZIP PHONE 813-997-6693

DATE/TIME: 5-26-2026 6PM HEARING MASTER: STEVE LUCEPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RTA 26-0339</u>	PLEASE PRINT NAME <u>RYAN MANASSIE</u> MAILING ADDRESS <u>400 N. Ashley Dr. Ste 3100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-225-2500</u>
APPLICATION # <u>mm 26-0340</u>	PLEASE PRINT NAME <u>Nicole MacInnes</u> MAILING ADDRESS <u>2002 W. Cleveland A. Ste. 201</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>913-407-1686</u>
APPLICATION # <u>mm 26-0340</u>	PLEASE PRINT NAME <u>Cynthia Spide II</u> MAILING ADDRESS <u>2002 W. Cleveland St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33606</u> PHONE <u>813-407-</u>
APPLICATION # <u>mm 26-0340</u>	PLEASE PRINT NAME <u>Cynthia Wilson</u> MAILING ADDRESS <u>11413 Buster Bean Dr</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813-867-9101</u>
APPLICATION # <u>mm 26-0340</u>	PLEASE PRINT NAME <u>Thomas Koduda</u> MAILING ADDRESS <u>11219 Russell Dr.</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813 415 8297</u>
APPLICATION # <u>mm 26-0340</u>	PLEASE PRINT NAME <u>Joe Goldberg</u> MAILING ADDRESS <u>1221 Brickell Avenue #1800</u> CITY <u>Miami</u> STATE <u>FL</u> ZIP <u>33131</u> PHONE <u>559-4126</u> <u>559-8716</u>

SIGN-IN SHEET: RFR, ZHM, PHM, LUHOPAGE 4 OF 8DATE/TIME: 5/26/2026 6PM HEARING MASTER: Steve LUCEPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # RZ 26-0426	PLEASE PRINT NAME <u>Elise Batsel</u> MAILING ADDRESS <u>401 E. Jackson St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813 222 9059</u>
APPLICATION # RZ 26-0426	PLEASE PRINT NAME <u>David M Smith</u> MAILING ADDRESS <u>401 E. Jackson Street Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222 8010</u>
APPLICATION # RZ 26-0426	PLEASE PRINT NAME <u>STEVE HENRY</u> MAILING ADDRESS <u>5023 W. LINDEN ST</u> CITY <u>TPA</u> STATE <u>FL</u> ZIP <u>33609</u> PHONE <u>813-289-0039</u>
APPLICATION # RZ 26-0426	PLEASE PRINT NAME <u>JEFFREY BERGER</u> MAILING ADDRESS <u>2913 W. S.W. VICTORAS ST</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33629</u> PHONE <u>813-248-5006</u>
APPLICATION # RZ 26-0426	PLEASE PRINT NAME <u>Alicy Gould</u> MAILING ADDRESS <u>10463 Greendale</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33622</u> PHONE <u>813 262-3947</u>
APPLICATION # RZ 26-0426	PLEASE PRINT NAME <u>Rea Berryman</u> MAILING ADDRESS <u>6615 Gant Rd</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33609</u> PHONE <u>813.416.8038</u>

SIGN-IN SHEET: RFR, ZHM, PHM, LUHOPAGE 5 OF 8DATE/TIME: 5-26-2026 6PM HEARING MASTER: Steve LUCEPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # RZ 26-0426 VS	PLEASE PRINT NAME <u>LAURI METZGER</u> MAILING ADDRESS <u>11915 KEATING DRIVE</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33624</u> PHONE _____
APPLICATION # RZ 26-0528	PLEASE PRINT NAME <u>Margaret Perez</u> MAILING ADDRESS <u>3410 Northdale Blvd, Suite 100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33624</u> PHONE <u>813-949-7447</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>Todd Treisman</u> MAILING ADDRESS <u>200 2nd Ave #451</u> CITY <u>St. Pet</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>727-904-1700</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>NASHAT SOUFAN</u> MAILING ADDRESS <u>P.O. Box 46363</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33627</u> PHONE <u>813-462-5533</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>Debbie Hines</u> MAILING ADDRESS <u>15123 N. 24th St</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>813-735-2803</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>Ross Pappas</u> MAILING ADDRESS <u>15803 Dewitt Ct</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>813 16114-0178</u>

DATE/TIME: 5-26-2026 6pm HEARING MASTER: Steve LucePLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # MM 26-0551	PLEASE PRINT NAME <u>Barbara Fite</u> MAILING ADDRESS <u>16102 E Lake Burrell Dr</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>813 246-1544</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Elise Batsel</u> MAILING ADDRESS <u>401 E. Jackson St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33628</u> PHONE <u>813 222 5052</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>David M Smith</u> MAILING ADDRESS <u>401 E Jackson Street Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222 5010</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Steve Harky</u> MAILING ADDRESS <u>5023 W. LAMAR ST</u> CITY <u>TPA</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-289 0039</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Peter Cowell</u> MAILING ADDRESS <u>3304 W. Wagoning Cir</u> CITY <u>Tpa</u> STATE <u>FL</u> ZIP <u>33611</u> PHONE <u>813-244-5754</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Jonas Alday</u> MAILING ADDRESS <u>1400 N Gordon St</u> CITY <u>Pbnt City</u> STATE <u>FL</u> ZIP <u>33569</u> PHONE <u>478-908-6359</u>

DATE/TIME 5-26-2026 6PM

Hearing Master Steve LUCE

Application # RZ 26 0555	NAME Steve Brady MAILING ADDRESS 11833 Sand Hill Rd. City Monroeville State PA ZIP 15146 PHONE 863 712-3025
Application # RZ 26-0555	NAME Kristina Harrison MAILING ADDRESS 10709 Sierra Dr CITY Clermont STATE FL ZIP 34711 PHONE 850-240-6686
Application # RZ 26-0555	NAME Todd Boggess MAILING ADDRESS 9918 Courtney Palms Blvd 303 CITY TAMPA STATE FL ZIP 33619 PHONE 570-242-8065
Application # RZ 26-0560	NAME Kanni Corbett MAILING ADDRESS 101 E Kennedy St 33000 CITY TAMPA STATE FL ZIP 33602 PHONE 813-227-8424
Application # RZ 26-0560	NAME Alan Vernick MAILING ADDRESS 2110 Curry Rd CITY LUTZ STATE FL ZIP 33549 PHONE 813-546-384
Application # RZ 26-0560	NAME Valerie Ribbecky MAILING ADDRESS 16103 Darnell Rd CITY LUTZ STATE FL ZIP 33549 PHONE 813-910-2262
Application # RZ 26-0560	NAME Maria Elena Amico MAILING ADDRESS 16105 Darnell Rd CITY LUTZ STATE FL ZIP 33549 PHONE 813-230-409
Application # RZ 26-0560 VS	NAME ARIADNA JENER MAILING 1808 CURRY ROAD CITY LUTZ STATE FL ZIP 33549 PHONE

DATE/TIME 5-26-2026 6PM Hearing Master STEVE LUCE

Application # RZ 26-0560	NAME Amy Howe, PE MAILING ADDRESS 1807 Curry Rd CITY Lutz STATE FL ZIP 33549 PHONE 727-235-2558
Application # RZ 26-0560	NAME Donald Miller MAILING ADDRESS 2415 Forrest Crest Cir CITY Lutz STATE FL ZIP 33549 PHONE 813-417-8514
Application # RZ 26-0560	NAME Kayla Witkowski MAILING ADDRESS 3010 W Azelle St Suite #50 CITY Tampa STATE FL ZIP 33618 PHONE 813-229-3919
Application # RZ 26-0560	NAME Michael Yates MAILING ADDRESS Palm Traffic 4006 S. MacDill Ave CITY Tampa STATE FL ZIP 33611 PHONE 813-359-8391
Application #	NAME MAILING ADDRESS CITY STATE ZIP PHONE
Application #	NAME MAILING ADDRESS CITY STATE ZIP PHONE
Application #	NAME MAILING ADDRESS CITY STATE ZIP PHONE

HEARING TYPE: ZHM, PHM, VRH, LUHO

DATE: May 26, 2026

HEARING MASTER: Steve Luce

PAGE: 1 of 1

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER (YES) OR NO
MM 26-0045	Matt Newton	1. Applicant Presentation Package - Thumb Drive	No
RZ 26-0217	Kami Corbett	1. Applicant Presentation Package – Thumb Drive	No
RZ 26-0217	Carolanne Peddle	2. Revised Staff Report	Yes (copy)
RZ 26-0217	Tyrek Royal	3. Revised Staff Report	Yes (copy)
RZ 26-0303	Tyrek Royal	1. Revised Staff Report	Yes (copy)
RZ 26-0303	Todd Pressman	2. Applicant Presentation Package - Thumb Drive	No
RZ 26-0329	Todd Pressman	1. Applicant Presentation Package – Thumb Drive	No
RZ 26-0338	Kami Corbett	1. Applicant Presentation Package – Thumb Drive	No
RZ 26-0339	Ryan Manasse	1. Applicant Presentation Package – Thumb Drive	No
MM 26-0340	Tim Lampkin	1. Revised Staff Report	No
RZ 26-0426	Elise Batsel	1. Applicant Presentation Package - Thumb Drive	No
MM 26-0551	Todd Pressman	1. Applicant Presentation Package – Thumb Drive	No
MM 26-0551	Chris Grandlienard	2. Revised Staff Report	Yes (copy)
RZ 26-0555	Elise Batsel	1. Applicant Presentation Package – Thumb Drive	No
RZ 26-0555	Michelle Heinrich	2. Revised Staff Report	Yes (copy)
RZ 26-0555	Todd Boggess	3. Opposition– Map	No
RZ 26-0560	Tyrek Royal;	1. Revised Staff Report	Yes (copy)
RZ 26-0560	Alan Vernick	2. Opposition- Thumb Drive	No
RZ 26-0560	Lisa Consentino	3. Opposition - Letter	No
RZ 26-0560	Kayla Witkowski	4. Applicant Presentation Package – Thumb Drive	No

MAY 26, 2026 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, May 26, 2026, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

 Steve Luce, ZHM, called the meeting to order at 6:00 p.m. and led in the pledge of allegiance to the flag.

A. WITHDRAWALS AND CONTINUANCES

 Michelle Heinrich, Development Services (DS), introduced staff and reviewed the changes/withdrawals/continuances.

 Todd Pressman, 26-0445 would be continued until July.

 Michelle Heinrich, DS, announced application RZ 26-0445 would be heard at the June 2026 ZHM.

 Steve Luce, ZHM, overview of ZHM process.

 Assistant County Attorney Mary Dorman, overview of evidence/ZHM/BOCC Land Use agenda process.

 Steve Luce, ZHM, Oath.

B. REMANDS - **None**.

C. REZONING STANDARD (RZ-STD):

C.1. RZ-STD 26-0728

 Michelle Heinrich, DS, called RZ-STD 26-0728.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-STD 26-0728.

 Michelle Heinrich, DS, advised a citizen requested to speak in opposition after the case was heard and closed, and the applicant was no longer present.

 Attorney Dorman, explained no further testimony could be heard.

C.2. RZ-STD 26-0740

 Michelle Heinrich, DS, called RZ-STD 26-0740.

TUESDAY, MAY 26, 2026

 Testimony provided.

 Steve Luce, ZHM, closed RZ-STD 26-0740.

D. REZONING-PLANNED DEVELOPMENT (RZ-PD) & MAJOR MODIFICATION (MM) :

D.1. MM 26-0045

 Michelle Heinrich, DS, called MM 26-0045.

 Testimony provided.

 Steve Luce, ZHM, closed MM 26-0045.

D.2. RZ-PD 26-0217

 Michelle Heinrich, DS, called RZ-PD 26-0217.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0217.

D.3. RZ-PD 26-0303

 Michelle Heinrich, DS, called RZ-PD 26-0303.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0303.

D.4. RZ-PD 26-0329

 Michelle Heinrich, DS, called RZ-PD 26-0329.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0329.

D.5. RZ-PD 26-0338

 Michelle Heinrich, DS, called RZ-PD 26-0338.

 Testimony provided.

TUESDAY, MAY 26, 2026

 Chris, virtual speaker not permitted to testify without a camera.

 Steve Luce, ZHM, closed RZ-PD 26-0338.

D.6. RZ-PD 26-0339

 Michelle Heinrich, DS, called RZ-PD 26-0339.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0339.

D.7. MM 26-0340

 Michelle Heinrich, DS, called MM 26-0340.

 Testimony provided.

 Steve Luce, ZHM, closed MM 26-0340.

D.8. RZ-PD 26-0426

 Michelle Heinrich, DS, called RZ-PD 26-0426.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0426.

D.9. RZ-PD 26-0528

 Michelle Heinrich, DS, called RZ-PD 26-0528.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0528.

D.10. MM 26-0551

 Michelle Heinrich, DS, called MM 26-0551.

 Testimony provided.

 Steve Luce, ZHM, closed MM 26-0551.

TUESDAY, MAY 26, 2026

D.11. RZ-PD 26-0555

 Michelle Heinrich, DS, called RZ-PD 26-0555.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0555.

D.12. RZ-PD 26-0560

 Michelle Heinrich, DS, called RZ-PD 26-0560.

 Testimony provided.

 Steve Luce, ZHM, closed RZ-PD 26-0560.

E. ZHM SPECIAL USE - **None**.

 ADJOURNMENT

 Steve Luce, ZHM, adjourned the meeting at 10:55 p.m.



Application No. RZ 26-0426
Name: Elsie Batsel
Entered at Public Hearing: ZHM
Exhibit # 1
Date: 05/26/2026

PD REZONING

PD 26-0426

Zoning Hearing Master
May 26, 2026

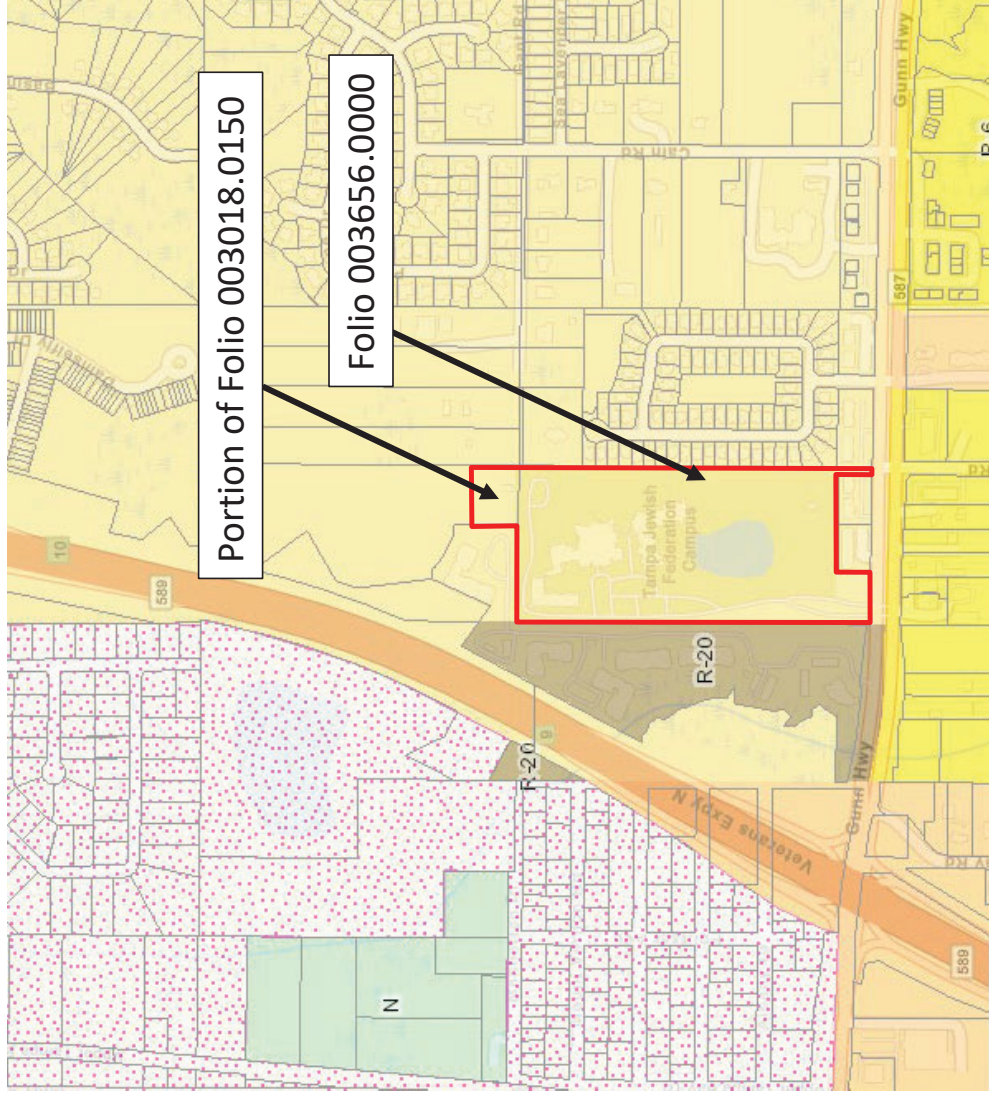
Property

- Folio 003656.0000 & Portion of Folio 003018.0150 (proposed PD comprising ± 22.08 acres).
- Located east of Veterans Expressway, north of Gunn Highway, and west of Henderson Road.
- Within USA
- Within Greater Carrollwood Northdale Community Planning Area



FLU

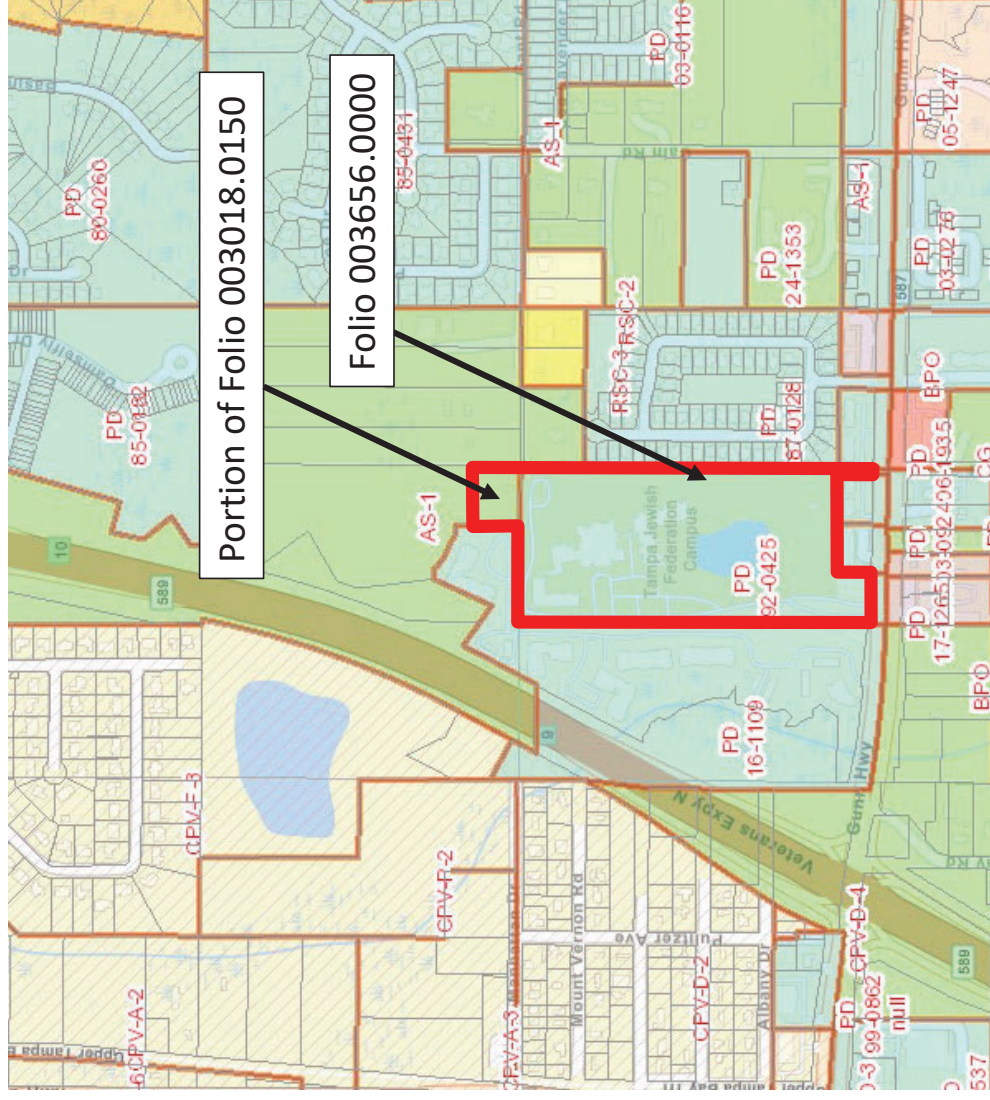
- R-4
- Adjacent to R-20



Zoning

- AS-1 & PD 92-0425

- # Zoning
- AS-1 & PD 92-0425



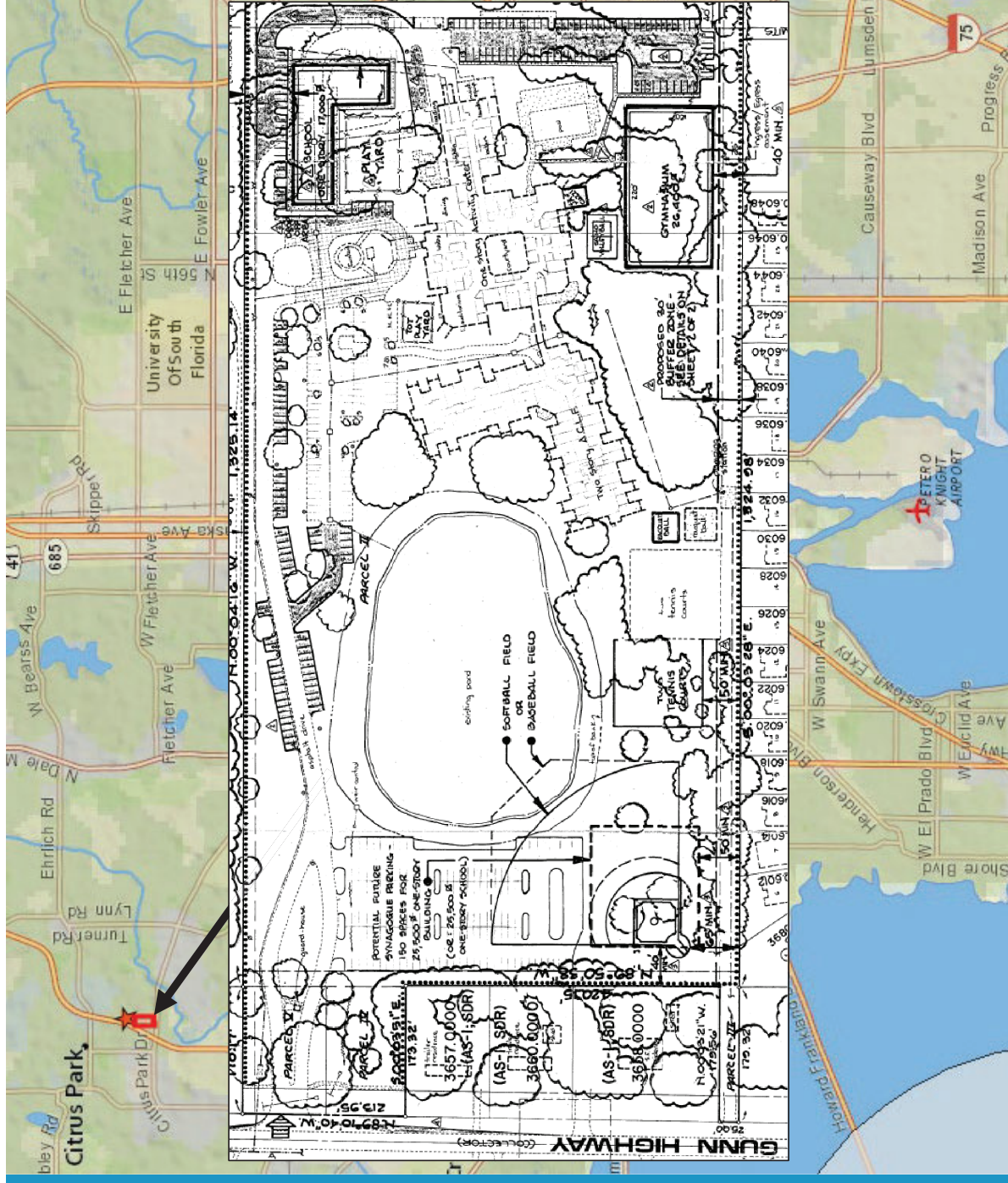
Surrounding Uses

- North: Retention, wetlands, and multi-family residential
- South: Commercial and office; institutional
- West: Multi-family residential
- East: Single-family detached residential



Current Approval

- PD 92-0425
- Permits 187,640 SF
 - Jewish Community Center Campus
 - Two-story senior building
 - Pre-school/Daycare
 - Various recreational uses (Olympic pool, basketball, tennis, and racquetball courts)



Request

- Rezone to PD for 346 Multi-Family Units
- Amenities include a Pool/Clubhouse, Dog Park, and Passive and Active Recreation
- Flex from adjacent R-20 (All Flex Provisions Satisfied)

Proposed Project



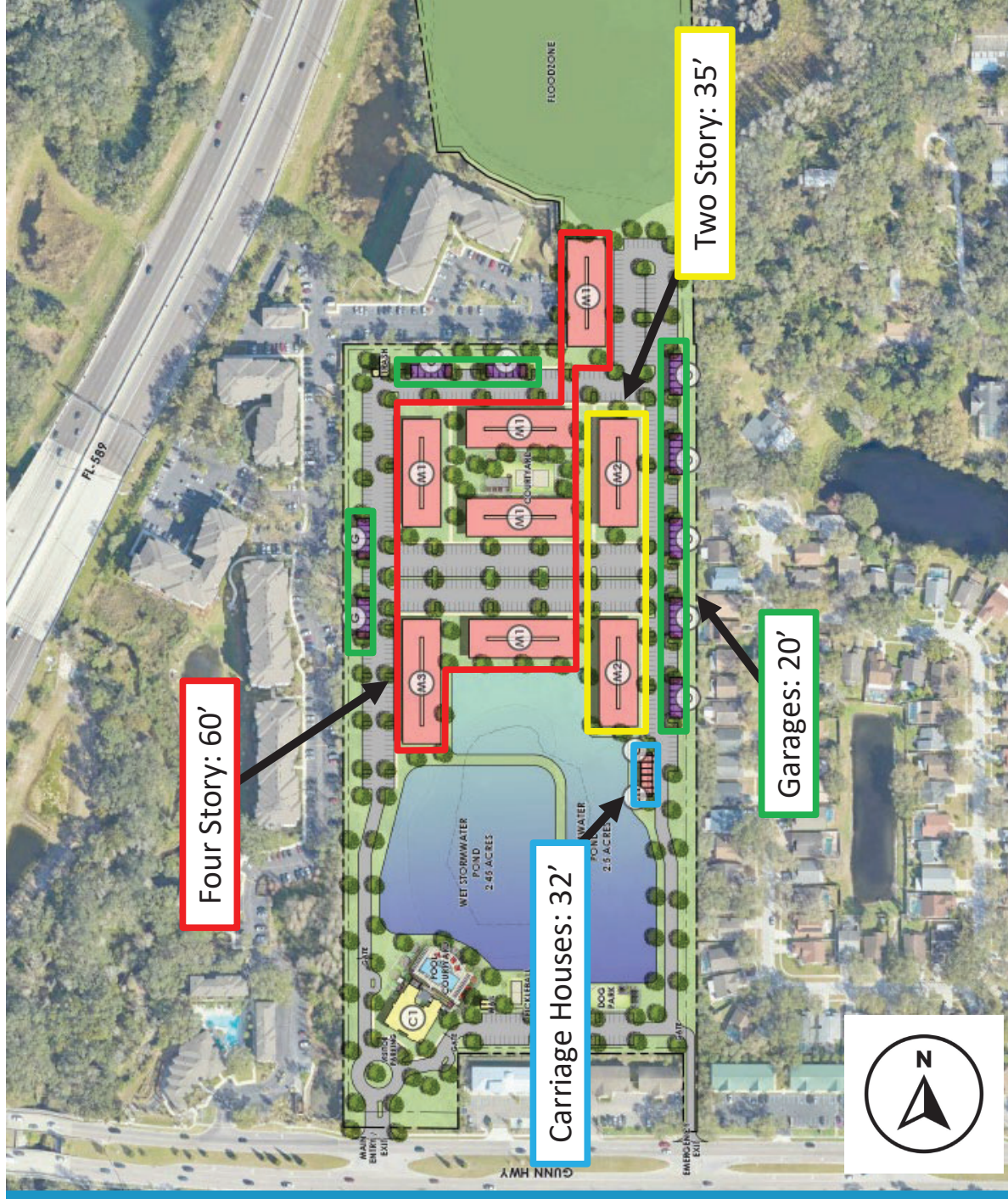
NOT INCLUDED

FLOODZONE



Policy 3.2.1: Gradual Transitions

- Requires transitions of intensities and densities between different land uses.
- Gradually reduce height from west to east, towards the existing SFHs
- Provide an enhanced 20' Type B landscape buffer along the eastern boundary
- Place passive recreational and stormwater closer to SFHs



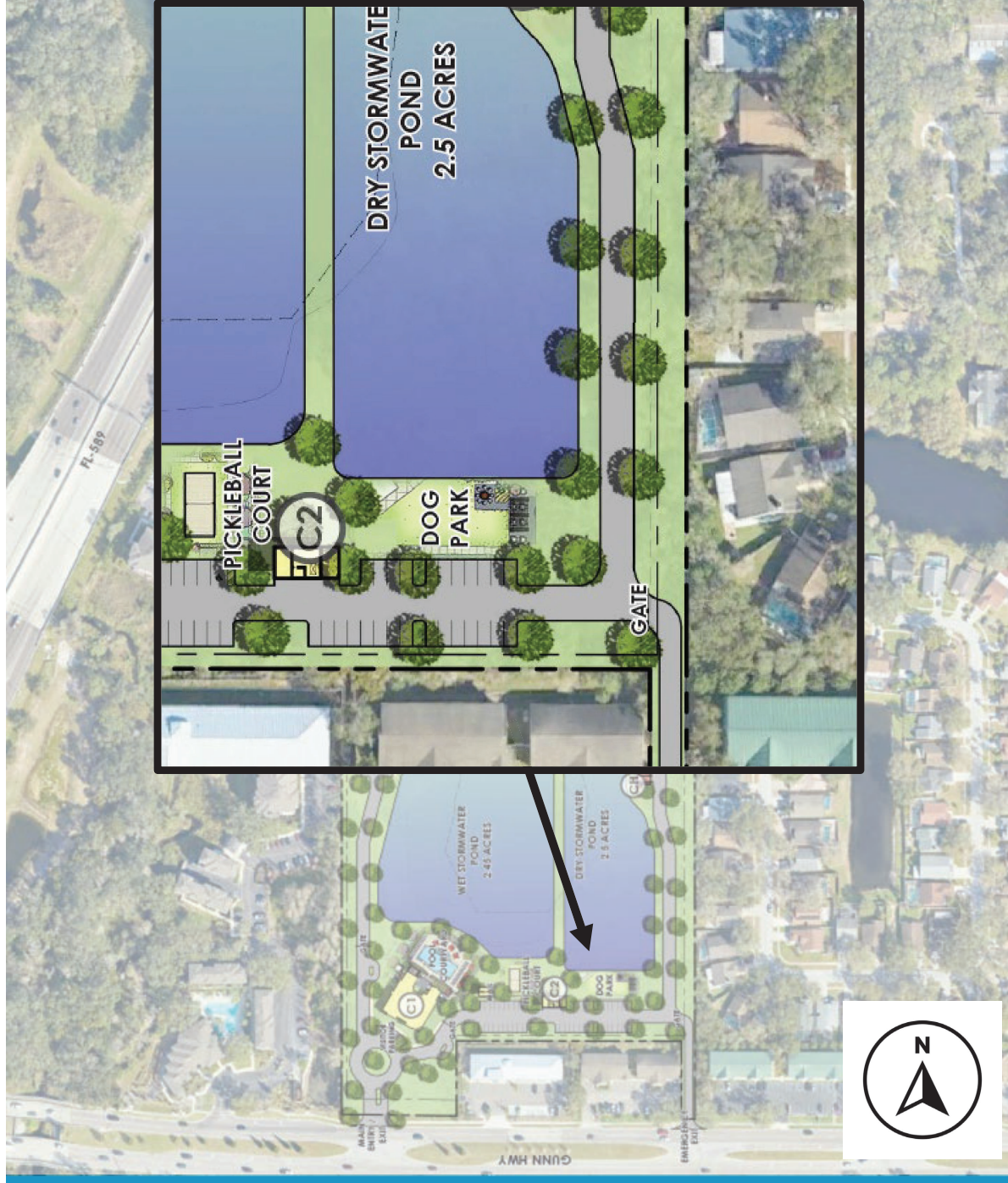
Policy 3.2.1: Gradual Transitions

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- Place passive recreational and stormwater closer to SFHs



Policy 3.2.1: Gradual Transitions

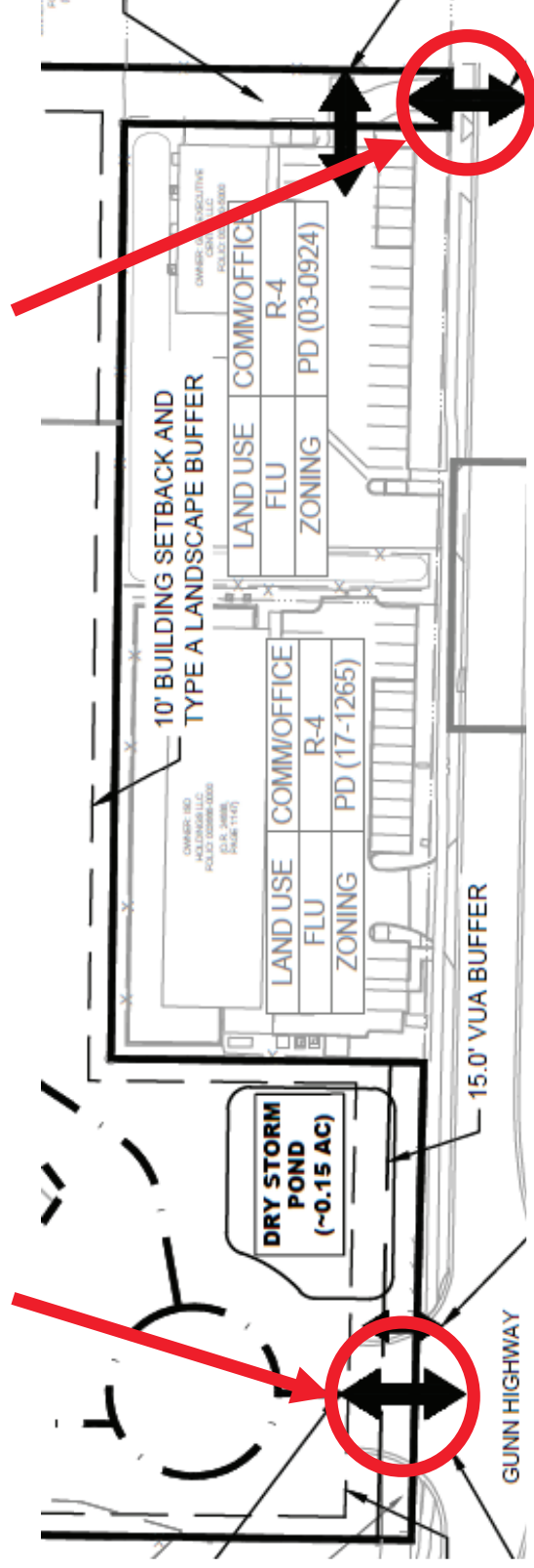
- Requires transitions of intensities and densities between different land uses.
 - Gradually reducing height from west to east, towards the existing SFHs
 - Provide an enhanced 20', Type B landscape buffer along the eastern boundary
 - Place passive recreational and stormwater closer to SFHs



Access

PRIMARY ACCESS

EMERGENCY ACCESS

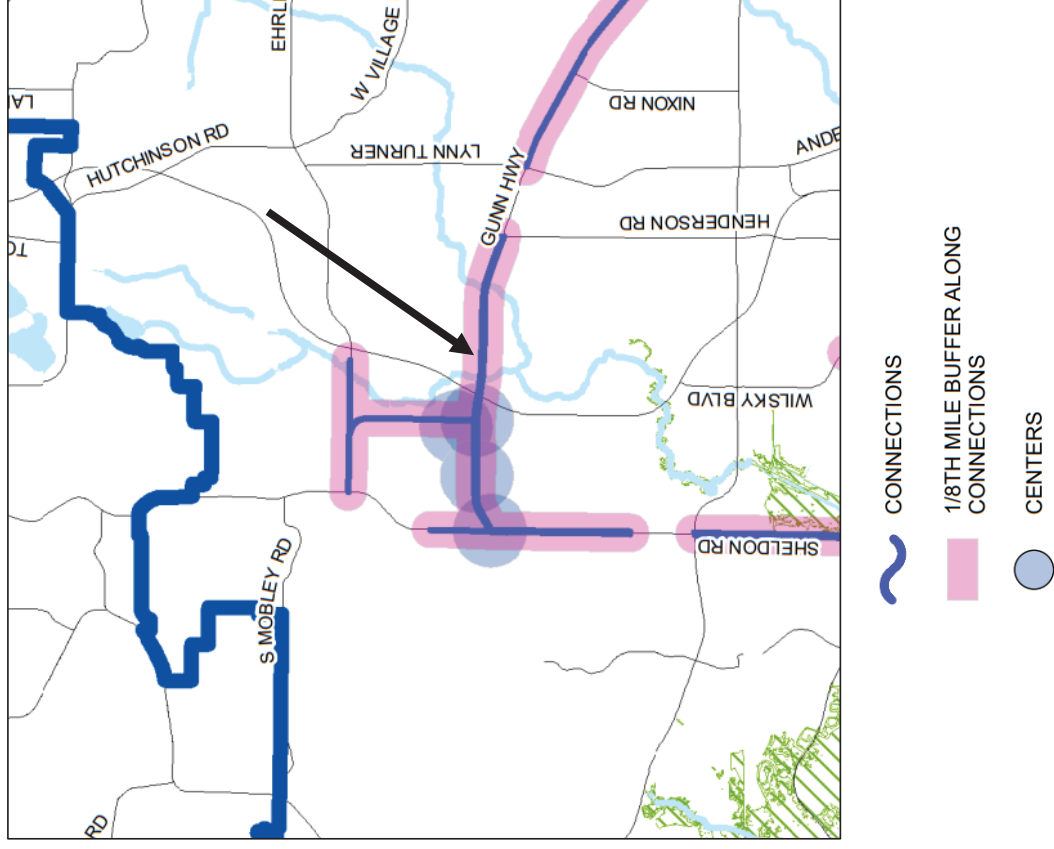


Comprehensive Plan Consistency

- Planning Commission: “Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*[.]”
 - Supported by numerous goals, objectives, and policies in the Comprehensive Plan
 - All flex request criteria met
 - Compatibility criteria met

Comprehensive Plan Consistency: USA and Centers and Connections

- Objective 1.1: pro-actively direct new growth into the urban service area
- Policy 2.4.1: Centers and Connections are prioritized for redevelopment
- Policy 2.5.1: promote the development of a full range of housing types fronting Connections



Comprehensive Plan Consistency: Flex Request Criteria

Criteria	Discussion	Met?
Availability and Adequacy of Public Facilities	No deficiencies in water, wastewater, stormwater, parks, or solid waste. Applicant agrees to proportionate share mitigation agreements with schools, mobility fees, and impact fees, as applicable	✓
Compatibility with surrounding land uses, density, and intensity	Compatible (addressed further herein)	✓
Furthers other goals, objectives, and policies of the Comprehensive Plan	Multiple provisions are furthered (addressed further herein)	✓

Planning Commission: “The Flex request is consistent ... the applicant has provided adequate written justification that addresses all criterion established within FLUS Policy 2.2.4.”

Carrollwood-Northdale Community Plan

- The project provides development that is **compact, contiguous, and concurrent** with available public facilities, discouraging sprawl and maximizing the use of public infrastructure. (Transportation Goal 7)
- Ensures the area has **adequate density** to accommodate a future transit system. (Transportation Goal 7, Strategy 3)
- The project integrates ample **recreation** and open space. (Recreation Goal 8, Strategy 13)
- Planning Commission: the proposed PD is “supports the vision of the Greater Carrollwood-Northdale Community Plan.”

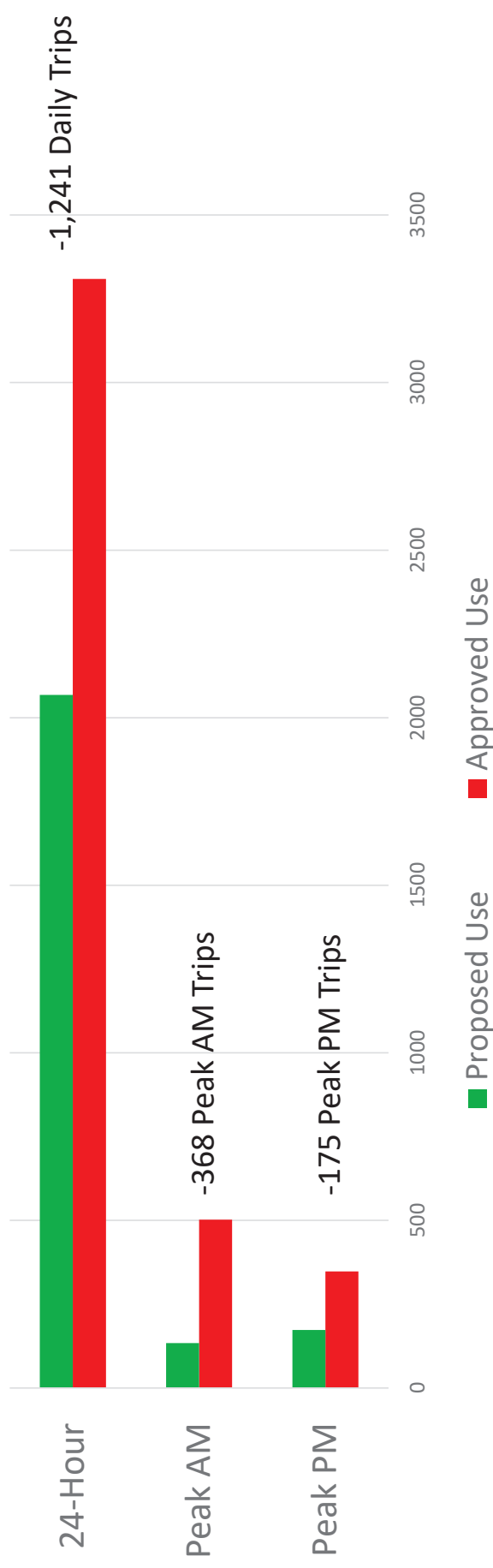
Compatibility

- Planning Commission

- “The immediate vicinity of the subject site includes a mix of single-family and multifamily uses, with light commercial, heavy commercial, and public/quasi-public/institutional uses oriented along Gunn Highway ... staff finds that the proposed Planned Development is **compatible** with the existing development pattern[.]”

Traffic – Trip Reduction

- The Project will reduce daily trip counts from the currently-approved uses by **1,241**.





Questions?





DYNAMIK
DESIGN

©COPYRIGHT 2026 DYNAMIK DESIGN



Suzanne Walker

From: Elise Batsel
Sent: Wednesday, May 20, 2026 3:03 PM
To: Adrienne Newlon; Bill Lemen; Chad Locicero; Charna Burse-Brown; Chris Cope; Christine Perez; Dan Hayman; Darshana Andersen; Darshana Andersen; Deron Bowry; Gary Gould; Jacob Willis; Jennifer Locicero; Louis DelFavero; Mike and Becky Reis; Pamela Bowry; Rea Berryman; Rene L. Renton; Rick Leon; Robert and Barbara Romano; Rochelle Gross; Rosemaria Graffeo; Scott Parlett; Steve Hayman; Susia Hartline; Taylor Willis
Subject: JCC Update

<https://stearnsweaver.sharefile.com/public/share/web-s2997a966f0ab4dd1ae8617b82fbae7ce>

Good afternoon,

We wanted to provide the group with an updated site plan for the JCC site and also resend the traffic study and the Geotech report. We got a bounce back from the several of you due to the size of the attachments. The following documents are in the sharefile link above.

1. Site Plan updated as of 4.22.26;
2. Geotech Report; and
3. Access Management Analysis ("Traffic Study").

Our team is available to answer any additional questions that you may have.

Thanks, Elise

S. Elise Batsel, Esq.
Stearns Weaver Miller Weissler
Alhadeff & Sitterson, P.A.
401 East Jackson Street, Suite 2100
Tampa, FL 33602
Direct Number: 813-222-5057
Mobile Number: 765-993-3429
Main Number: 813-223-4800
Email: ebatsel@stearnsweaver.com
www.stearnsweaver.com

ACCESS MANAGEMENT ANALYSIS

CITRUS PARK

Prepared For

FLOURNOY DEVELOPMENT GROUP

Prepared By



ACCESS MANAGEMENT ANALYSIS

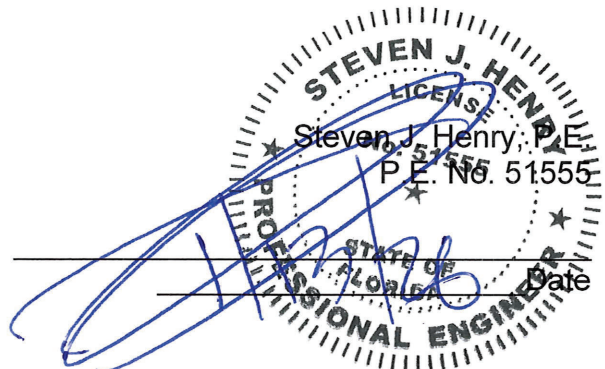
CITRUS PARK

Prepared For
FLOURNOY DEVELOPMENT GROUP

Prepared By
LINCKS & ASSOCIATES, LLC
A TMC Company
5023 West Laurel Street
Tampa, Florida 33607
813-289-0039
State of Florida Authorization No. EB0004638

December, 2025

Project No. 25076 (25319.02.04)



LINCKS & ASSOCIATES, A TMC Company

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INTRODUCTION

The purpose of this report is to provide the Access Management Analysis in conjunction with the rezoning of the property located north of Gunn Highway and east of the Suncoast Parkway in Hillsborough County, Florida, as shown in Figure 1. The subject property is currently contains the Weinburg Village Assisted Living Facility. The PD is proposed to be amended to add a development option to allow up to 346 Multi-Family dwelling units. This report will evaluate the proposed development option.

The access for the project is proposed to be via one (1) existing full access to Gunn Highway.

This report will evaluate the access to serve the project. A copy of the PD plan is included in the Appendix of this report.

PROPOSED ACCESS SUMMARY AND STUDY METHODOLOGY

The project is proposed to be served by the one (1) existing full access to Gunn Highway.

The characteristics of the roadway are as follows:

- Four (4) lane urban roadway
- Twelve (12) foot lanes
- Sidewalks on both sides of the roadway
- Posted speed limit of 45 MPH



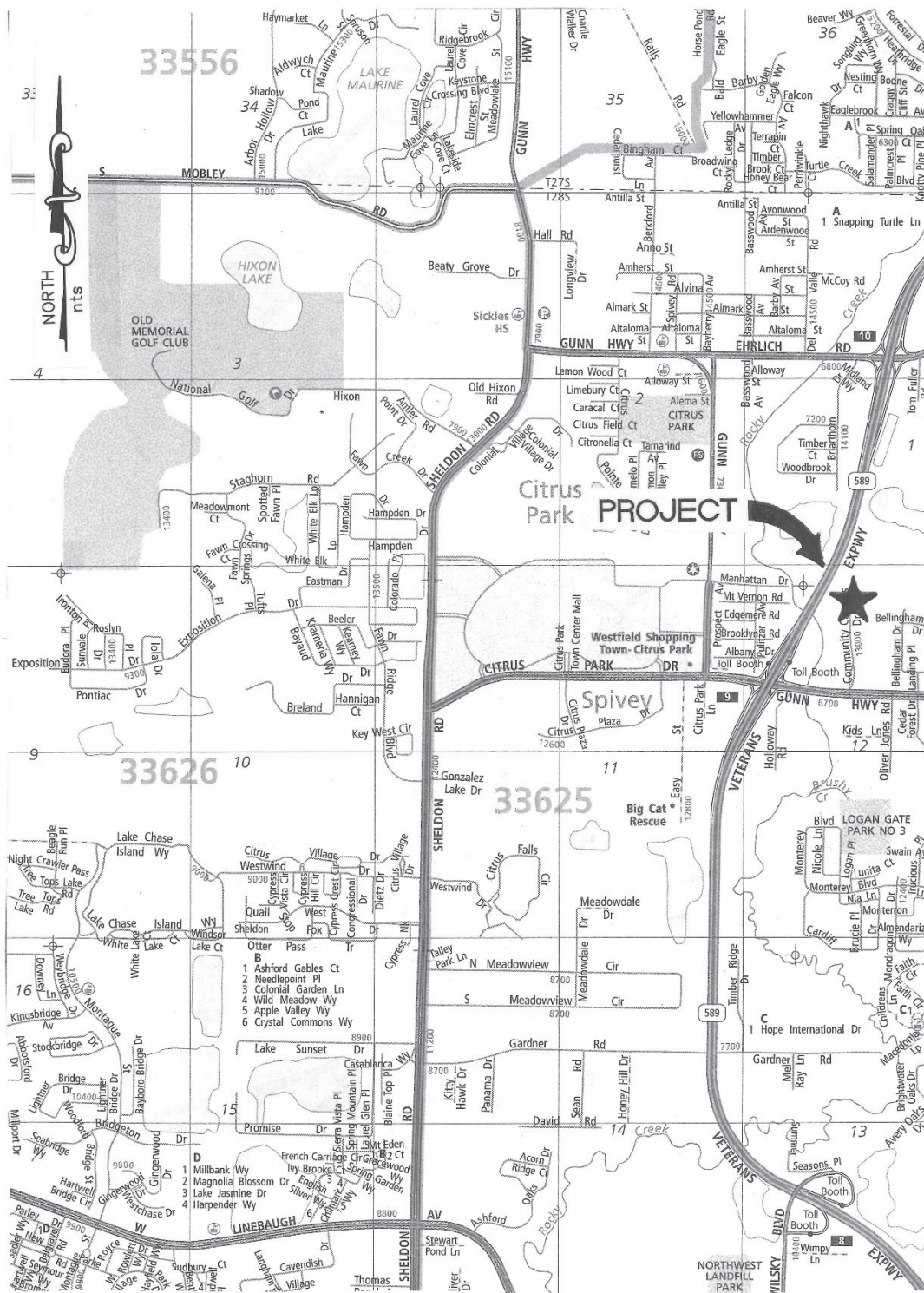


FIGURE 1
PROJECT LOCATION



According to the Hillsborough County Roadways Functional Classification Map, Gunn Highway is arterial roadway.

The access for the project will serve vehicles, pedestrians, and bikes.

The study area for the project includes the roadway connection to Gunn Highway.

The analysis was conducted in accordance with the Hillsborough County DRPM and standard engineering practices.

BUDGETED IMPROVEMENTS

According to the Hillsborough County Capital Improveemnt Program (CIP), there are no capacity adding improvements budgeted for construction in the vicinity of the project.

CORRIDOR PRESERVATION

According to the Hillsborough County Corridor Preservation Plan, Gunn Highway in the vicinity of the project is shown as a six (6) lane roadway. Therefore, a total of 132 feet of right of way is required to the preserved.

TRAFFIC COUNTS

The peak season traffic utilized in this report was calculated as follows:

1. AM (7:00-9:00) and PM (4:00-6:00) peak hour turning movement counts utilizing video data collection were conducted at the following intersections:



- Gunn Highway and Community Campus Drive – Tuesday – 8/26/2025
- Gunn Highway and Olive Jones Road – Tuesday – 8/26/2025

Figure 2 illustrates the existing traffic.

2. The counts were adjusted to peak season based on the 2024 FDOT Peak Season Adjustment Factors for Hillsborough County.

Figure 3 illustrates the peak season traffic.

3. The traffic associated with the existing use on site was subtracted from the peak season traffic.

Figure 4 illustrates the background traffic.

There were no capacity anomalies documented during the data collection.

TRIP GENERATION SUMMARY

Estimated Project Daily Traffic

The trip generation utilized in this report was estimated based on data contained in the ITE Trip Generation Manual, 12th Edition, 2025. Based on this data, the proposed land use would generate 2,068 daily trip ends, as shown in Table 1.

Estimated AM Peak Hour Project Traffic

Based on the data contained in the ITE Trip Generation Manual, 12th Edition, 2025, the proposed land use is estimated to generate 134 trip ends during the AM peak hour with

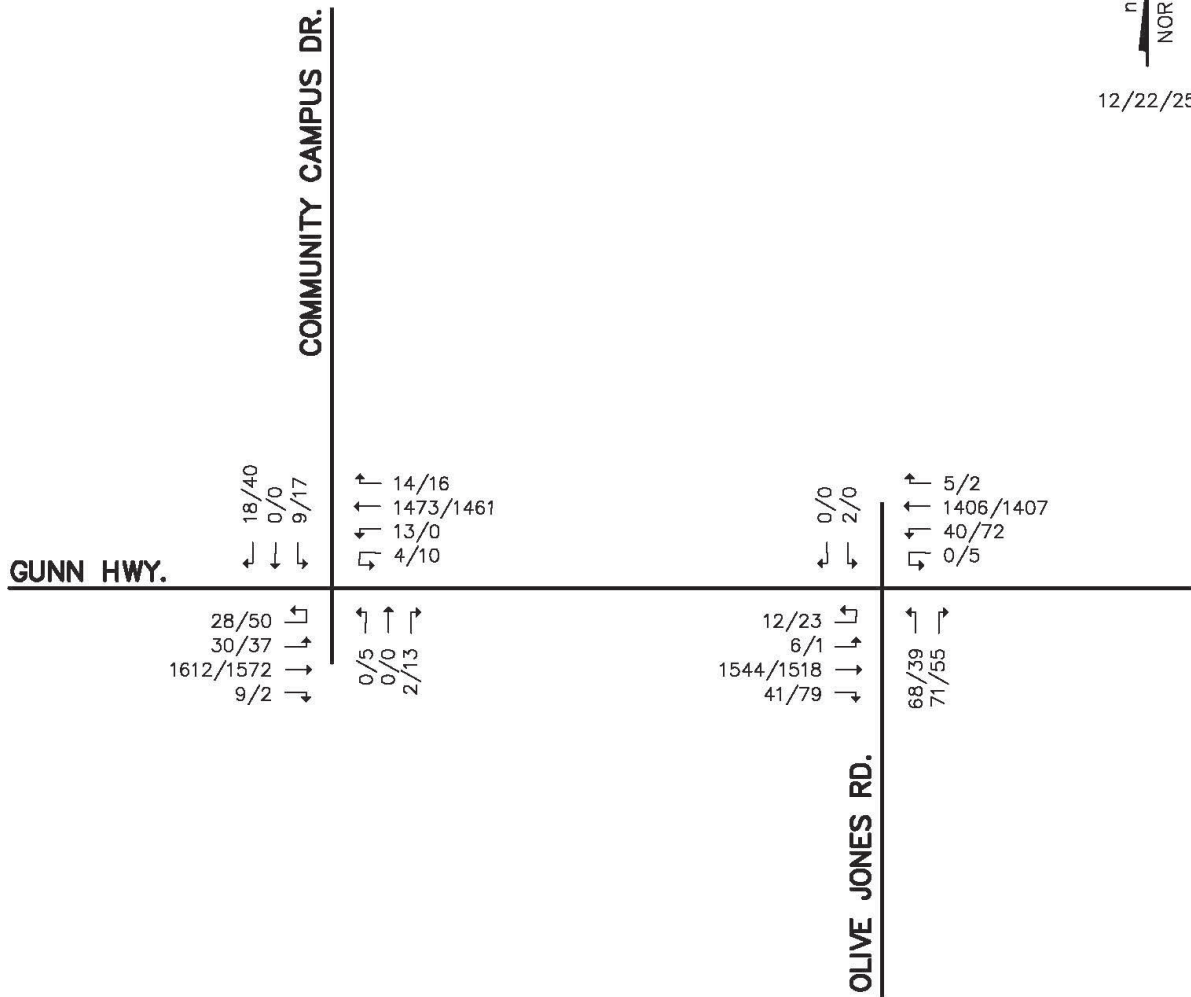


LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



12/22/25



**FIGURE 2
EXISTING TRAFFIC**

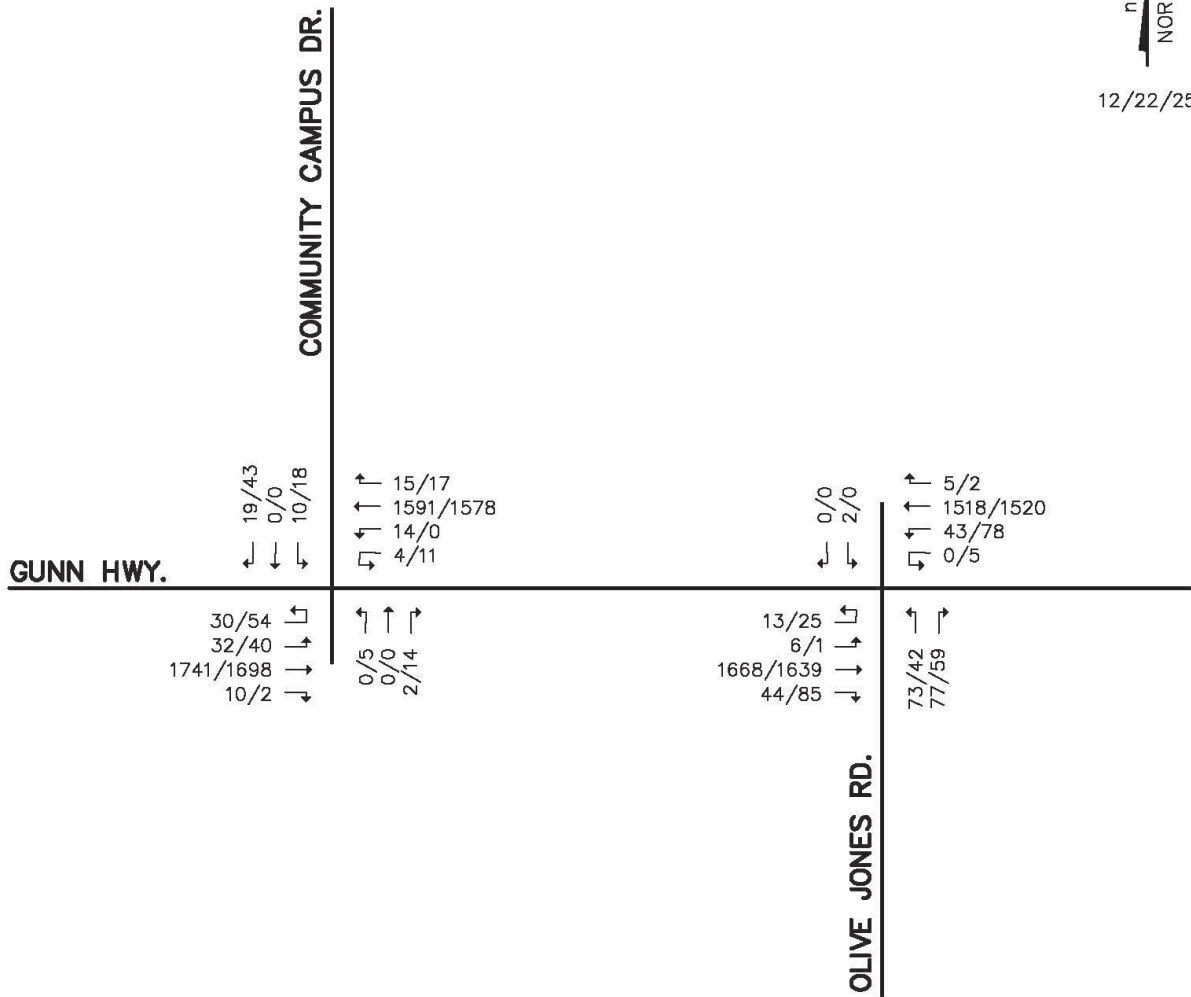


LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



12/22/25



**FIGURE 3
PEAK SEASON TRAFFIC**

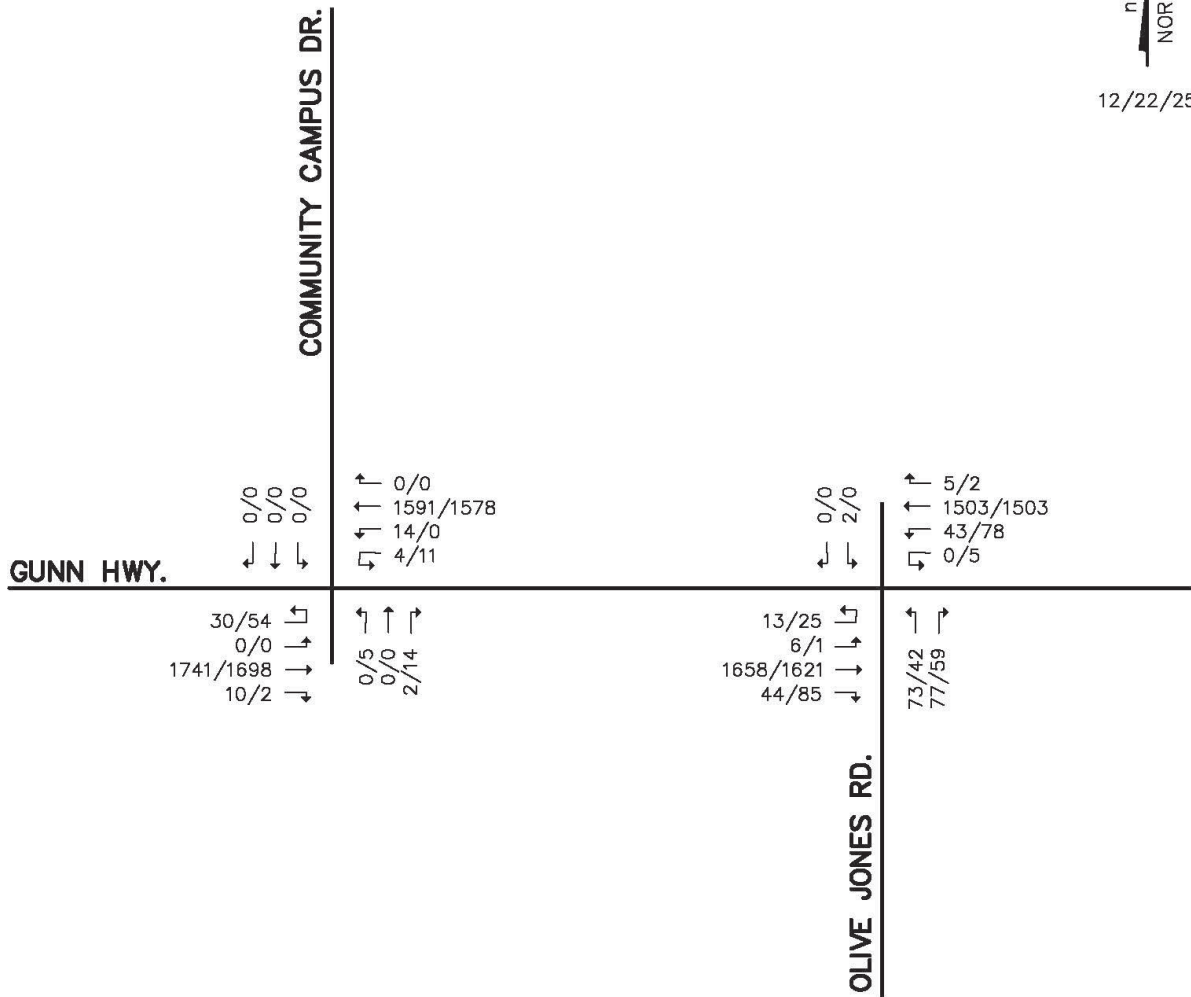


LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



12/22/25



**FIGURE 4
BACKGROUND TRAFFIC**



TABLE 1
PROJECT TRAFFIC (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Multi-Family	220	346 DU's	2,068	32	102	134	107	66	173

(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.



32 inbound and 102 outbound, as shown in Table 1.

Estimated PM Peak Hour Project Traffic

Based on the data contained in the ITE Trip Generation Manual, 12th Edition, 2025, the proposed land use is estimated to generate 173 trip ends during the PM peak hour with 107 inbound and 66 outbound, as shown in Table 1.

PROJECT TRAFFIC DISTRIBUTION

The following distribution of the project traffic was estimated based on existing travel patterns and existing development in the vicinity of the project:

- 30% to and from the east (via Gunn Highway)
- 70% to and from the west (via Gunn Highway)

Table 2 summarizes the distribution of the AM and PM peak hour project trip ends. Figure 5 illustrates the assignment of the AM and PM peak hour project trip ends. Figure 6 illustrates the AM and PM peak hour background plus project traffic.

SAFETY CONSIDERATIONS

The access for the project is proposed to be via Gun Highway The access to serve the project is to be designed to accommodate vehicles, passenger bikes, and pedestrians. In addition, if warranted, the turn lanes are to be provided at the project access. Therefore, there are no safety concerns with the access.



TABLE 2
ESTIMATED PEAK HOUR PROJECT TRAFFIC DISTRIBUTION

Time Period	East (30%)		West (70%)		Total	
	In	Out	In	Out	In	Out
AM	10	31	22	71	32	102
PM	32	20	75	46	107	66

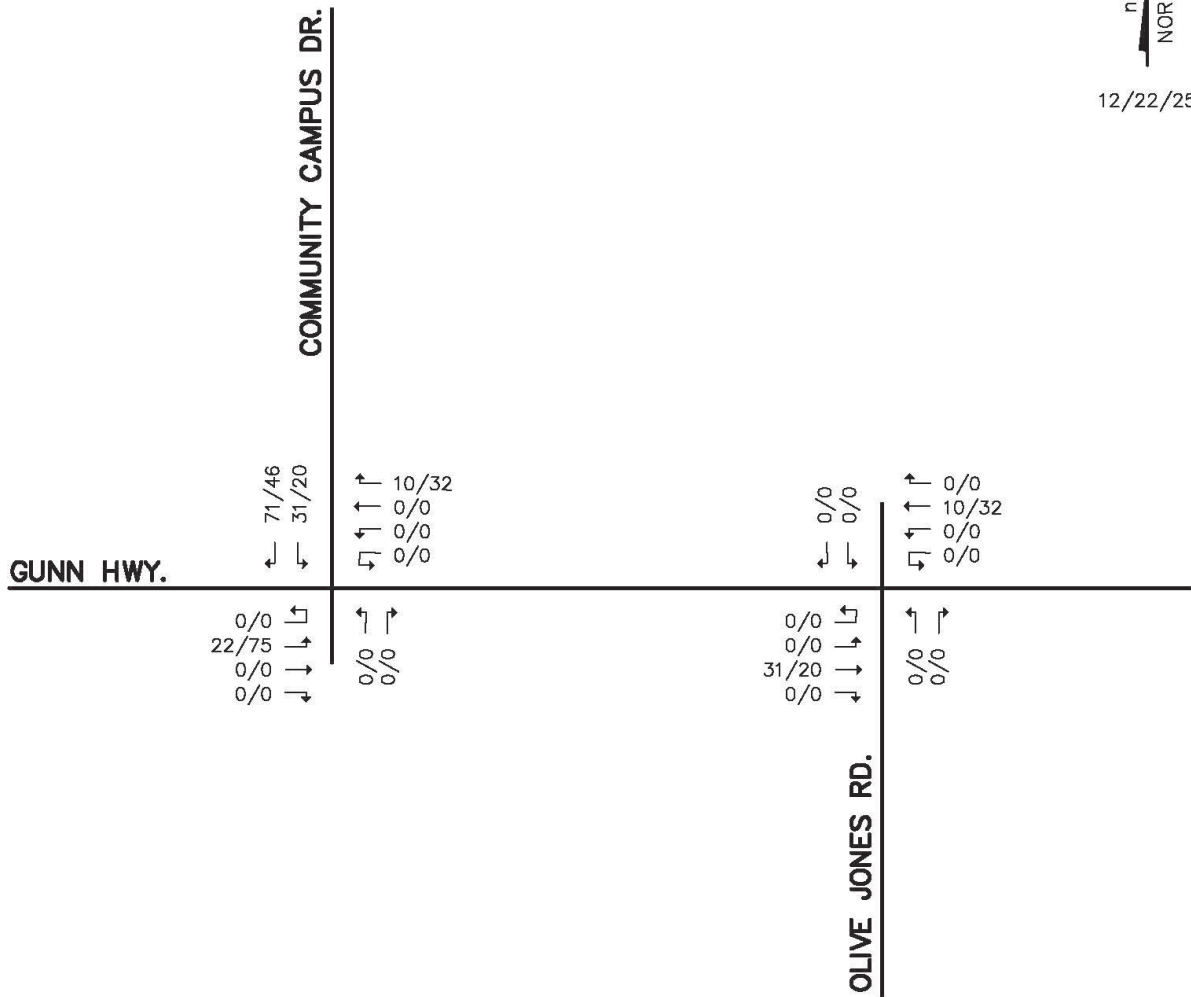


LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



12/22/25



**FIGURE 5
PROJECT TRAFFIC**

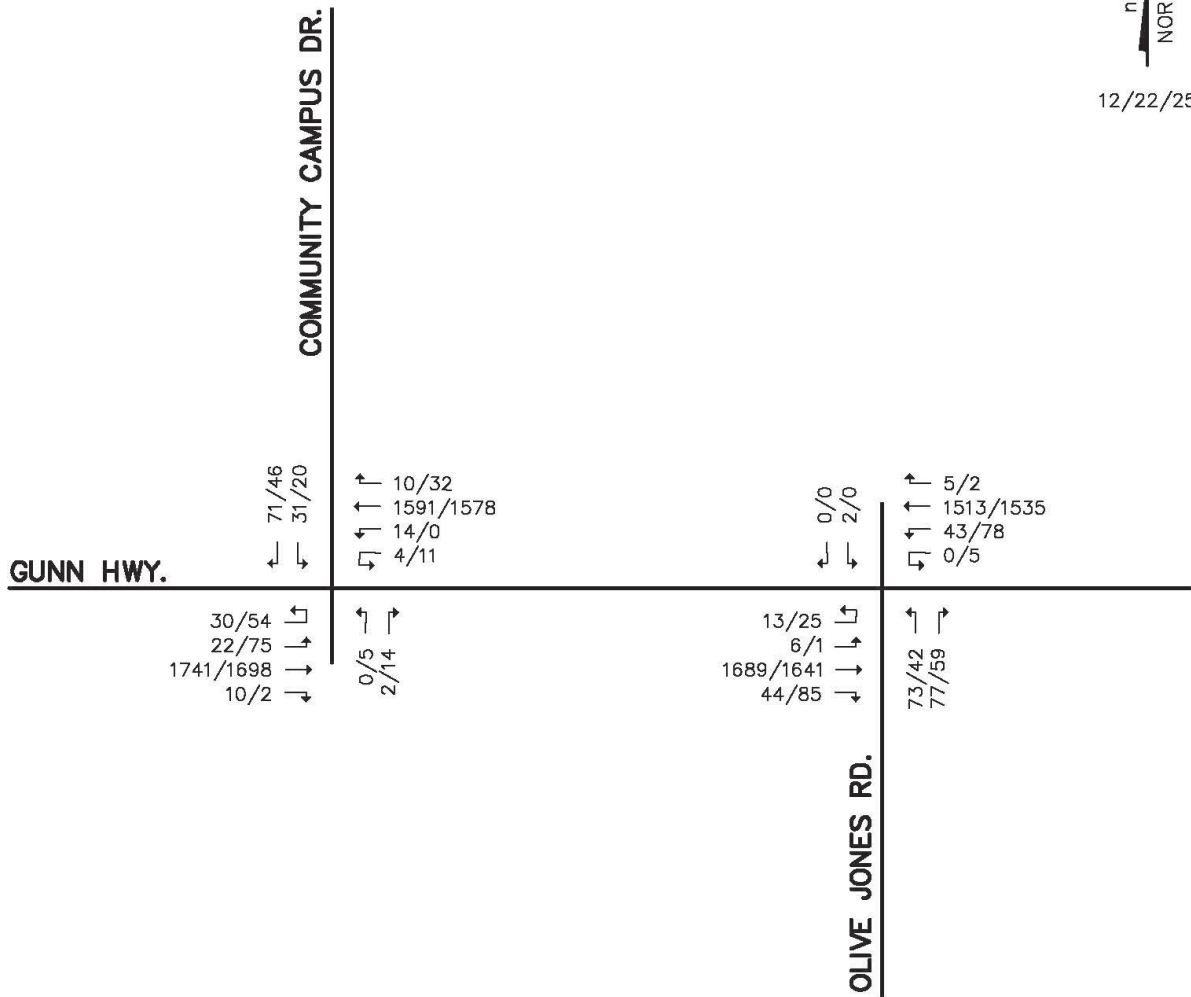


LEGEND

12/12 = AM/PM PEAK HOUR TRAFFIC



12/22/25



**FIGURE 6
BACKGROUND PLUS
PROJECT TRAFFIC**



ACCESS RECOMMENDATIONS

The recommendations included in this report are based on a field review of the site, the proposed site plan, and the Access Management Analysis. The methodology utilized to determine the need for a left and/or right turn lane was based on the Hillsborough County Land Development Code Section 6.04.04. The deceleration length was based on the FDOT Design Manual Exhibit 212-1. The access recommendations are summarized in Table 3 and described in the following paragraph:

Gunn Highway and Project Access

This driveway is proposed to have full access to Gunn Highway. There is an existing approximately 325 foot eastbound left turn lane. Based on the projected volumes, the existing eastbound left turn lane should be sufficient to accommodate the background plus project traffic and a westbound right turn lane is not warranted, as shown in Table 3.



TABLE 3

ACCESS RECOMMENDATIONS

<u>Intersection</u>	<u>Movement</u>	<u>Volume (1)</u>	<u>Turn Lane Warranted? (2)</u>	<u>Queue Storage</u>	<u>Deceleration Length (3)</u>	<u>Total Length</u>	<u>Existing Length</u>	<u>Recommended Length</u>
Gunn Hwy and Project Access	EBL	52/129	Existing	125'	185'	310'	325'	325'
	WBR	10/32	No	-	-	-	-	-

(1) See Figure 6, Background plus Project Traffic, of this report.

(2) Based on Hillsborough County LDC Section 6.04.04

(3) Queue storage length:

Gunn Highway and Project Access:

EBL - $129/30 \times 25 = 108'$ Use 125'

(4) Based on FDOT Design Manual Exhibit 212-1 and the posted speed limit of 45 MPH on Gunn Highway.



APPENDIX



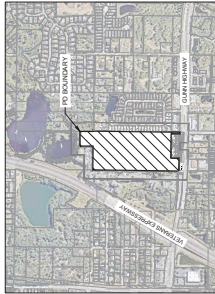
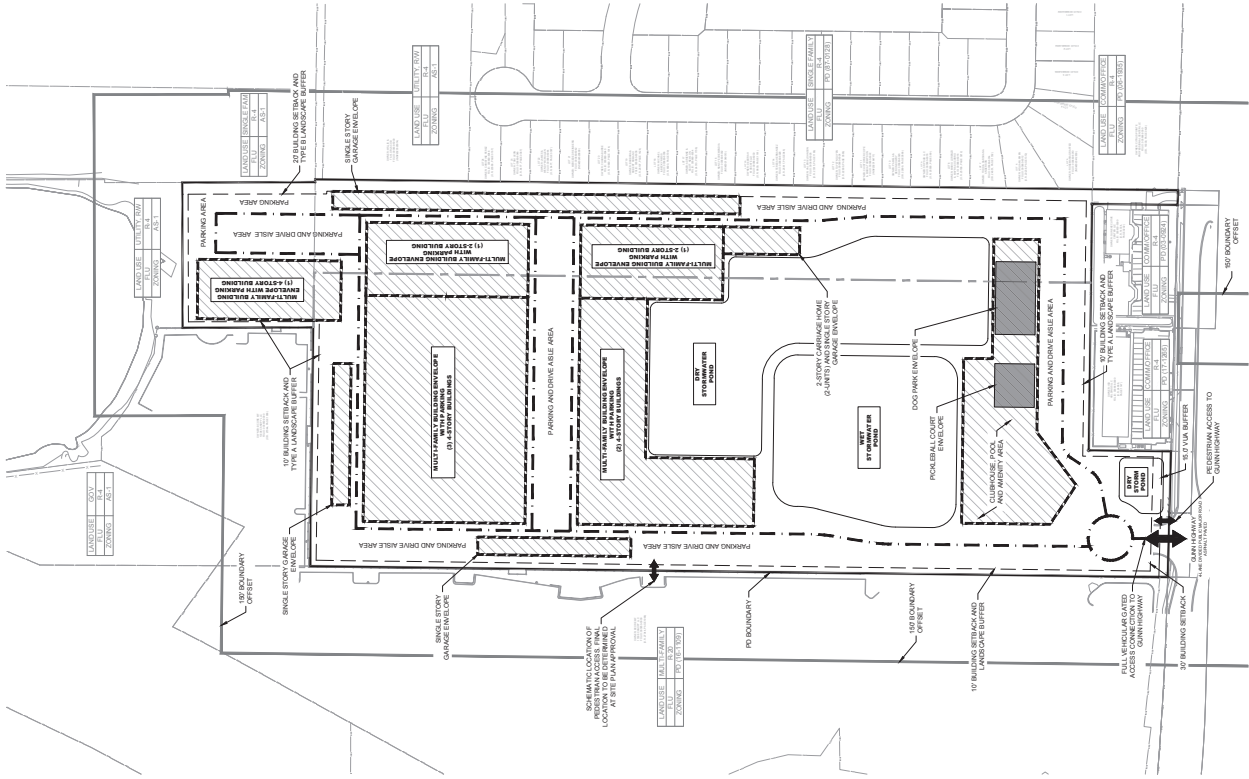
LINCKS & ASSOCIATES, A **TMC** Company

PD SITE PLAN



LINCKS & ASSOCIATES, A ~~TMC~~ Company

HILLSBOROUGH COUNTY		SHEET NUMBER	
FLORIDA		Z100	
CITRUS PARK			
MULTI-FAMILY			
PLANNED			
DEVELOPMENT			
GENERAL SITE PLAN			
KHA PROJECT			
DATE		11/19/2025	
SCALE AS SHOWN			
DESIGNED BY WLB			
DRAWN BY AOC			
CHECKED BY AOC			
FOR EXHIBIT PURPOSES ONLY			
201 NORTH KANAWHA STREET, SUITE 100, TAMPA, FL 33602 PHONE: 813-422-1440 WWW.KIMLEY-HORN.COM REGISTRY NO. 696			
No.	REVISIONS	DATE	BY



DEVELOPMENT TEAM	
DEVELOPER	FLORNOY DEVELOPMENT GROUP, LLC 1500 BRIDGEWAY, SUITE 200 COLUMBUS, GA 31904
DESIGNER	STANLEY WEAVER MILLER WEAVER ARCHITECTS, P.A. AUGUSTA 4, SUTHERLAND 400 EAST MARKET STREET, SUITE 2100 AUGUSTA, GA 30602
LEGAL COUNSEL	KARLEY-HORN AND ASSOCIATES, P.C. 2011 MARKET STREET, SUITE 1400 AUGUSTA, GA 30602
ENGINEER	DYNAMIC DESIGN 5600 WILKINSON ROAD, SUITE 100 DUBLIN, GA 31006
ARCHITECT	ATLANTA, GA 30328
ENVIRONMENTAL	HRC SPATIAL 301 S. KENNEDY AVE., SUITE 200 AUGUSTA, GA 30609

- [illegible]

LEGAL DESCRIPTION: AS WRITTEN BY MRC SPATIAL

[illegible]

A PARCEL OF LAND LYING AND BEING IN THE EAST 1/2 OF THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 36, TOWNSHIP 30 NORTH, RANGE 18 WEST, HILLSBOROUGH COUNTY, FLORIDA, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

[illegible][illegible]

SITE DATA TABLE

PLANNED
DEVELOPMENT
GENERAL SITE PLAN

CITRUS PARK MULTI-FAMILY

SHEET NUMBER
Z100

This document, together with the concepts and designs presented herein, is an instrument of service, as defined under the Ontario Access to Information Act, and is intended only for the specific purpose and client for which it was prepared. Release of this document without written authorization and distribution and deposition in a library, form and Associates, Inc. must be without liability to Kinney-Horn and Associates.

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



LINCKS & ASSOCIATES, A TMC Company

HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications

Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

Urban Service Area Boundary

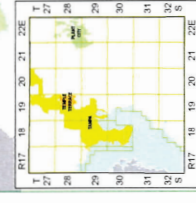
City Limits

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

- PART 3.03.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.10.00 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
- PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.11.00 SPECIAL CONDITIONAL USES
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE

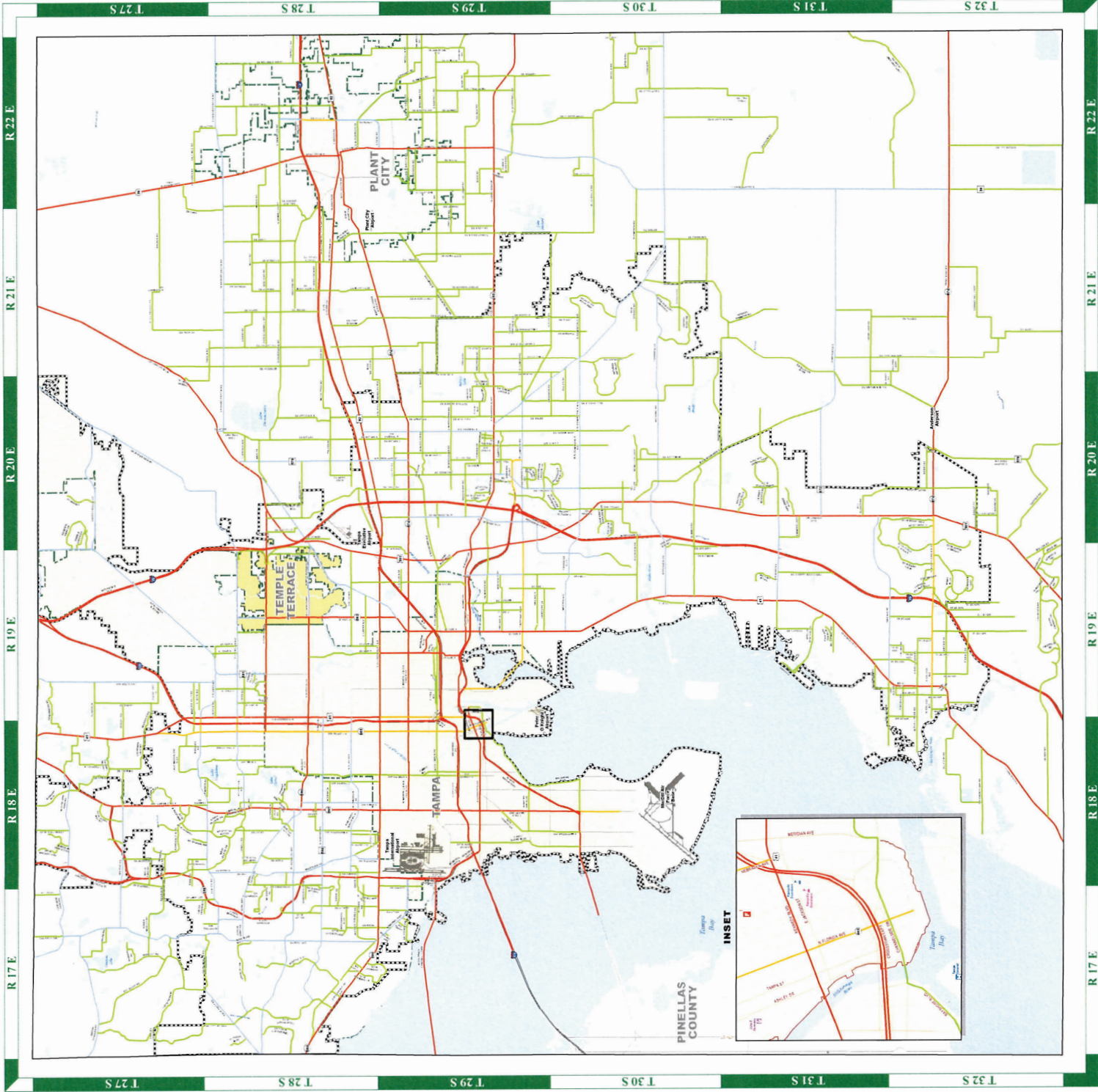
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in the Hillsborough County Traffic Control Program and the Neighborhood Traffic Calming Program.

Locator Map



NOTE: Every responsible effort has been made to ensure 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, INCLUDING MERCHANTABILITY, FITNESS FOR A PARTICULAR PURPOSE, OR NON-INFRINGEMENT. THE MAP IS PROVIDED AS IS, WITHOUT WARRANTY OF ANY KIND. SOURCE: This map has been prepared for the inventory of real property held within Hillsborough County and is compiled from recorded deeds, plats, and other public records. It has been based on BEST AVAILABLE data. Users of this map are hereby notified that the aforementioned public information sources should be consulted for verification of the information contained on this map.

601 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5810
print@hillsboroughcounty.org



HILLSBOROUGH COUNTY
TRUCK ROUTES PLAN



LINCKS & ASSOCIATES, A **TMC** Company



-



R17E R18E R19E R20E R21E R22E

Age Group	No	Yes	Don't know	Refuse to answer
18-24	25%	55%	10%	10%
25-34	15%	65%	10%	10%
35-44	15%	55%	15%	15%
45-54	10%	50%	20%	20%
55-64	10%	45%	25%	20%
65+	10%	40%	30%	20%

HILLSBOROUGH COUNTY CORRIDOR
PRESERVATION PLAN



LINCKS & ASSOCIATES, A **TMC** Company

HILLSBOROUGH COUNTY COMPREHENSIVE PLAN CORRIDOR PRESERVATION PLAN MAP 1



ROADS AND BOUNDARY LINES

- COUNTY BOUNDARY
- MAJOR ROADS
- HILLSBOROUGH COUNTY
- PHILADELPHIA COUNTY
- JURISDICTIONS
- URBAN SERVICE AREA

CORRIDORS

- 2 LANES
- 3 LANES
- 4 LANES
- 6 LANES
- 8 LANES
- 10 LANES
- 2 LANE FRONTAGE ROADS
- 2 LANE ENHANCED ROADS
- 4 LANE ENHANCED ROADS
- 6 LANE ENHANCED ROADS

INTERSECTIONS/INTERCHANGES

- GRADE SEPARATION
- RECONFIGURATION

NATURAL FEATURES

- WATER AND BAY
- STREAMS/RIVERS

LEGEND

LOCATOR MAP AND REFERENCE INFORMATION

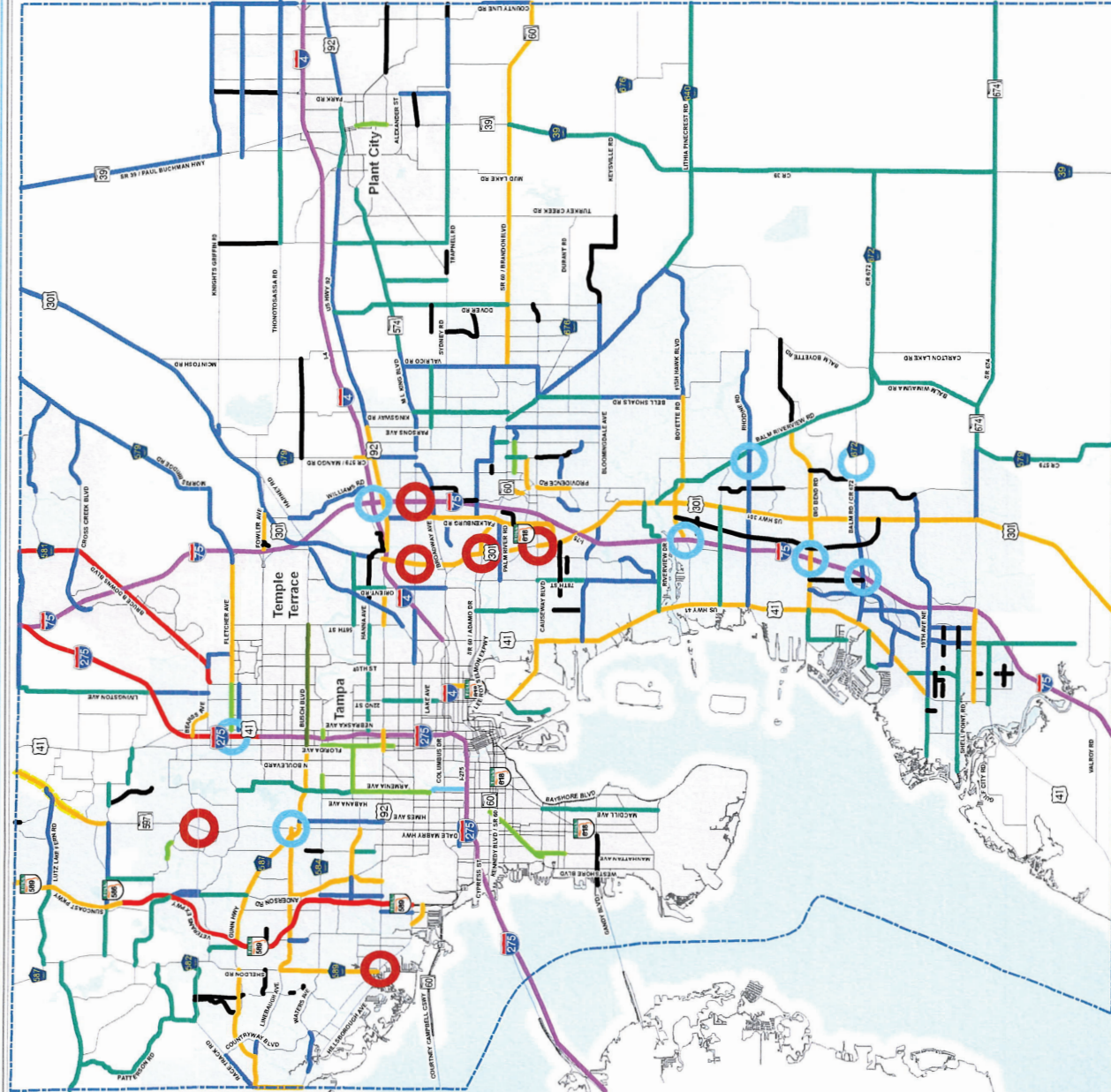


CORRIDOR PRESERVATION: Hillsborough County
INTERSECTION IMPROVEMENTS: Hillsborough County
JURISDICTIONAL AREA: Hillsborough County City Planning Commission (Effective to Present)
URBAN SERVICE AREA BOUNDARIES: Hillsborough County City Planning Commission (Effective to Present)
MAJOR ROADS: Transportation Planning Organization Long Range Transportation Plan: State Adopted (TP) Long Range Transportation
ACCURACY: It is intended that the accuracy of this map comply with U.S. map accuracy standards. However, such accuracy is not
guaranteed by the Hillsborough County City Planning Commission.
REPRODUCTION: This stated map may not be reproduced in part or full for any purpose without specific approval of the Hillsborough County
City Planning Commission.

Author: RMatthe
Date: 12/23/2024

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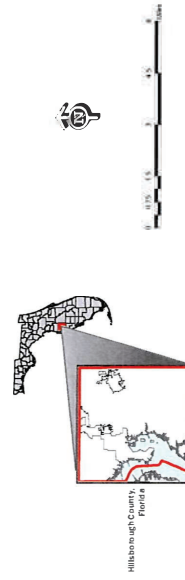
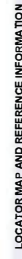


HILLSBOROUGH COUNTY
COST FEASIBLE PLAN



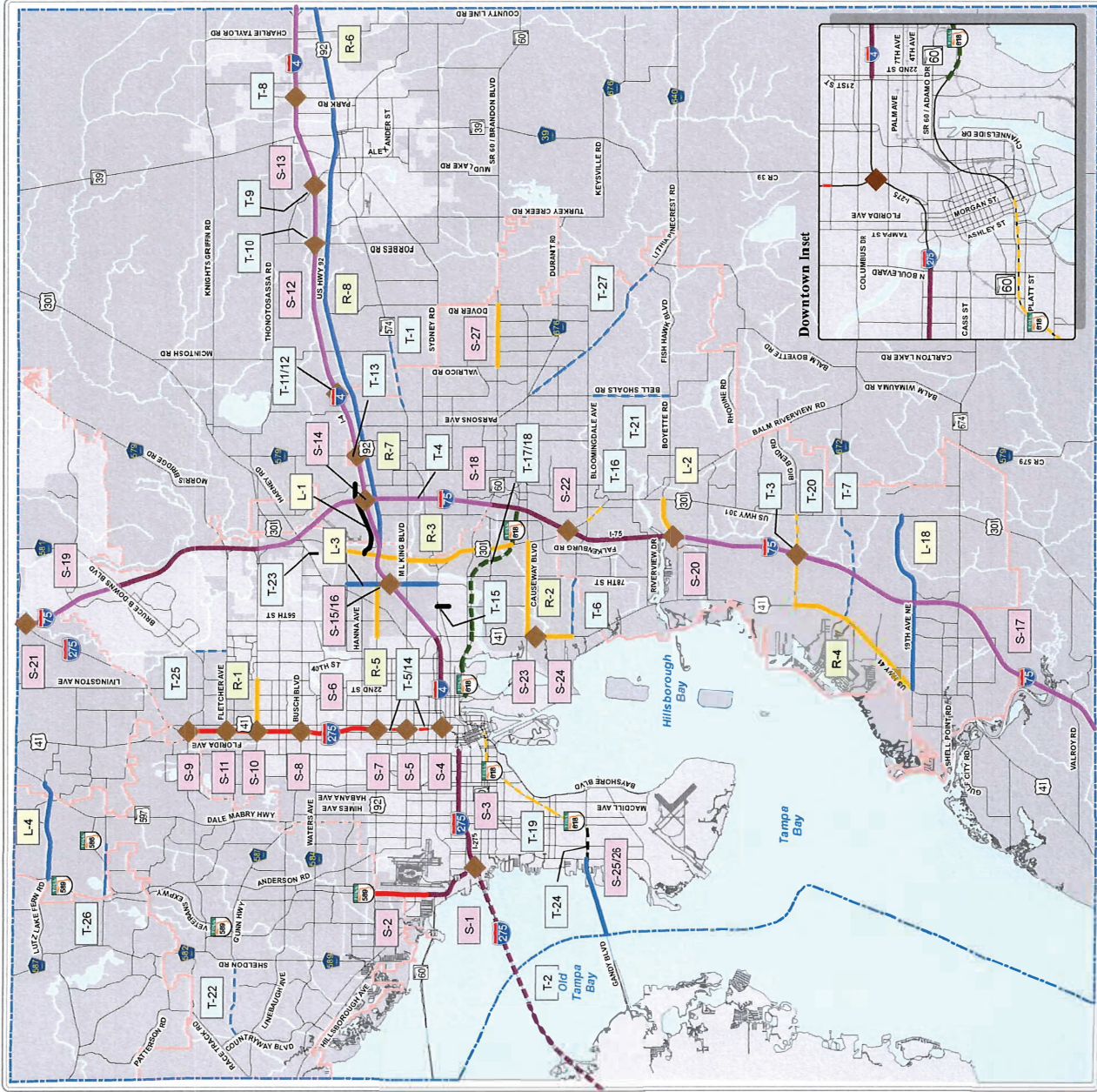
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Hillsborough MPO
Metropolitan Planning
for Transportation

[illegible]

Author: RMathic
Date: 1/13/2021

Path G:\groot\Projects\Rogen\2045 LRT\Cost_Feasible Plan_11x17.mxd Date: 11/3/2021



TURNING MOVEMENT COUNTS



LINCKS & ASSOCIATES, A **TMC** Company



National Data & Surveying Services

Site Code: 25-120386-001

Date: 08/26/2025

Weather: Sunny

City: Tampa

County: Hillsborough

Count Times: 07:00 - 09:00

16:00 - 18:00

Control: 2-Way Stop(NB/SB)

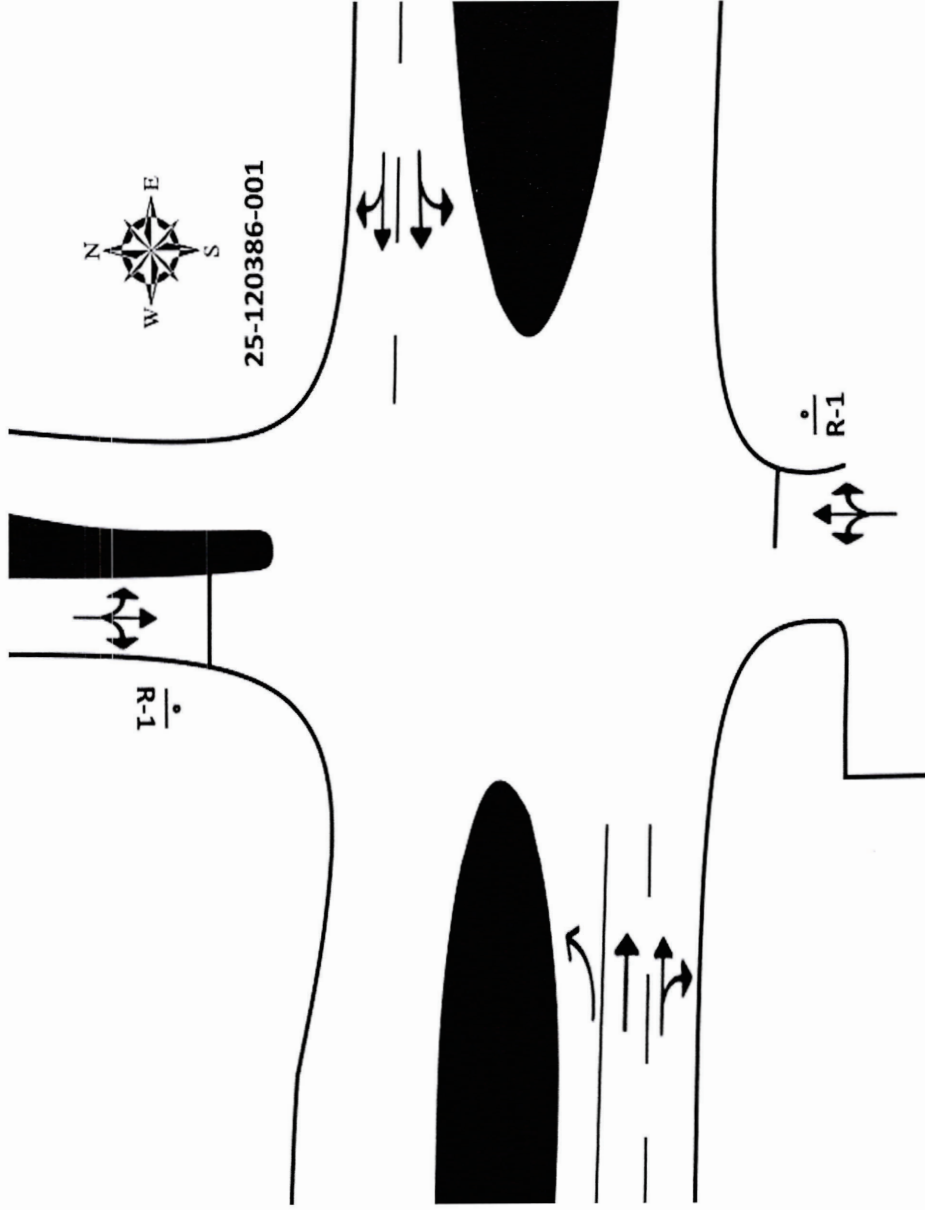


N/S Street: Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy

Speed: N/A

E/W Street: Gunn Hwy/CR 587

Speed: 45 MPH

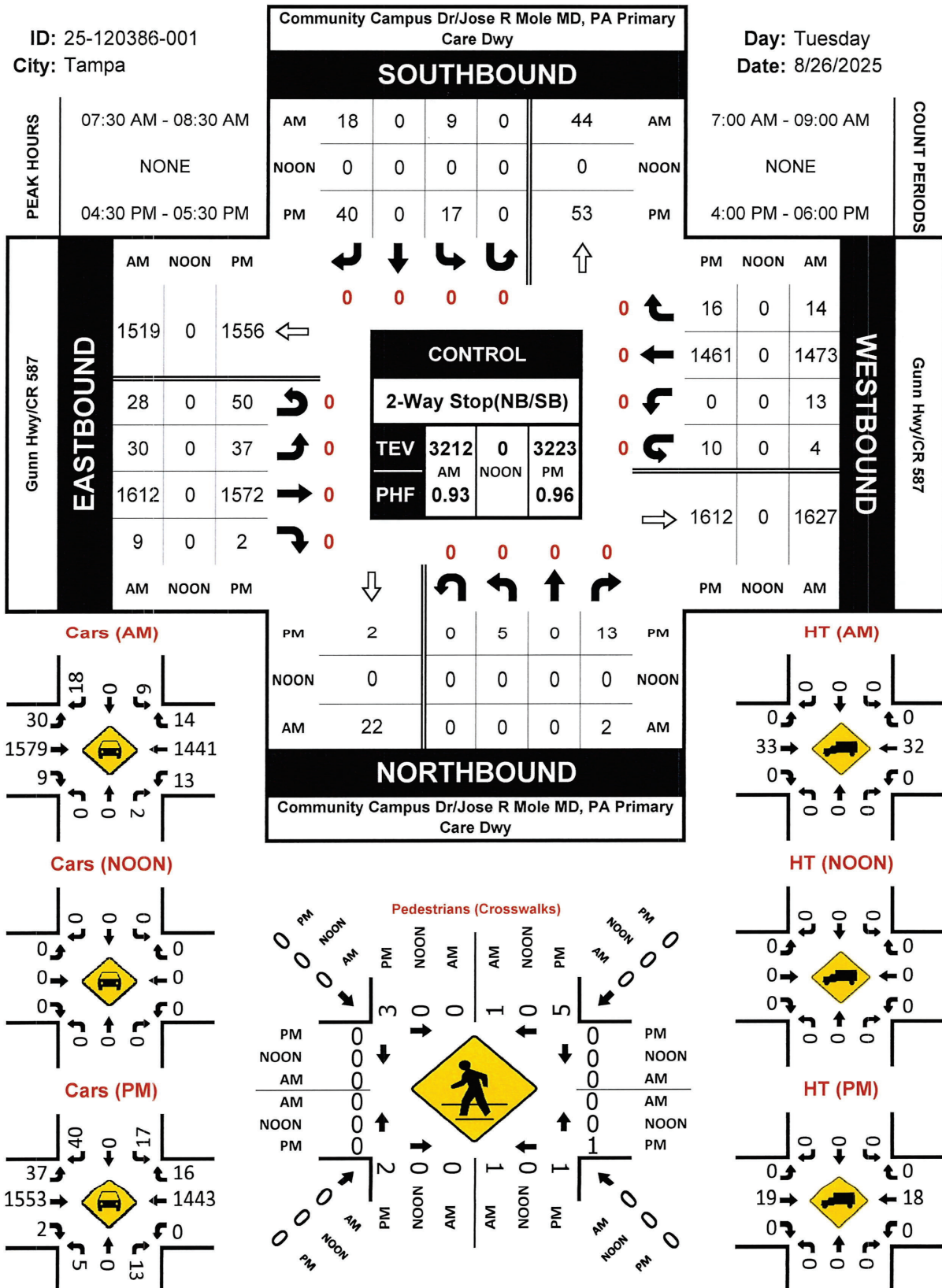


Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy & Gunn Hwy/CR 587

Peak Hour Turning Movement Count

ID: 25-120386-001
City: Tampa

Day: Tuesday
Date: 8/26/2025



National Data & Surveying Services

City: Tampa

Control: 2-Way Stop(NB/SB)

Date: 8/26/2025

NS/EW Streets:		Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy				Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy				Gunn Hwy/CR 587				Gunn Hwy/CR 587							
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND							
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
7:00 AM		0	0	0	0	5	0	12	1	5	227	0	2	0	267	5	0	524			
7:15 AM		0	0	0	0	2	0	1	1	3	322	1	7	0	341	6	0	684			
7:30 AM		0	0	2	0	0	0	3	0	4	363	1	5	2	376	1	2	761			
7:45 AM		0	0	0	0	2	0	7	0	9	416	3	5	3	411	6	0	862			
8:00 AM		0	0	0	0	3	0	5	0	11	444	1	8	3	363	4	0	842			
8:15 AM		0	0	0	0	2	0	3	0	6	389	4	10	5	323	3	2	747			
8:30 AM		1	0	0	0	3	0	4	0	13	383	1	4	1	234	5	0	649			
8:45 AM		1	0	2	0	3	0	5	0	9	300	3	4	3	228	5	4	567			
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :		2	0	4	0	22	0	40	2	60	2844	14	45	17	2543	35	8	5636			
PEAK HR :		33.33%	0.00%	66.67%	0.00%	34.38%	0.00%	62.50%	3.13%	2.02%	95.98%	0.47%	1.52%	0.65%	97.69%	1.34%	0.31%				
PEAK HR VOL :		0	0	2	0	9	0	18	0	30	1612	9	28	13	1473	14	4	TOTAL			
PEAK HR FACTOR :		0.000	0.000	0.250	0.000	0.750	0.000	0.643	0.000	0.682	0.908	0.563	0.700	0.650	0.896	0.583	0.500	3212			
		0.250																	0.905	0.895	0.932

PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL			
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET <td>ER</td> <td>EU</td> <td>WL</td> <td>WT</td> <td>WR</td> <td>WU</td> <td>TOTAL</td>	ER	EU	WL	WT	WR	WU	TOTAL			
4:00 PM		0	0	0	0	0	0	7	0	9	362	0	9	1	361	0	3	759			
4:15 PM		2	0	2	0	1	0	12	0	4	370	2	20	0	331	3	1	747			
4:30 PM		1	0	4	0	4	0	8	0	4	322	0	14	0	400	4	1	762			
4:45 PM		2	0	4	0	3	0	3	0	16	427	0	12	0	334	2	2	805			
5:00 PM		2	0	2	0	5	0	17	0	12	406	1	8	0	351	7	5	816			
5:15 PM		0	0	3	0	5	0	12	0	5	417	1	16	0	376	3	2	840			
5:30 PM		0	0	2	0	5	0	7	0	10	394	1	14	0	321	3	4	761			
5:45 PM		0	0	0	0	2	0	15	0	4	392	0	16	1	332	3	2	767			
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
APPROACH %'s :		8	0	17	0	30	0	81	0	64	3090	5	109	2	2806	25	20	6257			
		32.00%	0.00%	68.00%	0.00%	27.03%	0.00%	72.97%	0.00%	1.96%	94.55%	0.15%	3.34%	0.07%	98.35%	0.88%	0.70%				
PEAK HR :		5	0	13	0	17	0	40	0	37	1572	2	50	0	1461	16	10	TOTAL			
PEAK HR VOL :		0.625	0.000	0.813	0.000	0.850	0.000	0.588	0.000	0.578	0.920	0.500	0.781	0.000	0.913	0.571	0.500	3223			
PEAK HR FACTOR :		0.750																	0.913	0.918	0.959

National Data & Surveying Services

Intersection Turning Movement Count

Location: Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy & Gunn Hwy/CR 587
City: Tampa
Control: 2-Way Stop(NB/SB)

Project ID: 25-120386-001
Date: 8/26/2025

Data - Cars

NS/EW Streets:	Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy										Gunn Hwy/CR 587									
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND				
AM	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0
7:00 AM	0	0	0	0	0	5	0	12	1	5	227	0	0	2	0	0	257	5	0	0
7:15 AM	0	0	0	0	0	2	0	1	1	3	317	1	1	7	0	0	337	6	0	0
7:30 AM	0	0	2	0	0	2	0	3	0	4	353	1	1	5	0	2	369	1	2	0
7:45 AM	0	0	0	0	0	2	0	7	0	9	411	3	3	5	0	3	401	6	0	0
8:00 AM	0	0	0	0	0	3	0	5	0	11	435	1	1	8	0	3	356	4	0	0
8:15 AM	0	0	0	0	0	2	0	3	0	6	380	4	4	10	0	5	315	3	2	0
8:30 AM	1	0	0	0	0	3	0	4	0	13	374	1	1	4	0	1	226	5	0	0
8:45 AM	1	0	2	0	0	3	0	5	0	9	292	3	3	4	0	3	216	5	4	0
TOTAL VOLUMES :	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0
APPROACH %'s :	2	0	4	0	0.00%	22	0	40	2	60	2789	14	14	45	0.32%	17	2477	35	8	0.32%
PEAK HR :	0.00%	0.00%	66.67%	0.00%	34.38%	0.00%	0.00%	62.50%	3.13%	2.06%	95.91%	0.48%	1.55%	0.700	0.898	0.67%	97.64%	1.38%	0.500	0.929
PEAK HR VOL :	0	0	2	0	0.00%	9	0	18	0	30	1579	9	9	28	4	13	1441	14	4	0.500
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.750	0.000	0.643	0.000	0.682	0.907	0.563	0.904	0.700	0.898	0.650	0.898	0.583	0.500	0.929

NS/EW Streets:	Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy										Gunn Hwy/CR 587									
	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND				
PM	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0
4:00 PM	0	0	0	0	0	0	0	7	0	9	355	0	0	9	0	0	357	0	3	0
4:15 PM	1	0	2	0	0	1	0	12	0	4	364	2	2	20	0	1	322	3	0	0
4:30 PM	1	0	4	0	0	4	0	8	0	4	314	0	0	14	0	0	396	4	1	0
4:45 PM	2	0	4	0	0	3	0	3	0	16	422	0	0	12	0	0	332	2	2	0
5:00 PM	2	0	2	0	0	5	0	17	0	12	402	1	1	6	0	0	343	7	5	0
5:15 PM	0	0	3	0	0	5	0	12	0	5	415	1	1	16	0	0	372	3	2	0
5:30 PM	0	0	2	0	0	5	0	7	0	10	389	1	1	14	0	0	319	3	4	0
5:45 PM	0	0	0	0	0	2	0	15	0	4	384	0	0	16	0	1	329	3	2	0
TOTAL VOLUMES :	NL	NT	NR	NU	0	SL	ST	SR	SU	0	EL	ET	ER	EU	0	WL	WT	WR	WU	0
APPROACH %'s :	8	0	17	0	0.00%	30	0	81	0	64	3045	5	5	107	0.67%	2	2770	25	19	0.67%
PEAK HR :	0.00%	0.00%	68.00%	0.00%	27.03%	0.00%	0.00%	72.97%	0.00%	1.99%	94.54%	0.16%	3.32%	0.750	0.916	0.07%	98.37%	0.89%	0.500	0.954
PEAK HR VOL :	5	0	13	0	0.00%	17	0	40	0	37	1553	2	2	48	10	0	1443	16	10	0.500
PEAK HR FACTOR :	0.625	0.000	0.813	0.000	0.750	0.850	0.000	0.588	0.000	0.578	0.920	0.500	0.911	0.750	0.916	0.000	0.911	0.571	0.500	0.954

National Data & Surveying Services

Intersection Turning Movement Count

Location: Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy & Gunn Hwy/CR 587
City: Tampa
Control: 2-Way Stop(NB/SB)

Project ID: 25-120386-001
Date: 8/26/2025

Data - HT

NS/EW Streets:		Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy										Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy										Gunn Hwy/CR 587									
AM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND														
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL													
7:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10													
7:15 AM		0	0	0	0	0	0	0	0	0	5	0	0	0	4	0	0	9													
7:30 AM		0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0	17													
7:45 AM		0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	15													
8:00 AM		0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	0	16													
8:15 AM		0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17													
8:30 AM		0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17													
8:45 AM		0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	0	20													
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL													
APPROACH %'s :		0	0	0	0	0	0	0	0	0	55	0	0	0	66	0	0	121													
PEAK HR :		07:30 AM - 08:30 AM										0.00%																			
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	33	0	0	0	32	0	0	65													
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.825	0.000	0.000	0.000	0.800	0.000	0.000	0.956													
PM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND														
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL													
4:00 PM		0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11													
4:15 PM		0	0	0	0	0	0	0	0	0	6	0	0	0	9	0	1	16													
4:30 PM		0	0	0	0	0	0	0	0	0	8	0	0	0	4	0	0	12													
4:45 PM		0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7													
5:00 PM		0	0	0	0	0	0	0	0	0	4	0	2	0	8	0	0	14													
5:15 PM		0	0	0	0	0	0	0	0	0	2	0	0	0	4	0	0	6													
5:30 PM		0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7													
5:45 PM		0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11													
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL													
APPROACH %'s :		0	0	0	0	0	0	0	0	0	45	0	2	0	36	0	1	84													
PEAK HR :		04:30 PM - 05:30 PM										0.00%																			
PEAK HR VOL :		0	0	0	0	0	0	0	0	0	19	0	2	0	18	0	0	39													
PEAK HR FACTOR :		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.594	0.000	0.250	0.000	0.563	0.000	0.000	0.696													

National Data & Surveying Services

Intersection Turning Movement Count

Location: Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy & Gunn Hwy/CR 587

City: Tampa

Control: 2-Way Stop(NB/SB)

Project ID: 25-120386-001

Date: 8/26/2025

Data - Bikes

NS/EW Streets:		Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy					Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy					Gunn Hwy/CR 587					Gunn Hwy/CR 587				
		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND				
AM		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL			
7:00 AM		0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3			
7:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:30 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1			
7:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2			
8:00 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2			
8:15 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
8:30 AM		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1			
8:45 AM		0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3			
TOTAL VOLUMES :		0	0	0	0	0	0	0	0	0	2	0	0	0	10	0	0	12			
APPROACH %'s :							0.00%					0.00%					0.00%				
PEAK HR :							0.00%					100.00%					100.00%				
PEAK HR VOL :		0.000					0.000					0.000					0.000				
PEAK HR FACTOR :		0.000					0.000					0.000					0.625				
		07:30 AM - 08:30 AM															0.625				
		0.000					0.000					0.000					0.625				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
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		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				
		0.000					0.000					0.000					0.000				

Intersection Turning Movement Count

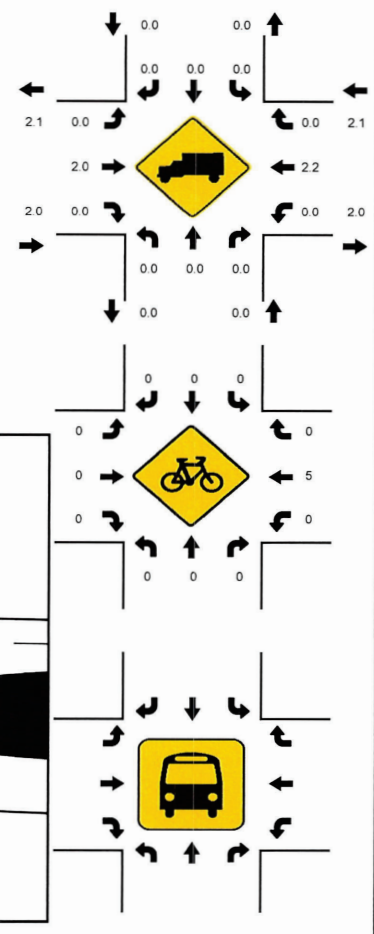
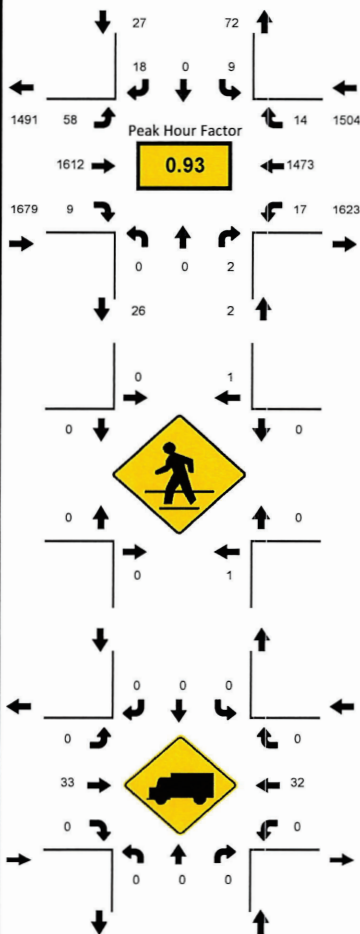
Location: Community Campus Dr/Jose R Mole MD, PA Primary Care Dwy & Gun **Project ID:** 25-120386-001
City: Tampa **Date:** 8/26/2025

Data - Pedestrians (Crosswalks)

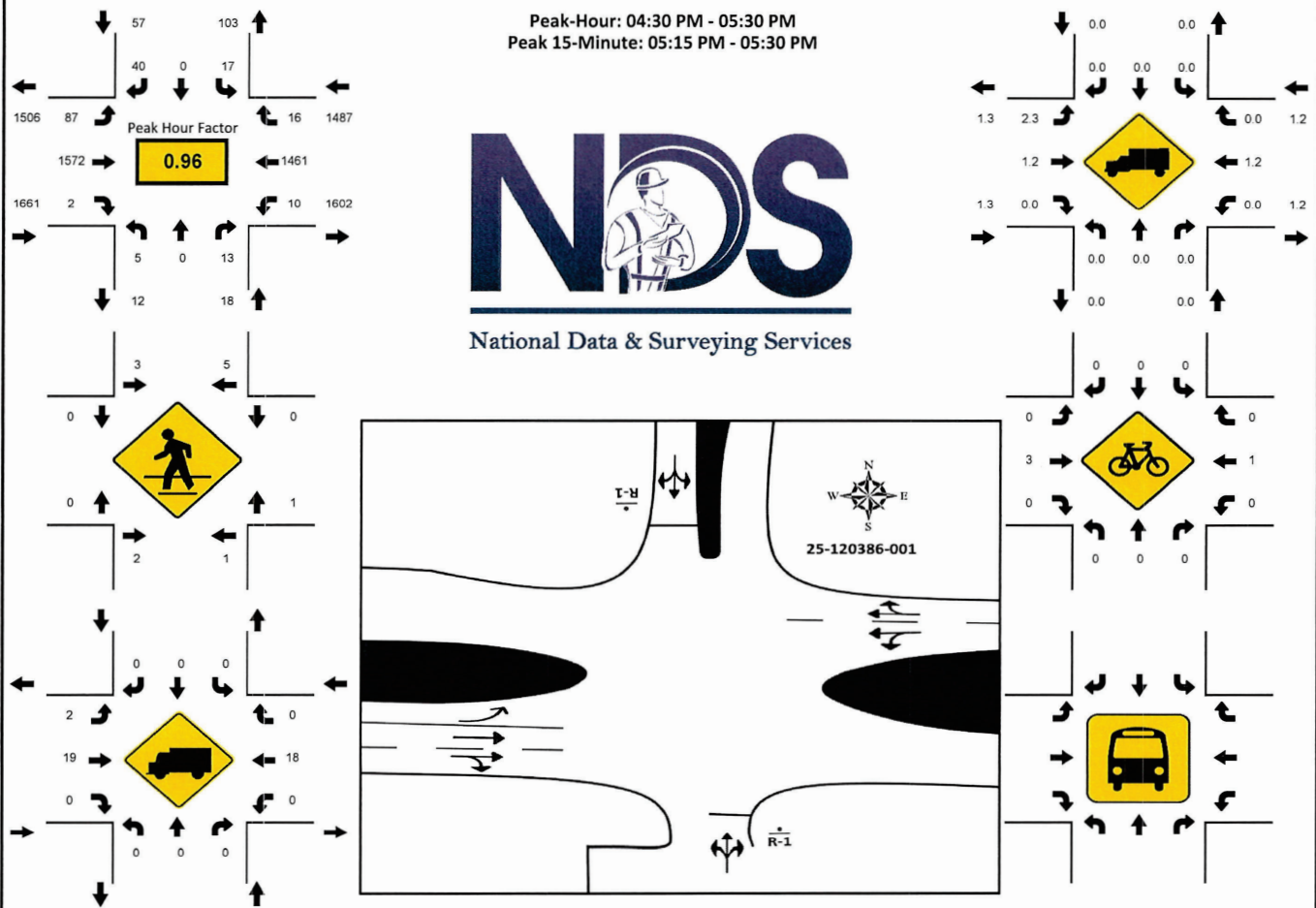
NS/EW Streets:	Community Campus Dr/Jose R Mole MD, PA		Community Campus Dr/Jose R Mole MD, PA		Gunn Hwy/CR 587		Gunn Hwy/CR 587	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
7:00 AM	0	1	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1
8:45 AM	0	0	1	0	0	0	0	0
TOTAL VOLUMES :	0	2	1	1	0	0	0	1
APPROACH %'s :	0.00%	100.00%	50.00%	50.00%	0.00%	100.00%	0.00%	100.00%
PEAK HR :	07:30 AM - 08:30 AM		0.250		0		0	
PEAK HR VOL :	0		0.250		0		0	
PEAK HR FACTOR :	0.250		0.250		0		0	
TOTAL	5		5		1		1	

NS/EW Streets:	Community Campus Dr/Jose R Mole MD, PA		Community Campus Dr/Jose R Mole MD, PA		Gunn Hwy/CR 587		Gunn Hwy/CR 587	
	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
	EB	WB	EB	WB	NB	SB	NB	SB
4:00 PM	0	0	1	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0
4:30 PM	2	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0
5:15 PM	1	3	2	1	1	0	0	0
5:30 PM	0	0	0	1	0	0	0	0
5:45 PM	0	0	0	1	0	0	0	0
TOTAL VOLUMES :	3	5	3	3	1	0	0	0
APPROACH %'s :	37.50%	62.50%	50.00%	50.00%	100.00%	0.00%	0.00%	0.00%
PEAK HR :	04:30 PM - 05:30 PM		0.250		1		0	
PEAK HR VOL :	3		0.250		0.250		0	
PEAK HR FACTOR :	0.375		0.417		0.250		0.250	
TOTAL	15		15		1		1	

PROJECT ID: 25-120386-001
DATE: Tue, Aug 26, 2025

[illegible]

PROJECT ID: 25-120386-001
DATE: Tue, Aug 26, 2025

[illegible]



National Data & Surveying Services



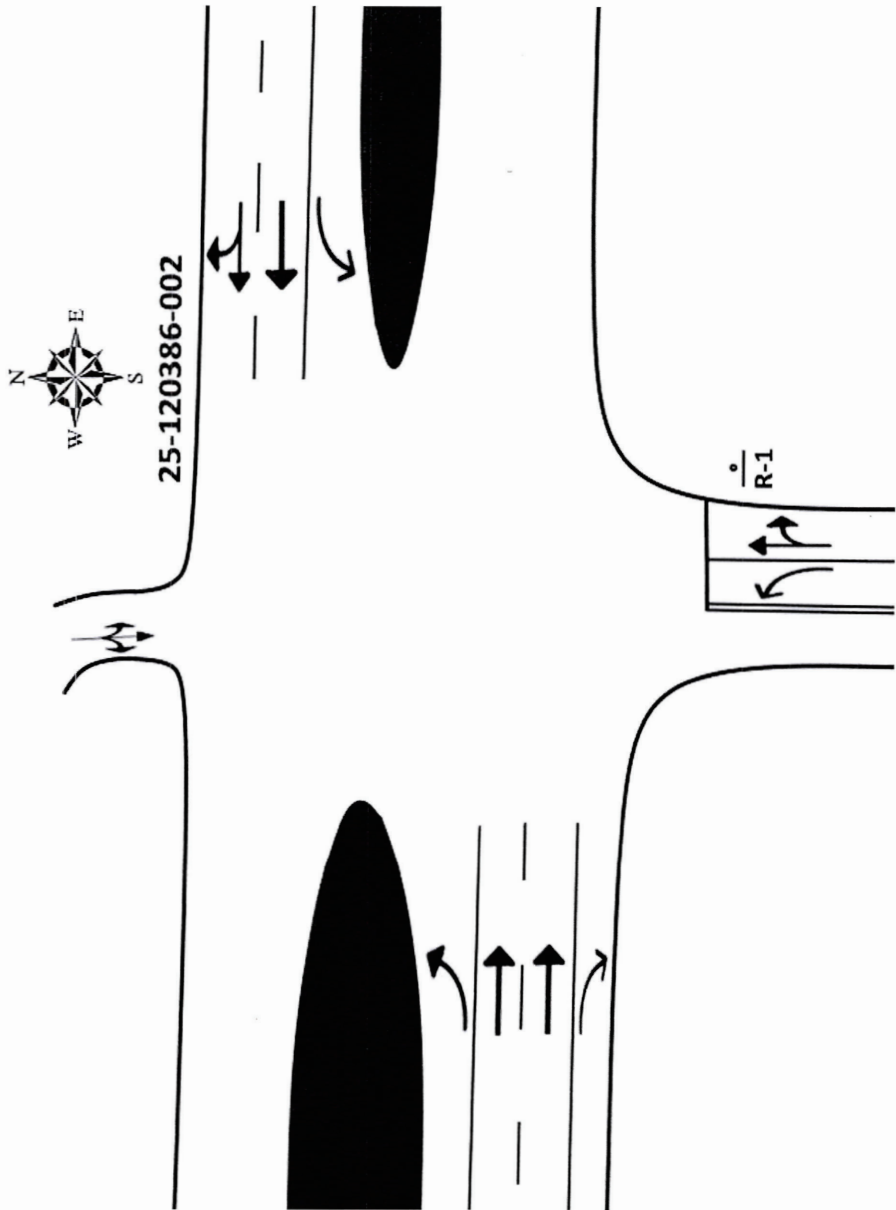
N/S Street: Olive Jones Rd/Gardner Audiology Dwy

Speed: 25 MPH

Site Code: 25-120386-002
Date: 08/26/2025
Weather: Sunny
City: Tampa
County: Hillsborough
Count Times: 07:00 - 09:00
16:00 - 18:00
Control: 1-Way Stop(NB)

E/W Street: Gunn Hwy/CR 587

Speed: 45 MPH



National Data & Surveying Services

City: Tampa

Control: 1-Way Stop(NB)

Date: 8/26/2025

Data - Total

National Data & Surveying Services

Intersection Turning Movement Count

Location: Olive Jones Rd/Gardner Audiology Dwy & Gunn Hwy/CR 587
City: Tampa
Control: 1-Way Stop(NB)

Project ID: 25-120386-002
Date: 8/26/2025

Data - Cars

NS/EW Streets:		Olive Jones Rd/Gardner Audiology Dwy						Olive Jones Rd/Gardner Audiology Dwy						Gunn Hwy/CR 587						Gunn Hwy/CR 587					
AM		NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND					
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL							
7:00 AM		17	0	15	0	0	0	0	0	2	231	3	1	3	244	0	1	517							
7:15 AM		33	0	18	0	0	0	0	0	0	306	7	3	4	307	0	0	678							
7:30 AM		21	0	22	0	1	0	0	0	0	341	12	0	11	352	1	0	761							
7:45 AM		13	0	17	0	0	0	0	0	4	389	11	5	14	389	1	0	843							
8:00 AM		12	0	12	0	1	0	0	0	2	427	8	4	9	342	0	0	817							
8:15 AM		21	0	19	0	0	0	0	0	0	355	9	3	5	292	3	0	707							
8:30 AM		13	0	17	0	1	0	0	0	1	379	9	2	6	212	0	0	640							
8:45 AM		14	0	16	0	0	0	0	0	3	287	4	7	10	211	2	0	554							
TOTAL VOLUMES :		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL							
APPROACH %'s :		144	0	136	0	3	0	0	0	12	2715	63	25	62	2349	7	1	5517							
PEAK HR :		51.43%	0.00%	48.57%	0.00%	100.00%	0.00%	0.00%	0.00%	0.43%	96.45%	2.24%	0.89%	2.56%	97.11%	0.29%	0.04%								
PEAK HR VOL :		67	0	70	0	2	0	0	0	6	1512	40	12	39	1375	5	0	3128							
PEAK HR FACTOR :		0.798	0.000	0.795	0.000	0.500	0.000	0.000	0.000	0.375	0.885	0.833	0.600	0.696	0.884	0.417	0.000	0.928							
		0.797						0.500						0.890						0.878					

National Data & Surveying Services

City: Tampa

City: Tampa

Control: 1-Way Stop(NB)

Date: 8/26/2025

Data - HT

NS/EW Streets:		Olive Jones Rd/Gardner Audiology Dwy				Olive Jones Rd/Gardner Audiology Dwy				Gunn Hwy/CR 587				Gunn Hwy/CR 587				
AM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00AM		0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10
7:15AM		0	0	1	0	0	0	0	0	0	5	0	0	1	4	0	0	11
7:30AM		0	0	1	0	0	0	0	0	0	10	0	0	0	7	0	0	18
7:45AM		1	0	0	0	0	0	0	0	0	5	0	0	1	9	0	0	16
8:00AM		0	0	0	0	0	0	0	0	0	8	1	0	0	7	0	0	16
8:15AM		0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
8:30AM		0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	0	17
8:45AM		0	0	0	0	0	0	0	0	0	9	0	0	0	12	0	0	21
TOTAL VOLUMES :		1	0	2	0	0	0	0	0	0	55	1	0	2	65	0	0	TOTAL 126
APPROACH % :		33.33%	0.00%	66.67%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	98.21%	1.79%	0.00%	2.99%	97.01%	0.00%	0.00%	
PEAK HR :																		
PEAK HR VOL :		1	0	1	0	0	0	0	0	0	32	1	0	1	31	0	0	67
PEAK HR FACTOR :		0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.800	0.250	0.000	0.250	0.861	0.000	0.000	0.931
		0.500																
PM		NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
		NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00PM		0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	14
4:15PM		0	0	1	0	0	0	0	0	0	8	0	0	0	9	1	0	19
4:30PM		0	0	0	0	0	0	0	0	0	6	1	0	0	4	0	0	11
4:45PM		0	0	1	0	0	0	0	0	0	4	0	0	0	2	0	0	7
5:00PM		0	0	0	0	0	0	0	0	0	5	0	0	0	8	1	0	14
5:15PM		0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	0	5
5:30PM		0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7
5:45PM		0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9
TOTAL VOLUMES :		0	0	2	0	0	0	0	0	0	45	1	0	0	36	2	0	TOTAL 86
APPROACH % :		0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	97.83%	2.17%	0.00%	0.00%	94.74%	5.26%	0.00%	
PEAK HR :																		
PEAK HR VOL :		0	0	1	0	0	0	0	0	0	17	1	0	0	17	1	0	37
PEAK HR FACTOR :		0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.708	0.250	0.000	0.000	0.531	0.250	0.000	0.661
		0.250																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Olive Jones Rd/Gardner Audiology Dwy & Gunn Hwy/CR 587

City: Tampa

Control: 1-Way Stop(NB)

Project ID: 25-120386-002

Date: 8/26/2025

Data - Bikes

NS/EW Streets:		Olive Jones Rd/Gardner Audiology Dwy					Olive Jones Rd/Gardner Audiology Dwy					Gunn Hwy/CR 587					Gunn Hwy/CR 587				
AM		NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND				
		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	
7:00 AM		0	0	0	0		0	0	0	0		0	1	0	0		0	2	0	0	
7:15 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
7:30 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	1	0	1	
7:45 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	2	0	2	
8:00 AM		1	0	0	0		0	0	0	0		0	0	0	0		0	1	0	2	
8:15 AM		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	
8:30 AM		0	0	0	0		0	0	0	0		0	1	0	0		0	0	0	1	
8:45 AM		1	0	0	0		0	0	0	0		0	0	0	0		0	2	0	3	
TOTAL VOLUMES :		NL	NT	NR	NU		SL	ST	SR	SU		EL	ET	ER	EU		WL	WT	WR	WU	
APPROACH %'s :		2	0	0	0		0	0	0	0		0	2	0	0		0	8	0	0	
PEAK HR :		07:30 AM - 08:30 AM					100.00%					100.00%					100.00%				
PEAK HR VOL :		1	0	0	0		0	0	0	0		0	0	0	0		0	4	0	0	
PEAK HR FACTOR :		0.250	0.000	0.000	0.000		0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000		0.000	0.500	0.000	0.000	
		0.250					0.000					0.500									
TOTAL		5					0					0					0				
		0.625					0.000					0.500					0.000				
		100.00%					100.00%					100.00%					100.00%				
		0.00%					0.00%					0.00%					0.00%				
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Intersection Turning Movement Count

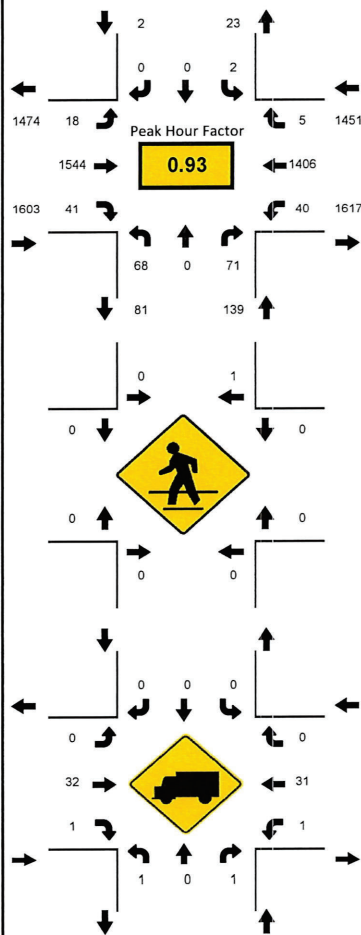
Location: Olive Jones Rd/Gardner Audiology Dwy & Gunn Hwy/CR 587 **Project ID:** 25-120386-002
City: Tampa **Date:** 8/26/2025

Data - Pedestrians (Crosswalks)

NS/EW Streets:		Olive Jones Rd/Gardner Audiology Dwy		Gunn Hwy/CR 587		Gunn Hwy/CR 587	
		NORTH LEG		SOUTH LEG		EAST LEG	
		EB	WB	EB	WB	NB	SB
AM							
7:00 AM		0	2	0	0	0	0
7:15 AM		0	0	0	0	0	0
7:30 AM		0	0	0	0	0	0
7:45 AM		0	1	0	0	0	0
8:00 AM		0	0	0	0	0	0
8:15 AM		0	0	0	0	0	0
8:30 AM		0	0	0	0	0	0
8:45 AM		0	0	0	0	0	0
TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB
APPROACH %'s :		0	3	0	0	0	0
PEAK HR :		0.00%		100.00%			
PEAK HR VOL :		07:30 AM - 08:30 AM					
PEAK HR FACTOR :		0		1		0	
		0.250		0.250		0	
TOTAL		3		0		0	
TOTAL		1				0	
		0.250					

		NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG	
		EB	WB	EB	WB	NB	SB	NB	SB
PM									
4:00 PM		2	0	0	0	0	0	2	0
4:15 PM		0	0	0	0	0	0	0	0
4:30 PM		2	1	0	0	1	0	0	0
4:45 PM		1	0	0	0	0	0	0	0
5:00 PM		1	1	0	0	0	0	0	0
5:15 PM		1	1	0	1	0	0	0	0
5:30 PM		0	0	1	0	0	0	0	0
5:45 PM		0	0	0	0	0	0	0	0
TOTAL VOLUMES :		EB	WB	EB	WB	NB	SB	NB	SB
APPROACH %'s :		70.00%	30.00%	50.00%	50.00%	100.00%	0.00%	100.00%	0.00%
PEAK HR :		04:30 PM - 05:30 PM							
PEAK HR VOL :		5		1		1		0	
PEAK HR FACTOR :		0.625		0.250		0.250		0	
		0.667		0.250		0.250			
TOTAL		4		1		2		0	
TOTAL		0		1		0		0	
TOTAL		4		1		0		0	
TOTAL		1		0		0		0	
TOTAL		2		0		0		0	
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TOTAL		1		0		0		0	
TOTAL		0		0		0		0	

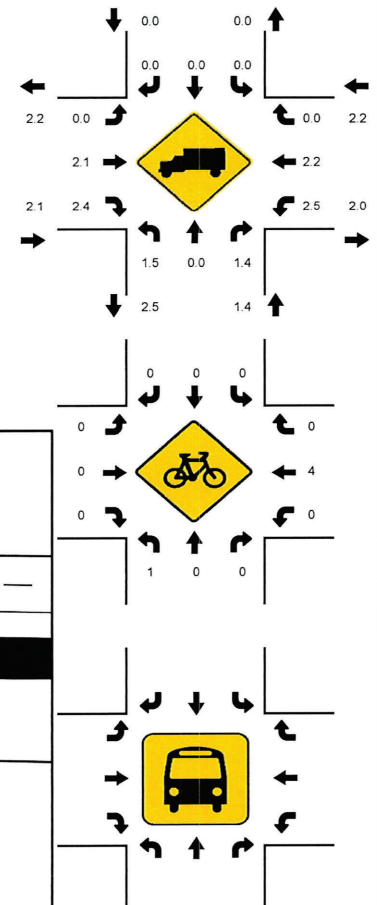
PROJECT ID: 25-120386-002
DATE: Tue, Aug 26, 2025



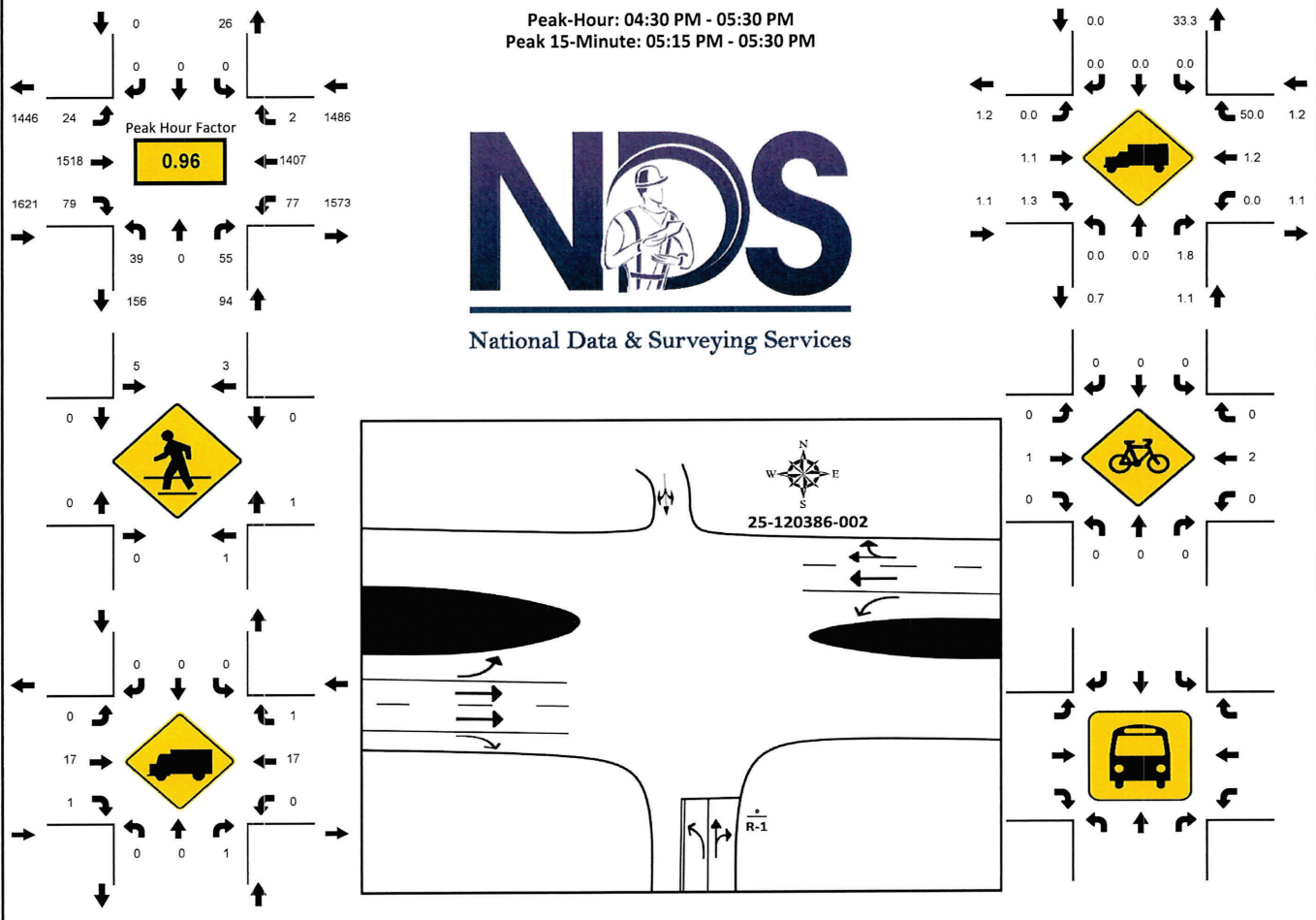
Peak-Hour: 07:30 AM - 08:30 AM
Peak 15-Minute: 07:45 AM - 08:00 AM



National Data & Surveying Services

[illegible]

PROJECT ID: 25-120386-002
DATE: Tue, Aug 26, 2025

[illegible]

FDOT PEAK SEASON ADJUSTMENT FACTORS



LINCKS & ASSOCIATES, A **TMC** Company

2024 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.96 PSCF
=====	=====	=====	=====
1	01/01/2024 - 01/06/2024	1.02	1.06
2	01/07/2024 - 01/13/2024	1.02	1.06
3	01/14/2024 - 01/20/2024	1.02	1.06
4	01/21/2024 - 01/27/2024	1.00	1.04
5	01/28/2024 - 02/03/2024	0.99	1.03
* 6	02/04/2024 - 02/10/2024	0.97	1.01
* 7	02/11/2024 - 02/17/2024	0.96	1.00
* 8	02/18/2024 - 02/24/2024	0.96	1.00
* 9	02/25/2024 - 03/02/2024	0.95	0.99
*10	03/03/2024 - 03/09/2024	0.95	0.99
*11	03/10/2024 - 03/16/2024	0.94	0.98
*12	03/17/2024 - 03/23/2024	0.95	0.99
*13	03/24/2024 - 03/30/2024	0.95	0.99
*14	03/31/2024 - 04/06/2024	0.95	0.99
*15	04/07/2024 - 04/13/2024	0.95	0.99
*16	04/14/2024 - 04/20/2024	0.96	1.00
*17	04/21/2024 - 04/27/2024	0.97	1.01
*18	04/28/2024 - 05/04/2024	0.97	1.01
19	05/05/2024 - 05/11/2024	0.98	1.02
20	05/12/2024 - 05/18/2024	0.99	1.03
21	05/19/2024 - 05/25/2024	1.00	1.04
22	05/26/2024 - 06/01/2024	1.01	1.05
23	06/02/2024 - 06/08/2024	1.01	1.05
24	06/09/2024 - 06/15/2024	1.02	1.06
25	06/16/2024 - 06/22/2024	1.02	1.06
26	06/23/2024 - 06/29/2024	1.03	1.07
27	06/30/2024 - 07/06/2024	1.04	1.08
28	07/07/2024 - 07/13/2024	1.04	1.08
29	07/14/2024 - 07/20/2024	1.05	1.09
30	07/21/2024 - 07/27/2024	1.05	1.09
31	07/28/2024 - 08/03/2024	1.04	1.08
32	08/04/2024 - 08/10/2024	1.04	1.08
33	08/11/2024 - 08/17/2024	1.03	1.07
34	08/18/2024 - 08/24/2024	1.04	1.08
35	08/25/2024 - 08/31/2024	1.04	1.08
36	09/01/2024 - 09/07/2024	1.05	1.09
37	09/08/2024 - 09/14/2024	1.06	1.10
38	09/15/2024 - 09/21/2024	1.06	1.10
39	09/22/2024 - 09/28/2024	1.05	1.09
40	09/29/2024 - 10/05/2024	1.04	1.08
41	10/06/2024 - 10/12/2024	1.03	1.07
42	10/13/2024 - 10/19/2024	1.03	1.07
43	10/20/2024 - 10/26/2024	1.02	1.06
44	10/27/2024 - 11/02/2024	1.02	1.06
45	11/03/2024 - 11/09/2024	1.01	1.05
46	11/10/2024 - 11/16/2024	1.00	1.04
47	11/17/2024 - 11/23/2024	1.01	1.05
48	11/24/2024 - 11/30/2024	1.01	1.05
49	12/01/2024 - 12/07/2024	1.01	1.05
50	12/08/2024 - 12/14/2024	1.02	1.06
51	12/15/2024 - 12/21/2024	1.02	1.06
52	12/22/2024 - 12/28/2024	1.02	1.06
53	12/29/2024 - 12/31/2024	1.02	1.06

* PEAK SEASON

04-MAR-2025 16:32:54

830UPD

7_1000_PKSEASON.TXT

ITE TRIP GENERATION MANUAL, 12th EDITION



LINCKS & ASSOCIATES, A **TMC** Company

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Thompson Thrift - Citrus	No :	
Date:	8/30/2025	City:	
State/Province:		Zip/Postal Code:	
Country:		Client Name:	
Analyst's Name:		Edition:	Trip Generation Manual, 12th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	346	Weekday	Best Fit (LIN) T = 5.63 (X)+120.45	1034 50%	1034 50%	2068

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0 %	1034	0 %	1034

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	2068	0	0	2068

ITE DEVIATION DETAILS

Weekday

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	1034
Total Exiting	1034
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	1034
Total Exiting Non-Pass-by Trips	1034

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Thompson Thrift - Citrus	No :	
Date:	8/30/2025	City:	
State/Province:		Zip/Postal Code:	
Country:		Client Name:	
Analyst's Name:		Edition:	Trip Generation Manual, 12th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	346	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.	Best Fit (LIN) T = 0.35 (X)+12.93	32 24%	102 76%	134

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0 %	32	0 %	102

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	134	0	0	134

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	32
Total Exiting	102
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	32
Total Exiting Non-Pass-by Trips	102

PERIOD SETTING

Analysis Name :	New Analysis		
Project Name :	Thompson Thrift - Citrus	No :	
Date:	8/30/2025	City:	
State/Province:		Zip/Postal Code:	
Country:		Client Name:	
Analyst's Name:		Edition:	Trip Generation Manual, 12th Ed

Land Use	Independent Variable	Size	Time Period	Method	Entry	Exit	Total
220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)	Dwelling Units	346	Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.	Best Fit (LIN) $T = 0.48 (X) + 7.35$	107 62%	66 38%	173

TRAFFIC REDUCTIONS

Land Use	Entry Reduction	Adjusted Entry	Exit Reduction	Adjusted Exit
220 - Multifamily Housing (Low-Rise)	0 %	107	0 %	66

EXTERNAL TRIPS

Land Use	External Trips	Pass-by%	Pass-by Trips	Non-pass-by Trips
220 - Multifamily Housing (Low-Rise)	173	0	0	173

ITE DEVIATION DETAILS

Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 p.m.

Landuse No deviations from ITE.

Methods No deviations from ITE.

External Trips 220 - Multifamily Housing (Low-Rise) - Not Close to Rail Transit (General Urban/Suburban)
ITE does not recommend a particular pass-by% for this case.

SUMMARY

Total Entering	107
Total Exiting	66
Total Entering Reduction	0
Total Exiting Reduction	0
Total Entering Internal Capture Reduction	0
Total Exiting Internal Capture Reduction	0
Total Entering Pass-by Reduction	0
Total Exiting Pass-by Reduction	0
Total Entering Non-Pass-by Trips	107
Total Exiting Non-Pass-by Trips	66

HILLSBOROUGH COUNTY
LDC SECTION 6.04.04



LINCKS & ASSOCIATES, A **TMC** Company

PART 6.04.00 - ACCESS MANAGEMENT

Sec. 6.04.01. - Generally

A. Purpose

The following design and construction standards have been adopted by Hillsborough County to protect the public health, safety and welfare; maintain smooth and efficient traffic flow; maintain proper roadway drainage; and to protect the functional level of the public roadway system. The standards that apply to a particular access are based upon the "Access Classification" of the main roadway and the connection "Type".

B. General Requirement

No person shall construct or modify any connection providing vehicular or pedestrian access to or from any County roadway from or to adjacent property without a connection permit issued pursuant to this Division. Unless an unusual risk to the public health safety or welfare is identified, the portion of these access management standards dealing with number, size, and location of access points and the requirements for cross-access or joint access are not mandatory on previously approved and unexpired General Site Plans and Site Plan District Zoning where specific access points have been approved.

C. Permit Classifications

Roadway connections will be classified in accordance with the proposed land use and anticipated traffic generation. Traffic generation estimates shall be based on the Institute of Transportation Engineer's Trip Generation or other rates accepted by Hillsborough County. The standards governing design and construction of the connection will be based on the connection type and the public roadways access classification. The County shall determine the type and classification of all connections.

D. Type I—MINIMUM CONNECTION or SIDEWALK

Low volume traffic generator. Provides access to a single family dwelling, a duplex or multi family dwelling units. The term shall also apply to driveways used as access to agricultural land including field entrances and to all sidewalk and bikeway connections. Land uses served by Type I connections are expected to generate fewer than 50 daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

E. Type II—MINOR CONNECTION

Medium volume traffic generator. Provides access to property being used for other than nominal residential and agricultural uses. Land uses served by Type II connections are expected to generate 50 or more daily vehicle trip ends, but fewer than 1,500 daily vehicle trip ends per average weekday. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

F. Type III—MAJOR CONNECTION

Highway volume traffic generator. Provides access to facilities which generate high traffic volumes such as shopping centers, industrial parks, office parks, colleges, apartment or condominium complexes, etc. Land uses served by Type III connections are expected to generate 1,500 or more daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

G. Type IV—PUBLIC/PRIVATE ROADS

All new public or private streets or roads.

H. Type V—SPECIAL CORRIDORS

Access to public roadways designated as Special Corridors by the Board of County Commissioners.

1. Daily trip ends, as used in this section, shall be based on the peak traffic generating day of the proposed land use(s).
2. Access "Type" for new or substantially changed land uses shall be based on the projected trip generation for the entire site. Access "Type" for additional access to existing land uses which are not being significantly changed may be based upon the anticipated daily traffic volumes which are expected to be generated at the requested additional access. The applicant shall provide, to the County for its review and concurrence, an estimate of traffic distribution at the existing access point(s) and at the requested additional access(s).

I. Permit Required

1. Before any connection to the public street system of unincorporated Hillsborough County is constructed or modified in any way, Hillsborough County shall either issue a permit for the work or make a determination that no permit is required. If a connection permit is required, the application should be submitted at the same time as the construction plans for the applicable type of development. More than one new or modified driveway at the same site may be included on a single permit. A connection permit shall generally be required for the following:
 - a. All new driveways onto the public street system, regardless of whether the development served by the driveway is new or existed previously.

- b. All modifications to existing driveways that will result in a significant change in the driveway's traffic volumes and/or dimensions, location, profile, or in the manner in which stormwater is handled.
 - c. Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.
 - d. All new public or private roads, or modifications to private roads desired by the County or the property owner. For new development under the subdivision regulations of the County, approval of the final construction plans by the Administrator shall serve as approval of the new connection(s) and no separate permit will be required.
 - e. All sidewalk or bikeway connections to the public street system.
 - f. Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.
2. If a connection permit is required due to construction (for or by the County) on the public street or due to other conditions beyond the control of the property owner, all action required will be taken by the County, or other responsible agency and no fees will be assessed against the property owner.
 3. For any new connections or substantial modifications to existing connections within unincorporated Hillsborough County that are related to construction off the right-of-way, requiring a Building Permit, a Hillsborough County Connections Permit is also required. In this case, an application for connection permit must be filed with, or prior to, the application for the Building Permit, or site construction plans.
 4. An access connection permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way. The Florida Department of Transportation has original jurisdiction over the State Highway System within Hillsborough County.
 5. A connection permit is required for new connections or substantial modifications to existing connections to County right-of-way which is unimproved and/or unmaintained by the County. Connection permits to unimproved and/or unmaintained right-of-way may only be issued where the right-of-way provides sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles. Permits for connections to unimproved and/or unmaintained right-of-way shall not be issued until the owner of the property served by the connection signs and provides proof of recording with the Clerk of the Circuit Court in the public records of Hillsborough County a notice, in a format approved by the County Attorney's Office, providing that:

- a. The property does not have access from a Hillsborough County maintained road, and the route of access to and from the property is not maintained with public funds; and
- b. Maintenance of the access route and/or drainage facilities as may be needed is the sole responsibility of the property owner; and
- c. The property owner is responsible for maintaining the access route to the property so as to provide sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles.

(Ord. No. 08029, § 2, eff. 2-1-09)

Sec. 6.04.02. - Access Management Review Procedures And Submission Requirements

A. General Procedure

Except as modified below, an application for a connection permit shall be submitted and reviewed in accord with the Procedures for Issuance of Development Permits at 10.01.00 of this Code. Information shall be submitted in accord with the requirements in the Development Review Procedures Manual, Section 4.1.7.

B. Variance Procedure and Criteria

1. A request for variance from the standards or requirements of this Division shall be submitted to the issuing authority with the permit application and shall be considered an attachment to the permit application form. The request for variance shall include specific and documented reasons for the request.
2. The issuing authority shall consider the variance request along with the permit application. If, in the opinion of the issuing authority, the variance request is consistent with the requirements of this Section, the variance may be accepted. If the remainder of the permit application is in order, the permit may be approved and the accepted variance attached.
3. In the consideration of the variance request, the issuing authority shall determine to the best of its ability if the following circumstances are met: (a) there is an unreasonable burden on the applicant, (b) the variance would not be detrimental to the public health, safety, and welfare, (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.
4. The issuing authority shall review all the materials submitted with the variance request and, if necessary, request additional information or justification from the applicant.
5. When, in the opinion of the issuing authority, all of the criteria listed in subsection 3 above are met, then the issuing agency may authorize a variance from the standards and requirements of this document.

6. The conclusion of the issuing authority regarding the variance shall be in writing and signed by the Administrator. A copy of the variance conclusion, along with all pertinent information shall be included as part of the permit application record. The issuing authority may include in its action, any special terms or conditions that shall be imposed on the permit, if approved.
7. The conclusion of the issuing authority with respect to approval or denial of a variance request may be appealed to the Administrator.
8. The conclusion of the Administrator with respect to approval or denial of a variance request may be appealed to the Land Use Hearing Officer.

C. Final Inspection

1. All approved connection permits shall remain valid for 180 days or until the work covered by the permit is properly completed, whichever occurs first, except in those instances when a connection permit is issued with a Building Permit, Site Development or Subdivision Construction Plan Approval. In this case, the connection permit will remain valid as long as the construction approvals listed above, remain valid.
2. The Permittee shall notify the Planning and Growth Management Department's Construction Services Section when the connection or other work on the site is ready for final inspection. In order to assure timely inspection, the permittee shall give two (2) working days notice of the desire for a final inspection.
3. As-built plans are required if the following construction is accomplished in County right-of-way:
 - a. Main-line roadway improvements including, but not limited to, additions of through or auxiliary lanes, acceleration/deceleration lanes or tapers.
 - b. Stormwater, water, wastewater and reclaimed water, improvements exceeding 100' in length, and associated inlets and man holes.
4. As-built plan packages shall be supplied in accordance with the requirements of the Development Review Procedures Manual Section 4.1.5 for the applicable development type.
5. If the work covered by the connection permit is not substantially complete within the time frames listed above, the Permittee may request, in writing, from the issuing authority, one additional 180-day time extension, or an extension equal to the time frame for a site development or subdivision construction plan approval extension. If construction is substantially complete upon the expiration of the original permit (if no time extension is requested) or upon expiration of the time extension, if granted, the permit shall be invalid.
6. A permit which becomes invalid as a result of the expiration of the time limits and extension, if any, before construction has begun, shall require a new application which will be reviewed as per the requirements of this document and which may result in the issuance of a new permit which may contain new or modified conditions of approval.

7. A permit which becomes invalid as a result of the expiration of the time limits and extensions, if any, after construction has, in the opinion of the issuing authority substantially begun, may be required to submit a new application which will be reviewed as per the requirements of this document and which may result in the issuance of a new permit which may contain new or modified conditions of approval.

(Ord. No. 01-26, § 2, 9-12-01)

Sec. 6.04.03. - General Access Standards

A. Applicability

The following standards apply to all Connection Types.

B. Access to Residential Property

Direct access from residential property adjacent to arterial streets shall be prohibited when access can be provided via a collector roadway, unless it can be demonstrated by the applicant that access to the arterial roadway will provide a greater public benefit.

C. Primary Access to Non-Residential Property

If non-residential property is located such that access can be provided to either an arterial or collector facility, primary access shall be via the collector facility, unless it can be demonstrated by the applicant that primary access to the arterial roadway will provide a greater public benefit.

D. Shared Access

Shared access facilities onto arterial and collector streets are encouraged when two or more contiguous sites are planned for compatible uses. Shared access is desirable where the trip generation from the anticipated land uses will not be large enough to warrant a traffic signal.

E. Off-site Street Parking

Except for Single Family Residential Units or other types of residential units approved by the County, off-site street parking shall be designed to insure that all vehicles leaving or entering the public street right-of-way shall be traveling in a forward motion.

F. Sight Distance; Visibility At Intersections

1. Sight Distance Access points shall be located along the property frontage in such a manner as to provide adequate sight distance per the requirements of the Hillsborough County Transportation Technical Manual latest edition and Florida Department of Transportation Standard(s).
2. No structure or portion of any structure shall be placed or erected, no motor vehicle, trailer or equipment shall be allowed to park, stand, stop or be stored, and no vegetation shall be maintained, planted or allowed to grow in a manner which materially impedes the visibility

from a street, alley or driveway of lawfully oncoming traffic from any direction in the intersecting public street, between heights of two and one-half feet and eight feet, as measured from the pavement edge, of the adjacent roadway across sight distances complying with the Hillsborough County Transportation Technical Manual. Alternatively, the comparable design standards of the Florida Department of Transportation may be utilized.

G. Operational Characteristics of Access

The driveway should be constructed so that all entering and exiting movements can be accomplished with minimum disruption to traffic flow on the intersecting roadway. For developments having drive-in services, the service area should be far enough from the roadway to ensure adequate vehicle storage space within the property limits, i.e., avoid vehicle backups blocking the service operation and interfering with the safe movement of highway traffic. Where possible, a minimum of 50' (for Type II) or 100' (for Type III or higher) of the driveway throat shall remain free of internal connections or parking spaces which might interfere with the movement of vehicles into or out of the access. The applicant may submit an analysis showing that for his particular site, a throat of less than 100' is appropriate and will result in no adverse impact to the public roadway system.

H. Access Along Acceleration/Deceleration Lanes

A driveway shall not be constructed along acceleration or deceleration tapers connecting to interchange ramp terminals, intersecting roadways, bus bays or other driveways unless access would be unreasonably denied and the driveway can be made to function properly, i.e., safe and efficient traffic operation.

I. Number of Access Points

1. The minimum number of driveways should be allowed that will adequately serve the need for the abutting property, and yet not seriously impact the function and capacity of the highway to which access is desired.
2. The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics.
3. All access drives shall be required to comply with access spacing criteria and cross access connections are considered as a driveway connection for the purpose of complying with this section of the LDC. Cross access connections shall be consistent with Section 6.04.03 (Q) of the Land Development Code.
4. Properties that are bordered by physical impediments such as railroad tracks, limited access highways, existing navigable river or government owned property with restrictions may request an Administrative Variance pursuant to Section 6.04.02(B) of the Land Development

Code.

5. The applicant may be permitted fewer driveway connections than required by the threshold matrix if through an approved traffic engineering study it is demonstrated that the proposed driveway connections will provide adequate capacity for the project to operate in a safe and efficient manner without causing delays or backups on the impacted roadways.
6. Where Non-Residential development abuts Collector/Arterial and Local roads primary driveway connections shall be at Collector/Arterial roads and Local roads shall be use for secondary access.

Table 1: Function and Driveway Guidelines

Residential Uses

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	90
Collector/Arterial	180

Table 2: Function and Driveway Guidelines

Non-Residential Uses

Street Character	Maximum Vehicle Flow
Function	Peak Hour Total
Local	180
Collector/Arterial	300

Calculation Formula

Number of Driveways = Peak Hour Total Project Traffic/Maximum Vehicle Flow. Fractional results shall be rounded up to the next highest whole number.

Sample Calculation:

Example: A developer plans to construct a shopping center at a site near the intersection of two arterial roadways, which will house 250,000 square feet leasable area. The developer proposes three arterial connections.

Are three arterial connections adequate for this site? As with the above sample, we start by calculating the number of peak hour trips generated by the site. In this case the ITE trip generation indicates a total of 1,146 peak hour vehicle trips. We reference Table 2 and find the non-residential collector maximum vehicle flow figure. Dividing the peak hour total by 300 results in the need for 3.82 or four driveways. Therefore, the number of collector connections should be four.

J. Spacing of Accesses and Median Openings

The minimum spacing between adjacent access points and between adjacent median openings are a function of the Access Class assigned to the main roadway. The distances shown in 6.04.07 are minimums and may not be sufficient if extensive right or left turn storage is required. Greater distances may be required to provide sufficient site-specific storage. Right turn in/right turn out movement and accesses which do not meet the minimum spacing may be permitted where, due to size, configuration, or location of the parcel, there is no feasible alternative access meeting the desired standard.

K. Drainage Considerations

Access shall be constructed in accordance with the requirements of Hillsborough County Stormwater Management Technical Manual.

L. Existing Facilities

1. Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.
2. Where driveways are constructed within the limits of existing curb and gutter construction, the existing curb and gutter shall be removed either to the nearest joints or to the extent that no remaining section is less than five feet long. If the curb is not removed to the nearest joint, the curb will be cleanly cut with a concrete saw. Driveways materials type should conform to the original construction on a section unless otherwise specifically provided on the permit.

M. Intersections

At an intersection, no driveway shall be allowed within the radius return of the intersecting roadways. An exception for existing developments may be considered when driveways are reconstructed as part of a roadway reconstruction project.

N. Emergency Access

In addition to minimum yard and building spacing requirements specified in this Code, all buildings and other structures, land preparation, and landscaping shall be so located and arranged on lots as to provide safe and convenient access for emergency purposes, fire protection, servicing, and off-street parking and loading located on the premises.

O. Prohibition of Use of Residentially Zoned Private Property for Access to Uses Not Permitted in Residential Districts; Exceptions

No private land which is agriculturally or residentially zoned shall be used for vehicular or pedestrian access to land or structures in other districts used for any purpose not permitted in agricultural or residential districts, except as provided below or otherwise authorized by this Code or other lawful regulations:

1. Where provision does not exist for safe access for emergency and public service vehicles and such access is not reasonably feasible except through privately owned residential or agricultural land, access reserved for and limited to such vehicles may be authorized by the Land Use Hearing Officer, subject to conditions and safeguards designed to protect the tranquility and character of the residential land so traversed.
2. Where convenience and safety would be promoted, walkways and bicycle paths to non-residentially zoned land may be authorized by the Land Use Hearing Officer across privately owned residentially zoned land, subject to conditions and safeguards to protect the tranquility and character of the residential land so traversed.

P. Right-of-Way Protection and Acquisition

1. No development activity (buildings, parking areas, water retention, etc.) shall be permitted within existing right-of-way corridors, as established and recorded through the Hillsborough County Thoroughfare Plan Regulations.
2. Prior to the development of land contiguous to public transportation corridors, right-of-way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with an adopted Hillsborough County Transportation Corridor Map. In the absence of an adopted Corridor Map, right of way shall be reserved or dedicated to the appropriate governmental jurisdiction in accordance with the current MPO Long Range Transportation Needs Assessment Map in effect at the time of the request for reservation or conveyance. No development activity shall be permitted within the designated transportation corridors.

Q. Cross-Access Criteria and Requirements

1. The purpose of requiring cross-access in certain situations is to reduce the necessity to use the public street system in order to move between adjacent and complementary land uses where such interchange of vehicular or pedestrian trips are likely to occur.
2. When each of the following conditions exist, provisions for vehicular and pedestrian cross-access must be provided:
 - a. The site is on at least one roadway with an Access Management Classification of 1 through 6.
 - b. The site has a commercial or office land use or zoning designation, and is adjacent to a parcel which also has a commercial or office land use designation or zoning and which has access on the same roadway.
3. When each of the following conditions exists, provisions for pedestrian cross-access must be provided.
 - a. The site has frontage on at least one roadway with an Access Management Classification of 1 through 6.
 - b. The site has a commercial or office land use or zoning designation and is adjacent to a parcel having frontage on the same roadway which has a land use or zoning designation allowing 12 dwelling units per acre or more, or
 - c. The site has a residential land use or zoning designation allowing 12 dwelling units or more per acre and is adjacent to a parcel having a land use or zoning designation of 12 dwelling units or more per acre or a commercial or office land use or zoning designation and which has access on the same roadway.
4. As used herein, "provisions for cross-access" shall mean that the developer of the property shall design his site in such a manner as to make cross-access possible as provided in this division.
5. When the criteria in 2 or 3 above are met, provisions for cross-access must be provided as established below:
 - a. If the adjacent site is developed and, in the opinion of Hillsborough County, cross-access is feasible, the developer shall design and build the appropriate cross-access to the property line of the adjacent parcel.
 - b. If the adjacent site is developed but, in the opinion of Hillsborough County, cross-access is not feasible at this time, the developer shall design and designate on the site plan the location of future cross access, but will not be required to construct the cross-access at the time of initial site development. The owner shall commit, in writing, to construct and allow cross-access at such time as Hillsborough County determines that cross-access is feasible and desirable.
 - c.

If the adjacent site is undeveloped, the developer shall design and build the cross-access to the property line of the adjacent parcel in anticipation of future connection when that site is developed.

- d. The minimum width of a vehicular cross-access shall be 24 feet. The minimum width of a pedestrian cross-access shall be five feet.

R. Corner Clearance

Corner clearances for all connections shall meet or exceed the minimum connection spacing requirements of 6.04.07 of this division except as provided below:

1. Type I. The minimum corner clearance for a Type I connection shall be ten feet.
2. All Other Types. Isolated Corner Property—A single connection (on each frontage) may be placed closer to the intersection if, due to property size, the applicable minimum spacing standards in Table I cannot be met, and where joint access which meets or exceeds the applicable connection spacing cannot be obtained with a neighboring property or, it is determined by the County that joint access is not feasible based on conflicting land uses or conflicting traffic volumes/characteristics, then the minimum corner clearance given in 6.04.08 can be used. Such properties, for the purpose of this document will be called "isolated corner properties".
3. In cases where connections are permitted under this criteria, the permit will contain the following conditions:
 - a. There will be no more than one connection per frontage.
 - b. When joint or alternative access which meets or exceeds the applicable minimum connection spacing becomes available, the permittee will close the permitted connection, unless the permittee shows that such closure is not feasible because of conflicting land use or conflicting traffic volumes/characteristics or existing structures which preclude a change in the existing connection.

S. Rail Line Crossings on Private Roads

All new development or redevelopment, including agritourism activities, accessed by a privately owned and maintained street or roadway, easement, or commonly owned parcel that crosses a rail line to reach a public Right of Way, shall obtain a written authorization and approval from the rail line owner. The rail line owner shall consider whether such crossing of the rail line would be appropriate from a safety standpoint and identify what type of crossing controls are appropriate if they were to approve the crossing. The type of use, intensity or crossing frequency and hours shall be considered as part of the authorization review and approval.

- a. The applicant or property owner shall provide the written authorization by the rail line owner to the County prior to the approval of site development plans, building permits or change of use applications for the project or site.

- b. Any operator of an agritourism activity, as defined in Section 570.86, Florida Statutes, on land classified as agricultural land under Section 193.461, Florida Statutes, that is accessed by a privately owned and maintained street or roadway, easement, or commonly owned parcel that crosses a rail line to reach a public Right-of-Way, shall provide the written authorization by the rail line owner to the County's Development Services Department prior to commencement of any event or activity on site.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 01-30, § 2, 11-15-01; Ord. No. 02-13, § 2, 8-1-02; Ord. No. 09-62, Item B, 10-26-09, eff. 2-1-2010; Ord. No. 20-17, § 2(Exh. A), 9-24-20, eff. 10-2-20; Ord. No. 24-16, § 2(Exh. A), 6-6-24, eff. 6-13-24)

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)

Sec. 6.04.05. - Access Pavement Requirements

A. Type I

1. Rural Section—Driveway does not need to be paved except for a four-foot paved transition extending from the edge of the roadway towards the site. The purpose of the paved transition is to protect the edge of pavement of the public roadway from damage and deterioration. This requirement does not apply when the public roadway has a four-foot (or wider) paved shoulder.
2. Urban Section—Driveway shall be paved to the right-of-way line or to the back of sidewalk, whichever is less.

B. Type II

1. Urban Section. These accesses shall be paved to the right-of-way line or to the back of sidewalk, whichever is distance is less.
2. Rural Section. These accesses shall be paved to the right-of-way line.

C. Type III

Rural and Urban Sections. These accesses shall be paved to the right-of-way line.

D. Surfacing Requirements

The pavement should be structurally adequate to meet the expected traffic loads an shall not be less than the requirements contained in the Hillsborough County Transportation Technical Manual, latest edition.

Sec. 6.04.06. - Maintenance Responsibilities

A. Introduction

The purpose of this section is to identify the various responsibilities relative to maintenance of access points. The occupant and the owner of the property services by the access shall be responsible for meeting the terms and conditions of the permit, if any.

B. Maintenance Responsibility by Jurisdiction

1. State Highway System. For those connections onto the State Highway System, the Florida Department of Transportation will normally maintain the connection surface, sidewalks, and all drainage facilities within the right-of-way.
2. County Roadway System. For the connections onto the County Roadway System, within the unincorporated portion of the County, the County Public Works Department will maintain the first four feet, nearest the edge of pavement, of the connection. In addition, the Department will maintain drainage structures within the right-of-way which accommodates roadway drainage.
3. Traffic Control Devices. All traffic control devices, including signs, signals and pavement markings, installed and properly permitted on the public right-of-way or public easements to control traffic utilizing the connection, shall be maintained by the County. Any devices

required by the permit but installed off the public right-of-way shall be maintained by the permittee in a condition satisfactory to the County's Director of Public Works. The permittee shall be responsible for correcting any on-site deficiencies in an appropriate and timely manner.

Sec. 6.04.07. - Table: Minimum Spacing

MINIMUM SPACING			
ACCESS CLASSIFICATION(See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway Administration and FDOT Requirements)		
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			
A specially protected corridor distinguished by an extensive existing or planned system of access roads and restrictive median treatments.	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 1320 ft ≤ 45 mph 660'	>45 mph 2640 ft ≤ 45 mph 1320 ft
CLASS 3			

New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by existing or desired restrictive median treatments. Two lane highways with a desired high degree of access management should also be included.	>45 mph 660 ft ≤45 mph 330 ft	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 4			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by nonrestrictive median treatments or highways with two-way left turn lanes.	>45 mph 660 ft ≤45 mph 330 ft	N.A.	N.A.
CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ≤45 mph 660 ft
CLASS 6			
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected non restrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤45 mph 245 ft	N.A.	N.A.

CLASS 7			
Subdivision roads and all other local roadways functioning as subdivision roads.	TYPE I = 10 ft Type II = 50 ft (<5000 vpd*) 175 ft (≥ 5000 vpd*)	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
March 1, 1991	Type III = 50 ft (<5000 vpd*) 250 ft (≥ 5000 vpd*) * refers to volume on adjacent roadway		

NOTES AND SPECIAL REQUIREMENTS

1. Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
2. Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage.
3. Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
 - a. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per

property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.

- b. The minimum distance to the first median opening shall be at least 1,320 feet as measured from the end of the taper of the egress ramp.
- c. Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)

Sec. 6.04.08. - Table: Corner Clearance at Intersections

CORNER CLEARANCE AT INTERSECTIONS For Isolated Corner Properties Only		
Position	Access Allowed	Minimum Clearance
With Restrictive Median		
Approaching Intersection	Right In/Out	115'
Approaching Intersection	Right In Only	75'
Departing Intersection	Right In Out	230' (125)*
Departing Intersection	Right Out Only	100'
Without Restrictive Median		
Approaching Intersection	Full Access	230' (125)*
Approaching Intersection	Right In Only**	100'
Departing Intersection	Full Access	230' (125)*
Departing Intersection	Right Out Only**	100'

Isolated corner properties that, because of size or configuration cannot meet the above spacing requirements may apply for a variance as provided in 6.04.02 C.

* Access Class 7 may use the measurements in parenthesis if the posted speed limit is 35 MPH or less.

** Right In/Out Right in Only and Right Out Only connections on roadways without restrictive medians shall, by design of the connection, effectively eliminate unpermitted movements.

HILLSBOROUGH COUNTY
TRANSPORTATION DESIGN MANUAL



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Table 9: Minimum Return Radii

Context	Type of Design Vehicle	Roadway Classification	Minimum Radius
Residential	P, SU	Collector Road	35'
	P, SU, WB-40, WB-50	Arterial Road	50'
Commercial	P, SU, WB-40, WB-50	Collector Road	50'
	P, SU, WB-40, WB-50	Arterial Road	50'

2.3.1.4 AUXILIARY LANES

Auxiliary lanes and tapers at intersections must be designed based on the criteria in the FDM, Chapter 212.14 Auxiliary Lanes.

Queue lengths for required turn lanes must be based on a traffic analysis. Use Table 10 Minimum Queue when the analysis queue lengths results are less than values shown in the table.

Table 10: Minimum Queue Lengths¹

Turn Lane Type	Project Location	
	Within Urban Service Area	Within Rural Service Area
Left	100'	50'
Right	50'	50'
Free flow Right	0	0

¹Unless otherwise required by analysis

2.3.1.5 SIDEWALKS

The standard thickness for all concrete sidewalks on Hillsborough County arterial and collector roads must be six inches (6"). This requirement is for all new and replaced sidewalks.

2.3.1.6 SIDEWALK RAMPS

All proposed pedestrian ramps at intersections on arterials and collectors are to be designed in compliance with ADA criteria and according to FDOT Standard Plans Index 522-002. Hillsborough County does not allow pedestrian ramps angled at 45 degrees toward the center of the intersection.

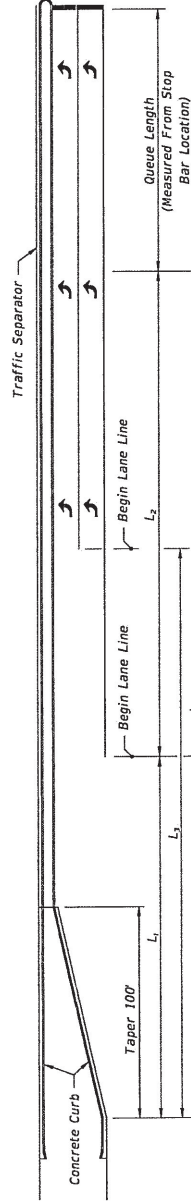
Hillsborough County will not allow the use of "Option A" for curb CR-L (Index 522-002, Sheet 5 of 7) since this option may direct a pedestrian towards the center of the intersection. Case "Option B" must be used.

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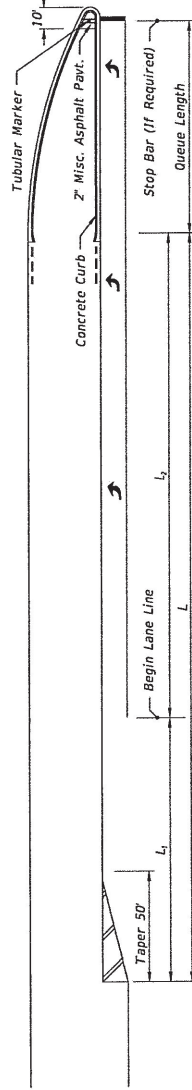


LINCKS & ASSOCIATES, A **TMC** Company

MEDIAN TURN LANES MINIMUM DECELERATION LENGTHS



DOUBLE LEFT TURN



SINGLE LEFT TURN

MEDIAN TURN LANES				
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L ₁ (ft.)	Brake To Stop Distance L ₂ (ft.)	Total Decel. Distance L ₃ (ft.)
25	15	70	25	95
30	20	70	50	120
35	25	70	75	145
40	30	80	75	155
45	35	85	100	185
50	44	105	185	290
55	48	125	225	350
60	52	145	260	405
65	55	170	290	460
70	58	200	325	525

- NOTE:
- For C3 Context Classification roadways with Design Speeds of 50 mph, the following values may be used under constrained conditions:
 - Entry Speed of 40 mph
 - Brake to stop distance (L₂) of 135 ft.
 - Total deceleration distance (L₃) of 240 ft.
 - For RRR Projects with Design Speeds of 50 mph and Entry Speeds of 40 mph, existing brake to stop distances (L₂) of 135 ft. and total deceleration distances (L₃) of 240 ft. may be retained.

NOT TO SCALE



ECS Florida, LLC

Limited Subsurface Exploration and Preliminary Geotechnical
Engineering Report

Citrus Park Multi Family

13009 Community Campus Drive
Tampa, Hillsborough County, Florida

ECS Project No. 41:5015-B

January 15, 2026





ECS FLORIDA, LLC

Geotechnical • Construction Materials • Environmental • Facilities

January 15, 2026

Mr. Cooper Reese
Flournoy Development Group, LLC
941 W Morse Blvd
Suite 100
Winter Park, FL 32789

ECS Project No. 41:5015-B

Reference: Limited Subsurface Exploration and Preliminary Geotechnical Engineering Report
Citrus Park Multi Family
13009 Community Campus Drive
Tampa, Hillsborough County, Florida

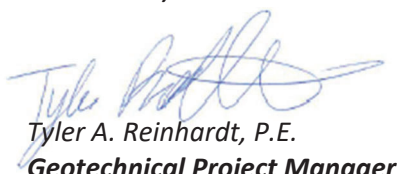
Dear Mr. Reese:

ECS Florida, LLC (ECS) has completed the limited subsurface exploration, laboratory testing, and preliminary geotechnical engineering analyses for the above-referenced project. Our services were performed in general accordance with our agreed to scope of work. This report presents our understanding of the geotechnical aspects of the project along with the results of the field exploration and laboratory testing, and any adverse impacts the encountered subsurface condition may impose on the proposed development. We also present preliminary engineering evaluation and foundation support recommendations.

It has been our pleasure to be of service to Flournoy Development Group, LLC during the initial phase of this project. We would appreciate the opportunity to remain involved during the continuation of the design phase, and we would like to provide our services during construction phase operations as well to verify subsurface conditions assumed for this report. Should you have any questions concerning the information contained in this report, or if we can be of further assistance to you, please contact us.

Respectfully submitted,

ECS Florida, LLC



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This item has been digitally signed and sealed by Ryan T. Haskins on the date adjacent to the seal.

Signature must be verified on any electronic copies.

4524 N. 56TH STREET, TAMPA, FL 33610 • T: 813-302-1644

ECS Florida, LLC • ECS Mid-Atlantic, LLC • ECS Midwest, LLC • ECS Pacific, Inc. • ECS Southeast, LLC • ECS Southwest, LLP
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"ONE FIRM. ONE MISSION."

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APPENDICES

Appendix A – Drawings & Reports

- Site Location Diagram
- Boring Location Diagram
- Historic Aerial Photos from 1957 and 1968
- Previous Subsurface Soil Profiles A-A' and B-B'
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Appendix B – Field Operations

- Reference Notes for Boring Logs
- Subsurface Exploration Procedure: Standard Penetration Testing (SPT)
- Previous Boring Logs A-01 through A-10
- Boring Logs A-11 through A-14

Appendix C – Laboratory Testing

- Laboratory Testing Summary

EXECUTIVE SUMMARY

The following summarizes the main findings of the limited exploration, particularly those that may have a cost impact on the planned development. Further, our preliminary foundation recommendations are summarized. This Executive Summary is intended as a very brief overview of the primary geotechnical conditions that are expected to affect the design and construction. Information gleaned from the Executive Summary should not be utilized in lieu of reading the entire preliminary geotechnical report.

- Based upon the provided Geotechnical Services Request for Proposal, ECS understands the structural loads for the two-story apartments are on the order of 20 kips for columns and 2 kips per linear foot (klf) for walls, and for the four-story apartments on the order of 60 kips for columns and 5 klf for walls.
- Based on the results of our SPT soil borings and assumed structural loads, the proposed construction may be supported on conventional shallow foundations consisting of column or strip footings bearing on natural soils or approved structural fill with an allowable net bearing pressure ranging from 2,000 psf to 3,000 psf, or a Type II unstiffened monolithic slab (PT slab), with an allowable net bearing capacity in the range of 2,000 to 3,000 psf.
- The encountered shallow soils are suitable for support of flexible and rigid pavement sections. To achieve adequate separation between the pavement base course and the seasonal high groundwater level, raising the site and roadway grades or the use of roadway underdrains may be needed.
- Demucking, dewatering, and backfilling of the existing pond appear to be needed prior to development based on the conceptual plans provided. A bi-axial geogrid (BXG 12 or equivalent) could be utilized to establish a firm base for anticipated maintenance vehicle traffic for the access berm depicted between the wet and dry stormwater ponds on site.
- Additional engineering evaluations and field testing will be necessary to formulate detailed foundation design and site preparation and earthwork construction recommendations. We recommend that ECS be provided the opportunity to review the foundation plans and earthwork specifications to verify that our recommendations have been properly interpreted and implemented. ECS should also be retained to perform the construction material testing and observations required for this project, to verify that our recommendations have been satisfied.

1.0 INTRODUCTION

The purpose of this study was to provide preliminary geotechnical information for the proposed multi-family development ~~for~~. ECS anticipates that the project will consist of a multi-family development. **Once the final site plan is completed, ECS should be notified to perform a final subsurface exploration, as appropriate, and provide a final geotechnical report.** The recommendations developed for this report are based on project information supplied by Flournoy Development Group, LLC.

Our services were provided in accordance with our Proposal No. 41:10988, dated December 3, 2025, and authorized by your office on December 3, 2025. This report contains the procedures and results of our limited subsurface exploration, review of existing site conditions, engineering analyses, and preliminary geotechnical engineering recommendations.

The preliminary report includes the following items.

- A brief review and description of our field and laboratory test procedures and the results of testing conducted.
- A review of surface topographical features and site conditions.
- A review of the area and site geologic conditions.
- A review of subsurface soil stratigraphy with pertinent available physical properties.
- Final copies of our soil test borings.
- Measured groundwater levels and our preliminary estimate of the seasonal high-water levels (SHGWL).
- Corrosion series test results.
- Preliminary foundation recommendations.
- Preliminary pavement recommendations.
- Preliminary lateral earth pressures.
- Preliminary seismic site classification.
- Preliminary stormwater management/borrow suitability recommendations.
- Recommendations for additional testing and/or consultation that might be required to complete the geotechnical assessment and related engineering for this project.

2.0 PROJECT INFORMATION

2.1 PROJECT LOCATION/CURRENT SITE USE/PAST SITE USE

The site is located at 13009 Community Campus Drive, Tampa, Hillsborough County, Florida as shown below in Figure 2.1.1.

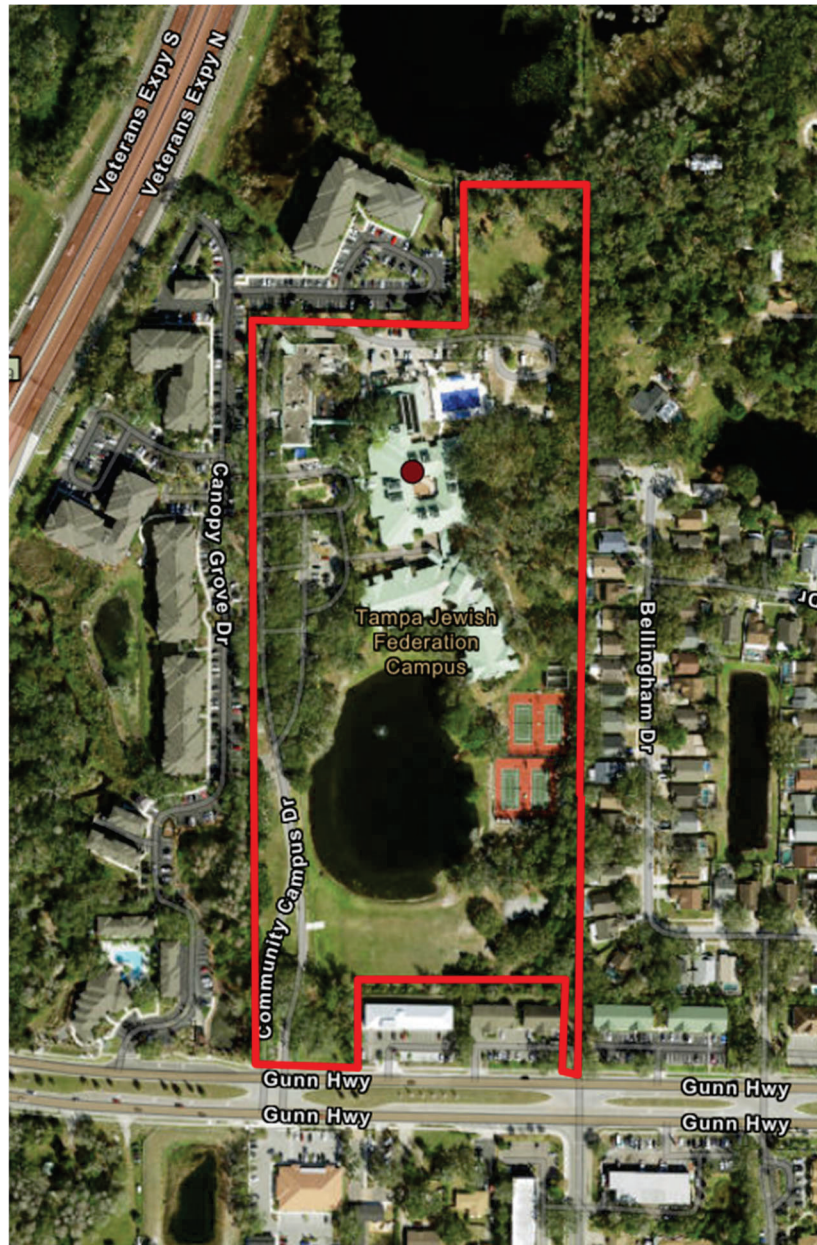


Figure 2.1.1. Site Location

Based on our review of Hillsborough County Property Data Pages, and available historic aerials from Google Earth, it appears the site is currently occupied by a clubhouse and nursing home built in approximately 1989, a day care center built in approximately 1995, swimming pool, tennis courts, with

associated pavement areas, and a pond on the south portion of the parcel. ECS has reviewed historical aeriels and the pond to on the southern portion of the site was previously a circular depression within the 1957 to 1969 aeriels. It appears that in-between the 1967 and 1984 aeriels the circular depression was filled in and then a stormwater pond was constructed. The parcel to the northeast appears to be vacant with a grassy area to the south, dense vegetation with trees, and two ponds to the north.

Site specific topography noted in our report was estimated from the South Florida Water Management District (SFWMD) Districtwide Digital Elevation Model (2023 Version) and based on our review the site appears to slope upward towards the north, with elevations ranging from approximately EL. +31 to +41 feet. Please note that SFWMD Districtwide Digital Elevation Model elevations may not be exactly precise but useful when site specific topography is not available. Our estimated elevations should not be used for project design.

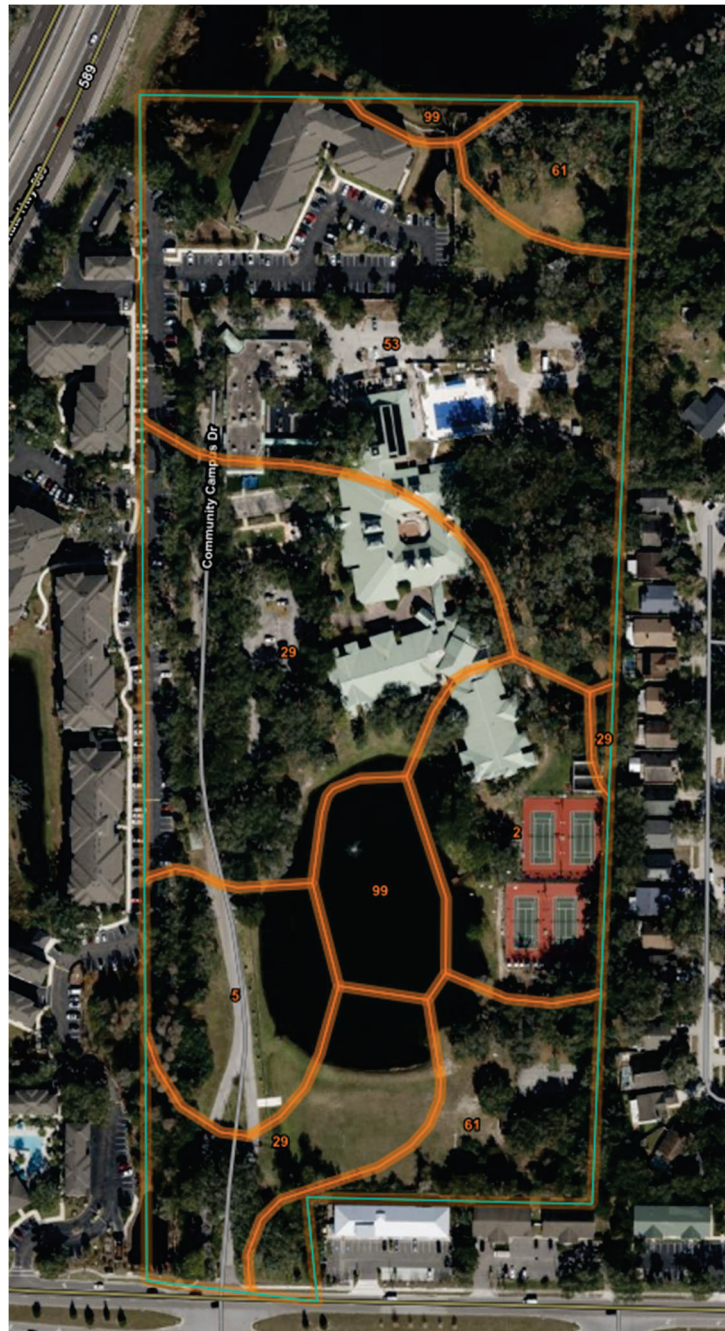
2.2 SOIL SURVEY MAPPING

Based on the 2023 Soil Survey for Hillsborough County, Florida, as prepared by the U.S. Department of Agriculture Soil Conservation Service, the predominant soil types existing within the site area are described in the following table. The site area is illustrated superimposed on the USDA-SCS Soil Survey Map included below:

Table 2.2.1 Soil Survey

Soil ID	Soil Type	Hydrology	Estimated Seasonal High Ground Level ⁽¹⁾
2— Adamsville fine sand, 0 to 2 percent slopes	Fine Sand	Poorly Drained	About 18 to 42
5— Basinger, Holopaw, and Samsula soils, depressional	Fine Sand	Very Poorly Drained	About 0
29— Myakka fine sand, 0 to 2 percent slopes	Fine Sand	Poorly Drained	About 6 to 18
53— Tavares-Millhopper fine sands, 0 to 5 percent slopes	Fine Sand	Moderately Well Drained	About 42 to 72
61— Zolfo fine sand, 0 to 2 percent slopes	Fine Sand	Somewhat Poorly Drained	About 18 to 42
99— Water	N/A	N/A	N/A

(1) Feet below ground surface at time of survey.



2.3 PROPOSED CONSTRUCTION

A conceptual site plan and structural loading information were provided at the time of this report. We understand the site plan is subject to change. We understand proposed development will most likely consist of two and four-story apartment buildings with structural loads for the two-story apartments on the order of 20 kips for columns and 2 klf for walls, and for the four-story apartments on the order of 60 kips for columns and 5 klf for walls. The proposed development will also include a clubhouse, pool, stormwater ponds and associated pavement areas. Some of the existing pond is slated to remain a pond,

while some portions of the existing pond will need demucking and filling in with structural fill based on the provided concept plans.

3.0 FIELD EXPLORATION AND LABORATORY TESTING

Our exploration procedures are explained in greater detail in Appendix B including the insert titled Subsurface Exploration Procedures. Our proposed limited scope of work included drilling 14 Standard Penetration Test (SPT) soil borings drilled to a depth of approximately 25 to 40 feet below ground surface at locations selected by ECS. Our borings were located with a GPS unit and their approximate locations are shown on the Boring Location Diagram (BLD) in Appendix A.

3.1 SUBSURFACE CHARACTERIZATION

The subsurface conditions encountered were generally consistent with published geological mapping. The following sections provide generalized characterizations of the soil strata. Please refer to the boring logs in Appendix B.

Generalized Soil Profile			
Approximate Depth (ft)	Stratum	Description	Ranges of SPT ⁽¹⁾ N-values (bpf)
0 – 40	I	Very Loose to Dense Fine SAND (SP), Fine SAND with Silt (SP-SM), Fine SAND with Clay (SP-SC), and Clayey Fine SAND (SC), and Silty SAND (SM)	4 to 36

Notes:

(1) Standard Penetration Testing

A graphical presentation of the subsurface conditions is shown on the Subsurface Soil Profile included in Appendix A.

3.2 GROUNDWATER OBSERVATIONS

Groundwater levels were measured at the boring locations as shown in our borings in Appendix B. Groundwater levels measured at the time of drilling (July 2025) ranged from approximately 4 to 10 feet below ground surface. Groundwater levels measured at the time of drilling (December 2025) ranged from approximately 7 to 8.5 feet below ground surface. Variations in the long-term groundwater levels may occur because of changes in precipitation, evaporation, surface water runoff, construction activities, and other factors such as nearby relief points (i.e., ponds, lakes, drainage ditches, etc.). Based on our interpretation of the subsurface data, we estimate the normal seasonal high groundwater level (SHGWL) to range from 2 to 7 feet below ground surface at each boring location or as shown on the boring logs in Appendix B.

To further evaluate the SHGWL's at the site and to provide refined SHGWL estimates in the area of the new stormwater ponds and access berm, we recommend piezometers be installed across the site to measure stabilized groundwater levels over a period of time. This will also aid in future lake modifications to the existing lake on site, as well as for contractors bidding on the proposed lake modifications. A

topographic map and/or site survey should be provided to ECS to provide a final estimate of the normal seasonal high groundwater levels during the design phase geotechnical exploration.

3.3 LABORATORY TESTING AND VISUAL CLASSIFICATION

Each sample obtained in the field was visually classified in the laboratory by a geotechnical engineer based on texture and plasticity in accordance with ASTM D2488 Standard Practice for Description and Identification of Soils (Visual-Manual Procedures) and including USCS classification symbols, and ASTM D2487 Standard Practice for Classification for Engineering Purposes (Unified Soil Classification System (USCS)). After classification, the samples were grouped in the major zones noted on the boring logs in Appendix B. The group symbols for each soil type are indicated in parentheses along with the soil descriptions. The stratification lines between strata on the logs are approximate; in-situ, the transitions may be gradual.

The laboratory testing consisted of selected tests performed on samples obtained during our field exploration operations. Classification and index property tests were performed on representative soil samples. Laboratory tests performed on selected samples included natural moisture content tests (ASTM D 2216) and percent passing the No. 200 sieve (ASTM D 1140).

3.3.1 Environmental Classification

Sample 1 (A-06)

Test Method	Description	Measured Values	Corrosion Potential for Steel*	Corrosion Potential for Concrete*
FM-550	pH	6.9	Moderately Aggressive	Slightly Aggressive
FM-551	Resistivity (Ohm-cm)	20000	Slightly Aggressive	Slightly Aggressive
FM-552	Chlorides (ppm)	0	Slightly Aggressive	Slightly Aggressive
FM-553	Sulfate (ppm)	0	N.A.	Slightly Aggressive

*Corrosion Potential for steel and concrete per Table 1.3.2-1 of the FDOT Structures Design Guidelines. Note the corrosion potential for sulfate (SO₄) only applies to concrete.

Sample 2 (A-09)

Test Method	Description	Measured Values	Corrosion Potential for Steel*	Corrosion Potential for Concrete*
FM-550	pH	7.36	Slightly Aggressive	Slightly Aggressive
FM-551	Resistivity (Ohm-cm)	10000	Slightly Aggressive	Slightly Aggressive
FM-552	Chlorides (ppm)	0	Slightly Aggressive	Slightly Aggressive
FM-553	Sulfate (ppm)	0	N.A.	Slightly Aggressive

*Corrosion Potential for steel and concrete per Table 1.3.2-1 of the FDOT Structures Design Guidelines. Note the corrosion potential for sulfate (SO₄) only applies to concrete.

Based on the lab testing results for FM 5-550, 5-551, 5-552, and 5-553, the bulk samples are classified as Slightly to Moderately Aggressive for steel and Slightly Aggressive for concrete based on the pH of the

samples. In this case, the structural reinforcement should have enough concrete cover to counteract the corrosion potential of the subject soils. This would be determined by a structural engineer.

4.0 PRELIMINARY DESIGN RECOMMENDATIONS

4.1 STRUCTURES

Based on a preliminary evaluation of the site and subsurface conditions at the borings with respect to the anticipated construction, it appears the proposed multifamily development can be constructed on conventional shallow foundation systems after performing the necessary site preparation and earthwork construction procedures.

Provided subgrades and Engineered Fills are prepared as recommended in this report, and the proposed structure can preliminary be supported by shallow foundations including column footings and continuous wall footings. We preliminarily recommend the foundation design use the following parameters:

Preliminary Design Parameter	Column Footing	Wall Footing
Net Allowable Soil Bearing Pressure ⁽¹⁾	2,000 to 3,000 psf	2,000 to 3,000 psf
Acceptable Bearing Soil Material	Stratum I or Engineered Fill	Stratum I or Engineered Fill
Minimum Width	24 inches	18 inches
Minimum Footing Embedment Depth (below slab or finished grade) ⁽²⁾	18 inches	24 inches
Estimated Total Settlement ⁽³⁾	Less than 1- inch	Less than 1- inch
Estimated Differential Settlement ⁽⁴⁾	Less than ½ inch between columns	Less than ½ inch

Notes:

- (1) Net allowable bearing pressure is the applied pressure in excess of the surrounding overburden soils above the base of the foundation.
- (2) For bearing considerations
- (3) Based on provided structural loads. If final loads are different, ECS must be contacted to update foundation recommendations and settlement calculations.
- (4) Based on provided maximum column/wall loads and variability in borings. Differential settlement can be re-evaluated once the foundation plans are more complete.

For turn-down slabs and interior wall footings the minimum width should also be 18 inches, however, the sloped transition portion of the turn-down may be included when determining the footing width. Even though the maximum allowable soil bearing pressure may not be achieved, these width recommendations should control the size of the foundations.

ECS estimates approximately 2 feet of fill, or less, will be brought in to bring the site up to working grade. Our settlement analysis accounts for the imported fill and estimates the soils from the bottom of the footing elevation to depths of two feet below the bottom of the footing have been compacted in accordance with the Fill Placement recommendations included within this report.

4.2 SLAB ON GRADE/ TYPE II MONOLITHIC SLAB

Provided subgrades and engineered fills are prepared as discussed in the ECS final report (future report) and any encountered organics are removed and replaced with engineered fill soils, the proposed floor slabs can be constructed as Ground Supported Slabs (or Slab-On-Grade or Type II Monolithic Slab). Based on the presumed lowest finished floor elevation of EL. +40 feet, it appears that the slabs will bear on newly placed Engineered Fill, or Stratum I Sands (SP/SP-SM/SP-SC) The following graphic depicts our soil-supported slab recommendations:

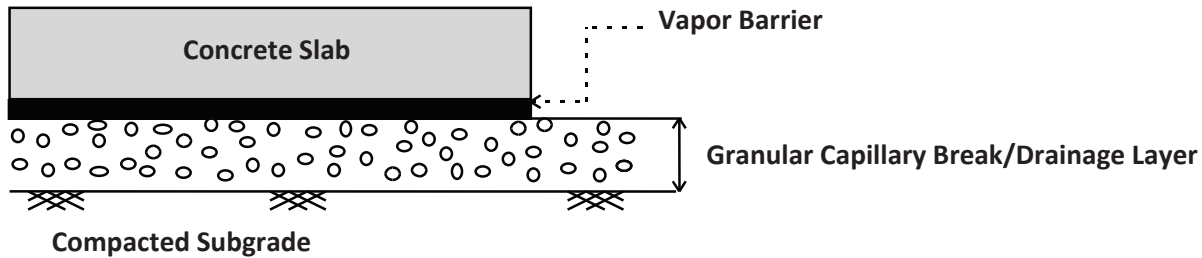


Figure 4.2.1

1. Drainage Layer Thickness: 4 to 8 inches (minimum)
2. Drainage Layer Material: GRAVEL (GP, GW), SAND (SP, SW)

Soft or yielding soils may be encountered in some areas. Those soils should be removed and replaced with compacted Engineered Fill in accordance with the recommendations included in this report.

Subgrade Modulus: Provided the Engineered Fill and Granular Drainage Layer are constructed in accordance with our recommendations, the slab may be designed assuming a modulus of subgrade reaction, k_1 of 100 pci (lbs./cu. inch). The modulus of subgrade reaction value is based on a 1 ft by 1 ft plate load test basis.

Vapor Barrier: Before the placement of concrete, a vapor barrier may be placed on top of the granular drainage layer to provide additional protection against moisture penetration through the floor slab. When a vapor barrier is used, special attention should be given to surface curing of the slab to reduce the potential for uneven drying, curling and/or cracking of the slab. Depending on proposed flooring material types, the structural engineer and/or the architect may choose to eliminate the vapor barrier.

Slab Isolation: Any soil-supported slabs should be isolated from the foundations and foundation-supported elements of the structure so that differential movement between the foundations and slab will not induce excessive shear and bending stresses in the floor slab. Where the structural configuration prevents the use of a free-floating slab such as in a drop-down footing/monolithic slab configuration in the multifamily buildings, the slab should be designed with suitable reinforcement and load transfer devices to preclude overstressing of the slab.

4.3 PAVEMENTS

Based on our subsurface exploration, it appears the subsurface conditions can support typical pavement sections. Adequate separation between the normal seasonal high groundwater level and the bottom of base course should be maintained. It is our professional opinion that groundwater conditions will likely

not impact the construction of the proposed development and pavement grades need to be reviewed relative to seasonal high groundwater levels to evaluate the necessity for groundwater control using underdrains based on final grading.

Our scope of services did not include extensive sampling and Limerock Bearing Ratio (LBR) testing of existing subgrade or potential sources of imported fill for the specific purpose of a detailed pavement analysis. Instead, we have assumed pavement-related design parameters that are considered to be typical for the area soil and roadway types as per the "FDOT Standards & Specifications". The recommended pavement thicknesses presented in this report section are considered typical and minimum for the assumed parameters in the general site area. We understand that budgetary considerations sometimes dictate thinner pavement sections than those presented. However, the client, the owner, and the project designers should be aware that thinner pavement sections may result in increased maintenance costs and lower than anticipated pavement life. The preliminary pavement sections below are guidelines that may or may not comply with local jurisdictional minimums.

The preliminary pavement sections below are guidelines that may or may not comply with local jurisdictional minimums.

Component	Asphalt		Concrete	
	Standard	Heavy	Standard	Heavy
Stabilized Subgrade (LBR>40)	12"	12"	N/A	N/A
Base Course (Crushed Concrete/Limerock)	6"	8"	N/A	N/A
Surface Course	1½"	2"	5"	6"
Maximum Joint Control Spacing	-	-	10' x 10'	12' x 12'
Recommended Saw-cut Depth	-	-	1 ¼"	1 ½"

All pavement subgrades should be prepared in accordance with the final geotechnical recommendations which will be presented in a final report.

In areas where Portland cement concrete pavement is planned, the concrete should be placed upon a minimum of 12 inches of compacted, free draining material and compacted to 98 percent of the Modified Proctor maximum dry density (ASTM D-1557). Dumpster pads should be constructed with Portland cement slabs that extend to the front of the enclosure where wheel loads are high.

In areas where asphaltic concrete pavements are used, we suggest stabilizing the subgrade materials to a minimum Florida Bearing Value (FBV) of 75 pounds per square inch (psi). As an alternate for the FBV, materials can have a LBR of 40 percent. All stabilized subgrade materials should be compacted to 98 percent of the Modified Proctor (ASTM D-1557) maximum dry density and meet specification requirements for Type B or Type C Stabilized Subgrade by the Florida Department of Transportation (FDOT). The stabilized subgrade may consist of imported material or a blend of on-site soils and imported materials. If a blend is proposed, we recommend that the contractor performs a mix design to find the optimum mix proportions.

Base Course: Based on the groundwater conditions encountered at the subject property, it is our professional opinion that crushed concrete or limerock is likely to be economical and feasible base course

options for this project.

Base course material should follow the FDOT specification for material qualifications and placement. Place base material in maximum 6-inch lifts and compact to a minimum density of 98 percent of the Modified Proctor (ASTM D-1557) maximum dry density according to their specification. Perform compliance testing for the base course to a depth of one foot at a frequency of one test per 5,000 square feet, or at a minimum of two test locations, whichever is greater.

Effects of Groundwater: One of the most critical influences on the pavement performance in Central Florida is the relationship between the pavement subgrade and the seasonal high groundwater level. Roadways and parking areas that have not considered these effects typically exhibit signs of deterioration due to degradation of the base and the base/surface course bond. We recommend that the seasonal high groundwater level (SHGWL) and the bottom of the base course be separated by at least 18 inches for limerock and 12 inches for crushed concrete. Please note that a higher separation criterion between SHGWL and bottom of the base course may be required based on reviewing agency indication.

Landscape Drains and Curbing: If needed, where landscaped sections are located adjacent to parking lots or driveways, we recommend that drains be installed around these landscaped sections to protect the asphalt pavement from excess rainfall and over irrigation. Migration of irrigation water from the landscape areas to the interface between the asphalt and the base usually occurs unless landscape drains are installed. This migration often causes separation of the wearing surface from the base and subsequent rippling and pavement deterioration. The underdrains or strip drains should be routed to a positive outfall at the pavement area catch basins.

It is recommended that curbing around landscaped sections adjacent to parking lots and driveways be constructed with full-depth curb sections. Using extended curb sections which lie directly on top of the final asphalt level, or eliminating curbing entirely, can allow migration of irrigation water from the landscaped areas to the interface between the asphalt and the base. This migration often causes separation of the wearing surface from the base and subsequent rippling and pavement deterioration.

4.4 SEISMIC DESIGN CONSIDERATIONS

Seismic Site Classification: The International Building Code (IBC) 2018/2021 requires site classification for seismic design based on the upper 100 feet of a soil profile. At least two methods are utilized in classifying sites, namely the shear wave velocity (v_s) method and the Standard Penetration Resistance (N-value) method. The second method (Standard Penetration Resistance) was used in classifying this site.

Table: Seismic Site Classification

SEISMIC SITE CLASSIFICATION			
Site Class	Soil Profile Name	Shear Wave Velocity, V_s , (ft./s)	N value (bpf)
A	Hard Rock	$V_s > 5,000$ fps	N/A
B	Rock	$2,500 < V_s \leq 5,000$ fps	N/A
C	Very dense soil and soft rock	$1,200 < V_s \leq 2,500$ fps	>50
D	Stiff Soil Profile	$600 \leq V_s \leq 1,200$ fps	15 to 50
E	Soft Soil Profile	$V_s < 600$ fps	<15

Based upon our interpretation of the subsurface conditions, and our experience with subsurface conditions in the area, the appropriate Seismic Site Classification is “D” as shown in the preceding table.

Note that due to the very low occurrence of seismic activity in Florida, Section 101.2 of the 2023 Florida Building Code states that code requirements that address earthquake protection shall not be utilized or enforced. Similarly, the Federal Emergency Management Agency (FEMA) dictates Florida as a 0% coefficient for seismic design.

4.5 PRELIMINARY LATERAL EARTH PRESSURES

At this time ECS is not aware of any planned retaining walls at the site. The following recommendations are provided per the clients request. If retaining walls are planned for this site, they should be identified on plans provided to ECS, and ECS should be retained in order to perform soils borings in the vicinity of the planned wall alignment.

We recommend that below grade walls be designed to withstand at-rest lateral earth pressures and surcharge loads from adjacent building foundations, and/or streets. These recommendations apply to a “drained” condition which is where there is drainage material behind below grade walls that prevents hydrostatic water pressures on the back of the below grade wall. To accomplish a drained condition, drainage materials such as a free draining gravel, geocomposite drainage panels, weep holes, and an underslab drainage system should be used. Similarly, a gutter system can be designed at the top of the wall to divert surface water away from the face of the wall.

For the design of below-grade walls less than 4 feet in height used to restrain compacted backfill, existing fill, or in-situ natural soils, the lateral earth pressure coefficients presented below can be used to determine lateral earth pressure loads.

FOUNDATION SOILS	
Soil Parameter	Estimated value
Coefficient of At-Rest Earth Pressure (K_0)	0.5
Coefficient of Active Earth Pressure (K_a)	0.33
Coefficient of Passive Earth Pressure (K_p)	3.0
Soil Moist Unit Weight (γ)	110 pcf
Cohesion (C)	0 psf
Angle of Internal Friction (ϕ)	30°

Note: the preceding values are assumed and should be confirmed during construction

It is critical that the soils used for backfill of the retaining walls meet the soil parameters recommended above. If the soils available do not meet those parameters, then ECS should be contacted to provide revised values, and to confirm that only suitable soils will be used for wall backfill.

Surcharge loads imposed within a 45-degree slope from the base of the restrained wall should be considered in the below grade wall design. These surcharge loads should be based on an at-rest pressure coefficient, k_0 , of 0.5. Care should be used to avoid the operation of heavy equipment to compact the

wall backfill since it may overload and damage the wall; in addition, such loads are not typically considered in the design of below grade walls.

Wall Drainage: Retaining walls should be provided with a wall and foundation drainage system to relieve hydrostatic pressures which may develop behind the walls. This system should consist of weepholes through the wall and/or a 4-inch perforated, closed joint drain line located along the backside of the walls above the top of the footing. The drain line should be surrounded by a minimum of 6 inches of AASHTO #57 Stone wrapped with an approved non-woven geotextile, such as Mirafi 140-N or equivalent. Wall drains can consist of a 12-inch wide zone of free draining gravel, such as AASHTO #57 Stone, employed directly behind the wall and separated from the soils beyond with a non-woven geotextile. Alternatively, the wall drain can consist of a suitable geocomposite drainage board material. The wall drain should be hydraulically connected to the foundation drain.

4.6 STORMWATER MANAGEMENT/BORROW SUITABILITY RECOMMENDATIONS.

Based on the boring results and classification of the soil samples, the fine sand (SP), Fine Sand with Silt (SP-SM), Fine Sand with Clay (SP-SC) as encountered at the boring locations, are considered suitable for structural fill soil. These soils were encountered within the top 25 feet. Soils containing surficial organic material will require removal and are unsuitable as structural fill. The organic soils could be used in landscape berms. It should be anticipated the soils below the groundwater level will have moisture contents more than the modified Proctor optimum moisture content and will require stockpiling or spreading to bring the moisture content within 2 percent of the soil's optimum moisture content, corresponding to the required degree of compaction.

Demucking, dewatering, and backfilling of the existing pond appear to be needed prior to development based on the conceptual plans provided. A bi-axial geogrid (BXG 12 or equivalent) could be utilized to establish a firm base for anticipated maintenance vehicle traffic for the access berm depicted between the wet and dry stormwater ponds on site.

Detailed Civil Plans for the pond design and construction should be provided to ECS for analysis to determine if slope stability or seepage analysis is warranted due to pond design and geometry. Depending on where the bottom of pond is for the wet and dry ponds planned, additional analysis and testing may be needed. ECS recommends the Land Development Code (LDC) be followed and adhered to for pond side slopes above and below the water table. Piezometer data may aid the civil engineer in the pond design since there are both wet and dry ponds planned for this site.

4.7 ADDITIONAL EXPLORATION FOR FINAL REPORT

Additional field testing will be necessary to formulate detailed foundation design and site preparation and earthwork construction recommendations. We recommend that additional soil test borings be conducted within the structures, roadway areas, expanded pond areas, and any retaining walls prior to final design. Additional soil test borings and permeability testing will be required for the pond areas that will be expanded. **It should be noted that it appears the proposed construction will fill in a portion of the southern pond to create an access berm. ECS recommends that additional muck probes be performed within the pond perimeter in order to help quantify organic / muck removal.**

5.0 CLOSING

We performed our services in accordance with the standard of care expected of professionals in the industry performing similar services on projects of like size and complexity at this time in the region. No other representation expressed or implied, and no warranty or guarantee is included or intended in this report.

Additional field testing will be necessary to formulate detailed foundation design and site preparation and earthwork construction recommendations for the project. We recommend that ECS be retained to apply our expertise throughout the geotechnical phases of design and construction, and to provide consultation and recommendation should issues arise.

ECS is not responsible for the conclusions, opinions, or recommendations of others based on the data in this report.

APPENDIX A – Diagrams & Reports

Site Location Diagram

Boring Location Diagram

Historic Aerial Photos from 1957 and 1968

Previous Subsurface Soil Profiles A-A' and B-B'

Subsurface Soil Profile C-C'



SITE LOCATION DIAGRAM

Citrus Park Multi Family

13009 Community Campus Dr., Tampa, Florida
Flournoy Development Group, LLC

ENGINEER	TLG
SCALE	1" = 1000'
PROJECT NO.	41:5015-B
SHEET	1 of 2
DATE	7/29/2025



BORING LOCATION DIAGRAM

Citrus Park Multi Family

13009 Community Campus Drive, Tampa, Florida Flourney
Development Group, LLC

ENGINEER	TR
SCALE	1" = 250'
PROJECT NO.	41:5015-B
SHEET	2 of 2
DATE	1/9/2026

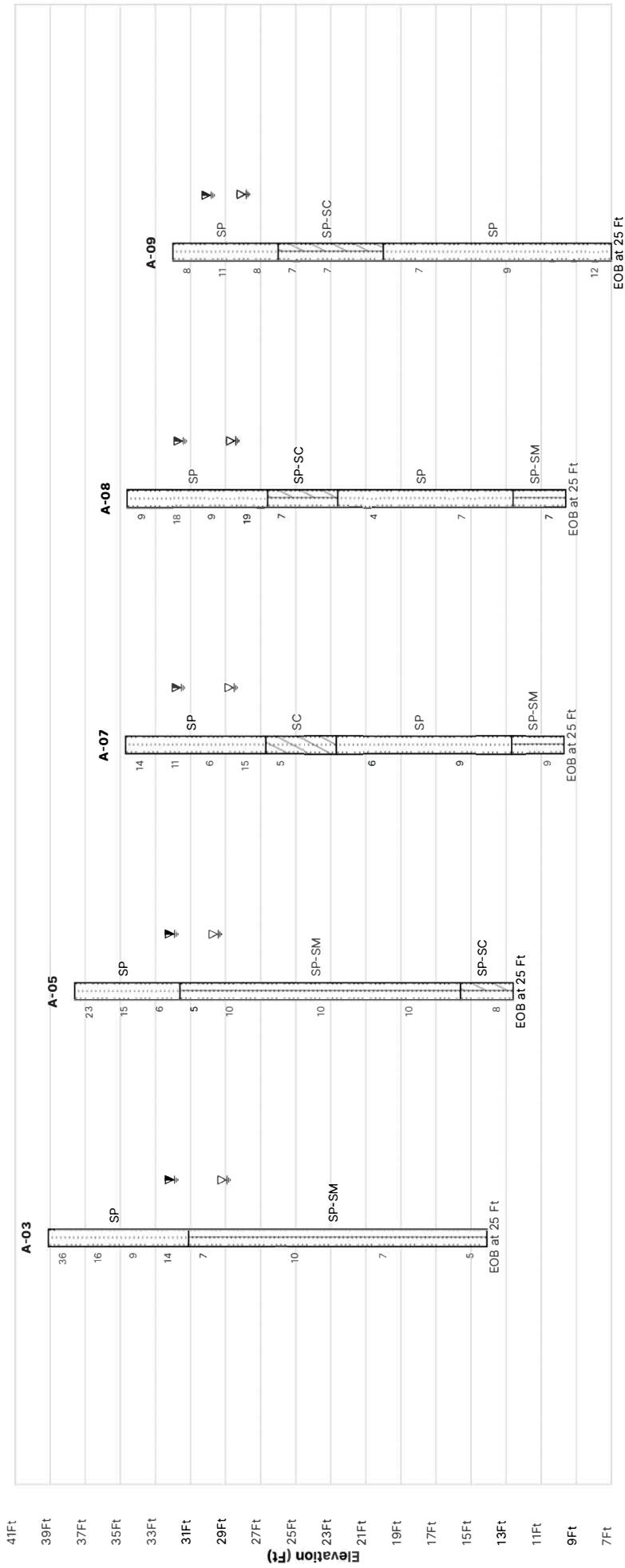


1957 Aerial Photo
Shows Closed Circular Depression Features



1968 Aerial Photo
Shows Closed Circular Depression Features

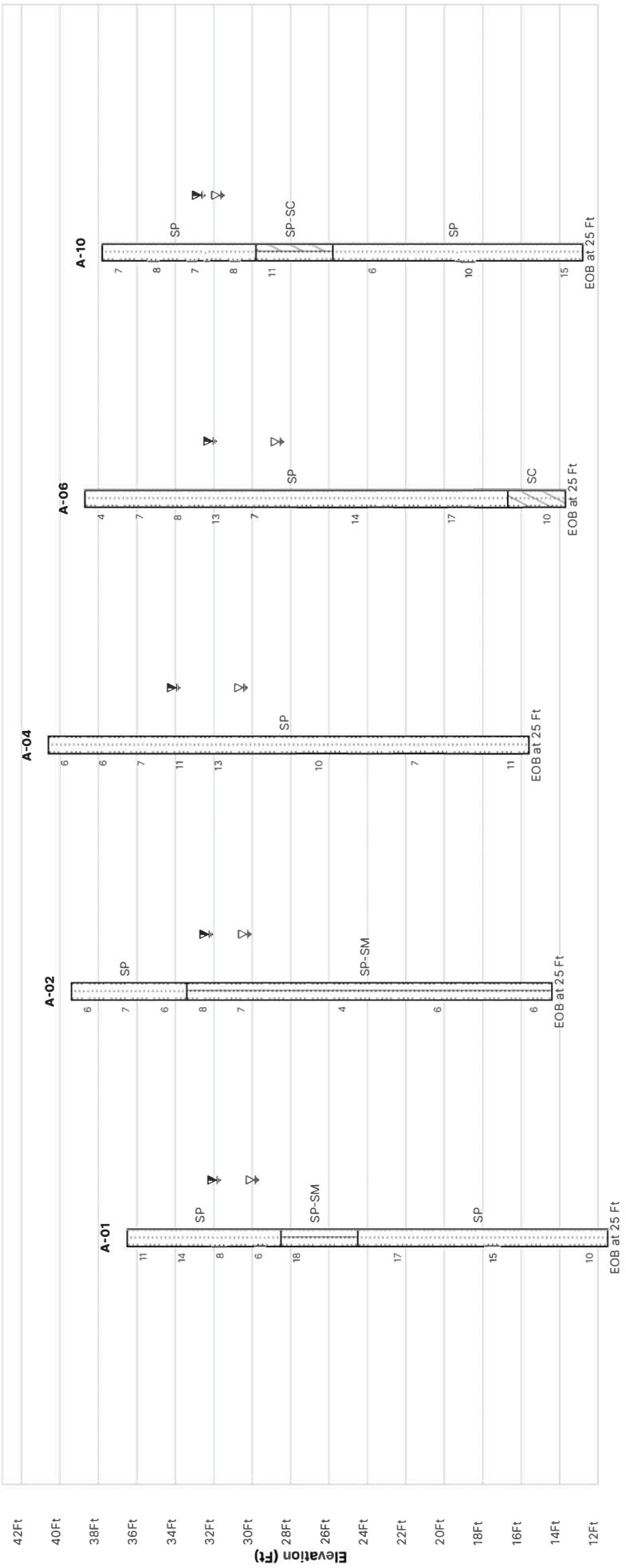
Previous Generalized Subsurface Cross Section A-A'



CLIENT:	Flournoy Development Group, LLC	PROJECT:	Citrus Park Multi Family
DRAWN DATE:	7/17/2025	PROJECT NO.:	41:5015
CHECKED DATE:	7/17/2025	SCALE:	NTS
Notes: 1-EOB: END OF BORING/AR. AUGER REFUSAL. 2-SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION. 3-STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING) IN BLOWS PER FOOT (ASTM D1586). 4-TOPOGRAPHIC INFORMATION IS BASED ON PUBLICLY AVAILABLE DATA (GOOGLE OR CESIUM). THE TOPOGRAPHIC LINE SHOWN BETWEEN BORINGS IS FOR VISUAL REFERENCE ONLY PLEASE REFER TO THE REFERENCE NOTES FOR BORING LOGS FOR SYMBOLOLOGY MEANING AND ADDITIONAL INFORMATION.	Plastic Limit	Water Content	Liquid Limit
	X	●	△
	[FINES CONTENT %]		
	BOTTOM OF CASING		
	LOSS OF CIRCULATION		
	CALIBRATED PENETROMETER		
WL (First Encountered)		▽	Fill
WL (Completion)		▽	Possible Fill
WL (Estimated Seasonal High Water)		▽	Probable Fill
WL (Stabilized)		▽	WR/Rock



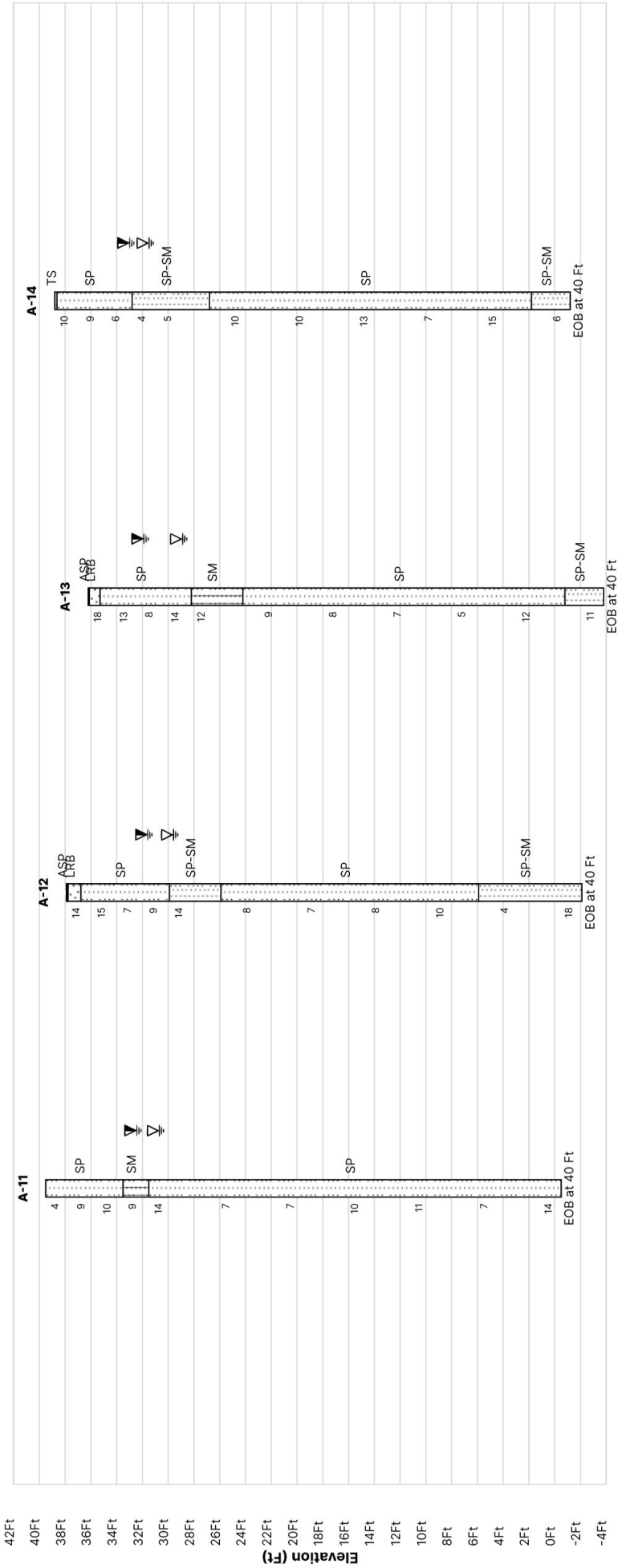
Previous Generalized Subsurface Cross Section B - B'



CLIENT:	Flurnoy Development Group, LLC	PROJECT:	Citrus Park Multi Family								
	DRAWN DATE:	7/7/2025	PROJECT NO.:	41:5015							
	CHECKED DATE:	7/7/2025	SCALE:	NTS							
Notes: 1-EOB: END OF BORING/ AUGER REFUSAL/ SAMPLER REFUSAL 2-SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION. 3-STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING)/IN BLOWS PER FOOT (ASTM D1586) 4- TOPOGRAPHIC INFORMATION IS BASED ON PUBLICLY AVAILABLE DATA (GOOGLE OR CESIUM) THE TOPOGRAPHIC LINE SHOWN BETWEEN BORINGS IS FOR VISUAL REFERENCE ONLY PLEASE REFER TO THE REFERENCE NOTES FOR BORING LOGS FOR SYMBOLOGY MEANING AND ADDITIONAL INFORMATION			Plastic Limit		Water Content		Liquid Limit				
			X								
					[FINES CONTENT %]						
					BOTTOM OF CASING						
					LOSS OF CIRCULATION						
					CALIBRATED PENETROMETER						
					WL (First Encountered)				Fill		
					WL (Completion)				Possible Fill		
					WL (Estimated Seasonal High Water)				Probable Fill		
					WL (Stabilized)				WR/Rock		
											



Generalized Subsurface Cross Section C-C'



CUSTOMER:	Flourney Development Group, LLC	PROJECT:	Citrus Park Multi Family
DRAWN DATE:	Jan 09, 2026	PROJECT NO.:	41:5015-B
CHECKED DATE:	Jan 09, 2026	SCALE:	AS SHOWN

Notes: 1-EOB: END OF BORING OR AUGER REFUSAL; SR: SAMPLER REFUSAL 2-SEE INDIVIDUAL BORING LOG AND GEOTECHNICAL INFORMATION. 3-STANDARD PENETRATION TEST RESISTANCE (LEFT OF BORING) IN BLOWS PER FOOT (ASTM D1586) 4: TOPOGRAPHIC INFORMATION IS BASED ON PUBLICLY AVAILABLE DATA (GOOGLE OR Cesium); THE TOPOGRAPHIC LINE SHOWN BETWEEN BORINGS IS FOR VISUAL REFERENCE ONLY PLEASE REFER TO THE REFERENCE NOTES FOR BORING LOGS FOR SYMBOL ORGY MEANING AND ADDITIONAL	Plastic Limit	Water Content	Liquid Limit			
	X	●	△	WL (First Encountered)	Fill	
	[FINES CONTENT %]			WL (Completion)	Possible Fill	
	BOTTOM OF CASING			WL (Estimated Seasonal High Water)	Probable Fill	
	LOSS OF CIRCULATION			WL (Stabilized)	WR/Rock	
	CALIBRATED PENETROMETER					



APPENDIX B – Field Operations

Reference Notes for Boring Logs

Subsurface Exploration Procedure: Standard Penetration Testing (SPT)

Previous Boring Logs A-01 through A-10

Boring Logs A-11 through A-14



REFERENCE NOTES FOR BORING LOGS

MATERIAL^{1,2}

	ASPHALT
	CONCRETE
	GRAVEL
	TOPSOIL
	VOID
	BRICK
	AGGREGATE BASE COURSE
	GW WELL-GRADED GRAVEL gravel-sand mixtures, little or no fines
	GP POORLY-GRADED GRAVEL gravel-sand mixtures, little or no fines
	GM SILTY GRAVEL gravel-sand-silt mixtures
	GC CLAYEY GRAVEL gravel-sand-clay mixtures
	SW WELL-GRADED SAND gravelly sand, little or no fines
	SP POORLY-GRADED SAND gravelly sand, little or no fines
	SM SILTY SAND sand-silt mixtures
	SC CLAYEY SAND sand-clay mixtures
	ML SILT non-plastic to medium plasticity
	MH ELASTIC SILT high plasticity
	CL LEAN CLAY low to medium plasticity
	CH FAT CLAY high plasticity
	OL ORGANIC SILT or CLAY non-plastic to low plasticity
	OH ORGANIC SILT or CLAY high plasticity
	PT PEAT highly organic soils

DRILLING SAMPLING SYMBOLS & ABBREVIATIONS

SS	Split Spoon Sampler	PM	Pressuremeter Test
ST	Shelby Tube Sampler	RD	Rock Bit Drilling
WS	Wash Sample	RC	Rock Core, NX, BX, AX
BS	Bulk Sample of Cuttings	REC	Rock Sample Recovery %
PA	Power Auger (no sample)	RQD	Rock Quality Designation %
HSA	Hollow Stem Auger		

PARTICLE SIZE IDENTIFICATION

DESIGNATION	PARTICLE SIZES
Boulders	12 inches (300 mm) or larger
Cobbles	3 inches to 12 inches (75 mm to 300 mm)
Gravel: Coarse	¾ inch to 3 inches (19 mm to 75 mm)
Fine	4.75 mm to 19 mm (No. 4 sieve to ¾ inch)
Sand: Coarse	2.00 mm to 4.75 mm (No. 10 to No. 4 sieve)
Medium	0.425 mm to 2.00 mm (No. 40 to No. 10 sieve)
Fine	0.074 mm to 0.425 mm (No. 200 to No. 40 sieve)
Silt & Clay ("Fines")	<0.074 mm (smaller than a No. 200 sieve)

COHESIVE SILTS & CLAYS

UNCONFINED COMPRESSIVE STRENGTH, QP ⁴	SPT ⁵ (BPF)	CONSISTENCY ⁷ (COHESIVE)
<0.25	<2	Very Soft
0.25 - <0.50	2 - 4	Soft
0.50 - <1.00	5 - 8	Firm
1.00 - <2.00	9 - 15	Stiff
2.00 - <4.00	16 - 30	Very Stiff
4.00 - 8.00	31 - 50	Hard
>8.00	>50	Very Hard

RELATIVE AMOUNT ⁷	COARSE GRAINED (%) ⁸	FINE GRAINED (%) ⁸
Trace	≤5	≤5
With	10 - 20	10 - 25
Adjective (ex: "Silty")	25 - 45	30 - 45

GRAVELS, SANDS & NON-COHESIVE SILTS

SPT ⁵	DENSITY
<5	Very Loose
5 - 10	Loose
11 - 30	Medium Dense
31 - 50	Dense
>50	Very Dense

WATER LEVELS⁶

	WL (First Encountered)
	WL (Completion)
	WL (Seasonal High Water)
	WL (Stabilized)

FILL AND ROCK

FILL	POSSIBLE FILL	PROBABLE FILL	ROCK

¹Classifications and symbols per ASTM D 2488-17 (Visual-Manual Procedure) unless noted otherwise.

²To be consistent with general practice, "POORLY GRADED" has been removed from GP, GP-GM, GP-GC, SP, SP-SM, SP-SC soil types on the boring logs.

³Non-ASTM designations are included in soil descriptions and symbols along with ASTM symbol [Ex: (SM-FILL)].

⁴Typically estimated via pocket penetrometer or Torvane shear test and expressed in tons per square foot (tsf).

⁵Standard Penetration Test (SPT) refers to the number of hammer blows (blow count) of a 140 lb. hammer falling 30 inches on a 2 inch OD split spoon sampler required to drive the sampler 12 inches (ASTM D 1586). "N-value" is another term for "blow count" and is expressed in blows per foot (bpf). SPT correlations per 7.4.2 Method B and need to be corrected if using an auto hammer.

⁶The water levels are those levels actually measured in the borehole at the times indicated by the symbol. The measurements are relatively reliable when augering, without adding fluids, in granular soils. In clay and cohesive silts, the determination of water levels may require several days for the water level to stabilize. In such cases, additional methods of measurement are generally employed.

⁷Minor deviation from ASTM D 2488-17 Note 14.

⁸Percentages are estimated to the nearest 5% per ASTM D 2488-17.



SUBSURFACE EXPLORATION PROCEDURE: STANDARD PENETRATION TESTING (SPT) ASTM D 1586 Split-Barrel Sampling

Standard Penetration Testing, or **SPT**, is the most frequently used subsurface exploration test performed worldwide. This test provides samples for identification purposes, as well as a measure of penetration resistance, or N-value. The N-Value, or blow counts, when corrected and correlated, can approximate engineering properties of soils used for geotechnical design and engineering purposes.

SPT Procedure:

- Involves driving a hollow tube (split-spoon) into the ground by dropping a 140-lb hammer a height of 30-inches at desired depth
- Recording the number of hammer blows required to drive split-spoon a distance of 12 inches (in 3 or 4 Increments of 6 inches each)
- Auger is advanced* and an additional SPT is performed
- One SPT test is typically performed for every two to five feet
- Obtain 1.5 inch diameter soil sample



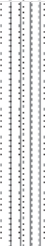
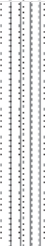
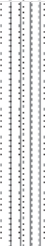
**Drilling Methods May Vary—* The predominant drilling methods used for SPT are open hole fluid rotary drilling and hollow-stem auger drilling.

CLIENT: Flournoy Development Group, LLC				PROJECT NO.: 41:5015		BORING NO.: A-01		SHEET: 1 OF 1																																																																																																																																																																																																																																					
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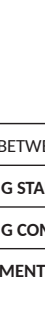
CLIENT: Flournoy Development Group, LLC						PROJECT NO.: 41:5015		BORING NO.: A-03		SHEET: 1 OF 1																																																																																																																																																						
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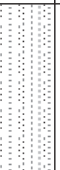
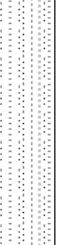
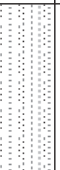
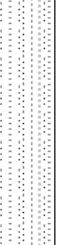
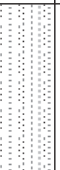
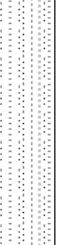
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	2	SS	24	24				7-8-7-7 (15)	15																																																																																																																																																																																																			
	3	SS	24	24				1-2-4-4 (6)	6																																																																																																																																																																																																			
10	4	SS	24	24	(SP-SM) POORLY GRADED SAND WITH SILT - fine sand, light brown & brown, moist to wet, loose.		▽	30.0	4-3-2-2 (5)	5			5.9	22.1																																																																																																																																																																																														
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WL (First Encountered): 8 Ft				BORING STARTED: 07/03/2025				CAVE IN DEPTH: Not Observed																																																																																																																																																																																																				
WL (Completion):				BORING COMPLETED: 07/03/2025				HAMMER TYPE: Manual																																																																																																																																																																																																				
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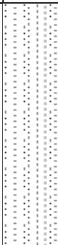
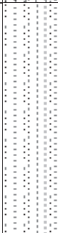
CLIENT: Flourney Development Group, LLC				PROJECT NO.: 41:5015		BORING NO.: A-06		SHEET: 1 OF 1																																																																																																																																																																																																																																																																																																																																			
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LATITUDE: 28.068380		LONGITUDE: -82.562100		STRUCTURE:		SURFACE ELEVATION: 38.7		BOTTOM OF CASING																																																																																																																																																																																																																																																																																																																																			
<table><thead><tr><th rowspan="2">DEPTH (FT)</th><th rowspan="2">SAMPLE NUMBER</th><th rowspan="2">SAMPLE TYPE</th><th rowspan="2">SAMPLE DISTANCE (IN)</th><th rowspan="2">SAMPLE RECOVERY (IN)</th><th rowspan="2">DESCRIPTION OF MATERIAL</th><th rowspan="2">STRATIGRAPHY</th><th rowspan="2">WATER LEVELS</th><th rowspan="2">ELEVATION (FT)</th><th rowspan="2">BLOWS/6" (TCP/MC/SPT-N VALUE)*</th><th colspan="2">RQD% </th><th colspan="2">REC% </th><th colspan="2">Fines% F: </th><th colspan="2">MC% </th><th rowspan="2">LL </th><th rowspan="2">PL </th><th rowspan="2">U </th></tr><tr><th>TCP </th><th>ModCal </th><th>SPT </th><th>PL </th><th>MC </th><th>LL </th><th>U </th></tr></thead><tbody><tr><td rowspan="5">5</td><td>S-1</td><td>SS</td><td>24</td><td>24</td><td rowspan="5">(SP) POORLY GRADED SAND - fine sand, brown, moist to wet, very loose to medium dense.</td><td rowspan="5"></td><td rowspan="5"></td><td rowspan="5">35.0</td><td>2-2-2-3 N = 4</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>S-2</td><td>SS</td><td>24</td><td>24</td><td>3-3-4-4 N = 7</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>S-3</td><td>SS</td><td>24</td><td>24</td><td>1-3-5-4 N = 8</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>S-4</td><td>SS</td><td>24</td><td>24</td><td>6-7-6-5 N = 13</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>S-5</td><td>SS</td><td>24</td><td>24</td><td>4-4-3-3 N = 7</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td rowspan="3">10</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>S-6</td><td>SS</td><td>18</td><td>18</td><td></td><td></td><td></td><td>25.0</td><td>6-6-8 N = 14</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td rowspan="3">15</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>S-7</td><td>SS</td><td>18</td><td>18</td><td></td><td></td><td></td><td>20.0</td><td>7-7-10 N = 17</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td rowspan="2">20</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>S-8</td><td>SS</td><td>18</td><td>18</td><td>(SC) CLAYEY SAND - fine sand, brown, wet, loose.</td><td></td><td></td><td>15.0</td><td>5-5-5 N = 10</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr><tr><td colspan="5"></td><td>END OF BORING AT 25 Ft</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table>												DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE (IN)	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N VALUE)*	RQD% 		REC% 		Fines% F: 		MC% 		LL 	PL 	U 	TCP 	ModCal 	SPT 	PL 	MC 	LL 	U 	5	S-1	SS	24	24	(SP) POORLY GRADED SAND - fine sand, brown, moist to wet, very loose to medium dense.			35.0	2-2-2-3 N = 4													S-2	SS	24	24	3-3-4-4 N = 7															S-3	SS	24	24	1-3-5-4 N = 8															S-4	SS	24	24	6-7-6-5 N = 13															S-5	SS	24	24	4-4-3-3 N = 7																10																						S-6	SS	18	18				25.0	6-6-8 N = 14																																		15																						S-7	SS	18	18				20.0	7-7-10 N = 17																																		20																						S-8	SS	18	18	(SC) CLAYEY SAND - fine sand, brown, wet, loose.			15.0	5-5-5 N = 10																		END OF BORING AT 25 Ft																
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 WL (Seasonal High Water):				6.5 Ft		EQUIPMENT:		Truck		LOGGED BY:		JC		DRILLING METHOD:				Mud Rotary (0'-25')																																																																																																																																																																																																																																																																																																																									
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CLIENT: Flournoy Development Group, LLC						PROJECT NO.: 41:5015			BORING NO.: A-07			SHEET: 1 OF 1																																																																																																																										
PROJECT NAME: Citrus Park Multi Family						DRILLER/CONTRACTOR: ECS																																																																																																																																
SITE LOCATION: 13009 Community Campus Dr., Tampa, Florida, 33625											LOSS OF CIRCULATION 																																																																																																																											
LATITUDE: 28.067870			LONGITUDE: -82.563600			STRUCTURE:			SURFACE ELEVATION: 34.7			BOTTOM OF CASING 																																																																																																																										
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DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE (IN)	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N VALUE)*	RQD% ◆ REC% ◆		Fines% F MC%																																																																																																																										
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WL (First Encountered): 6 Ft					BORING STARTED: 07/02/2025					CAVE IN DEPTH: Not Observed																																																																																																																												
WL (Completion):					BORING COMPLETED: 07/02/2025					HAMMER TYPE: Manual																																																																																																																												
WL (Seasonal High Water): 3 Ft					EQUIPMENT: Truck		LOGGED BY: Troy L. Bourn		DRILLING METHOD: Mud Rotary (0'-25')																																																																																																																													
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CLIENT: Flournoy Development Group, LLC				PROJECT NO.: 41:5015		BORING NO.: A-08		SHEET: 1 OF 1				
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS								
SITE LOCATION: 13009 Community Campus Dr., Tampa, Florida, 33625								LOSS OF CIRCULATION				
LATITUDE: 28.067130		LONGITUDE: -82.563700		STRUCTURE:		SURFACE ELEVATION: 34.6		BOTTOM OF CASING				
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE (IN)	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N VALUE)*	RQD%  REC%  TCP  ModCal  SPT 	Fines% F:  MC%  PL  MC  LL 	QP 
5	1	SS	24	24	(SP) POORLY GRADED SAND - fine sand, brown, wet to moist, loose to medium dense.			30.0	3-3-6-9 (9)	9		
	2	SS	24	24				30.0	8-9-9-8 (18)	18		
	3	SS	24	24				30.0	3-5-4-6 (9)	9		
	4	SS	24	24				30.0	8-10-9-5 (19)	19		
10	5	SS	24	24	(SP-SC) POORLY GRADED SAND WITH CLAY - fine sand, brown, loose.			25.0	4-3-4-6 (7)	7		
					(SP) POORLY GRADED SAND - fine sand, brown, wet, very loose to loose.			20.0	2-2-2 (4)	4		
15	6	SS	18	18				20.0				
								20.0				
20								15.0	2-3-4 (7)	7		
	7	SS	18	18				15.0				
					(SP-SM) POORLY GRADED SAND WITH SILT - fine sand, brown, wet, loose.			10.0	3-4-3 (7)	7		
	8	SS	18	18				10.0				
					END OF BORING AT 25 Ft							
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL												
WL (First Encountered):		6 Ft		BORING STARTED:		07/02/2025		CAVE IN DEPTH:		Not Observed		
WL (Completion):				BORING COMPLETED:		07/02/2025		HAMMER TYPE:		Manual		
WL (Seasonal High Water):		3 Ft		EQUIPMENT:		LOGGED BY:		DRILLING METHOD:				
WL (Stabilized):				Truck		Troy L. Bourn		Mud Rotary (0'-25')				
GEOTECHNICAL BOREHOLE LOG												

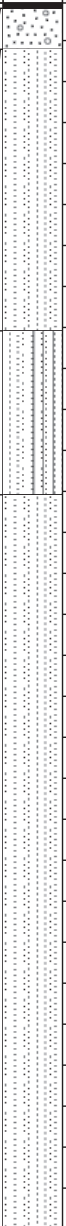
CLIENT: Flournoy Development Group, LLC				PROJECT NO.: 41:5015		BORING NO.: A-09		SHEET: 1 OF 1																																																																																																																																										
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS																																																																																																																																														
SITE LOCATION: 13009 Community Campus Dr., Tampa, Florida, 33625								LOSS OF CIRCULATION																																																																																																																																										
LATITUDE: 28.066380		LONGITUDE: -82.563400		STRUCTURE:		SURFACE ELEVATION: 32		BOTTOM OF CASING																																																																																																																																										
<table><thead><tr><th rowspan="2">DEPTH (FT)</th><th rowspan="2">SAMPLE NUMBER</th><th rowspan="2">SAMPLE TYPE</th><th rowspan="2">SAMPLE DISTANCE (IN)</th><th rowspan="2">SAMPLE RECOVERY (IN)</th><th rowspan="2">DESCRIPTION OF MATERIAL</th><th rowspan="2">STRATIGRAPHY</th><th rowspan="2">WATER LEVELS</th><th rowspan="2">ELEVATION (FT)</th><th rowspan="2">BLOWS/6" (TCP/MC/SPT-N VALUE)*</th><th colspan="2">RQD%  REC% </th><th colspan="2">Fines% F  MC% </th></tr><tr><th>TCP </th><th>ModCal </th><th>SPT </th><th>PL </th><th>MC </th><th>LL </th></tr></thead><tbody><tr><td rowspan="5">5</td><td>1</td><td>SS</td><td>24</td><td>24</td><td rowspan="2">(SP) POORLY GRADED SAND - fine sand, light brown to brown, wet to moist, loose to medium dense.</td><td rowspan="5"></td><td rowspan="5"></td><td>30.0</td><td>3-4-4-4 (8)</td><td>8</td><td></td><td></td><td></td></tr><tr><td>2</td><td>SS</td><td>24</td><td>24</td><td>6-5-6-8 (11)</td><td>11</td><td></td><td>2.4</td><td>19.9</td></tr><tr><td>3</td><td>SS</td><td>24</td><td>24</td><td>3-3-5-3 (8)</td><td>8</td><td></td><td></td><td></td></tr><tr><td>4</td><td>SS</td><td>24</td><td>24</td><td rowspan="2">(SP-SC) POORLY GRADED SAND WITH CLAY - fine sand, light gray to brown, wet, loose.</td><td>3-2-5-7 (7)</td><td>7</td><td></td><td></td></tr><tr><td>5</td><td>SS</td><td>24</td><td>24</td><td>4-4-3-4 (7)</td><td>7</td><td></td><td></td></tr><tr><td rowspan="3">10</td><td></td><td></td><td></td><td></td><td rowspan="3">(SP) POORLY GRADED SAND - fine sand, brown, wet, loose to medium dense.</td><td rowspan="3"></td><td rowspan="3"></td><td>25.0</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>6</td><td>SS</td><td>18</td><td>18</td><td>3-3-4 (7)</td><td>7</td><td></td><td></td></tr><tr><td>7</td><td>SS</td><td>18</td><td>18</td><td>4-3-6 (9)</td><td>9</td><td></td><td></td></tr><tr><td rowspan="2">20</td><td></td><td></td><td></td><td></td><td rowspan="2"></td><td rowspan="2"></td><td rowspan="2"></td><td>10.0</td><td>4-5-7 (12)</td><td>12</td><td></td><td></td><td></td></tr><tr><td>8</td><td>SS</td><td>18</td><td>18</td><td></td><td></td><td></td><td></td></tr><tr><td colspan="5"></td><td>END OF BORING AT 25 Ft</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></tr></tbody></table>												DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE (IN)	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N VALUE)*	RQD%  REC% 		Fines% F  MC% 		TCP 	ModCal 	SPT 	PL 	MC 	LL 	5	1	SS	24	24	(SP) POORLY GRADED SAND - fine sand, light brown to brown, wet to moist, loose to medium dense.			30.0	3-4-4-4 (8)	8				2	SS	24	24	6-5-6-8 (11)	11		2.4	19.9	3	SS	24	24	3-3-5-3 (8)	8				4	SS	24	24	(SP-SC) POORLY GRADED SAND WITH CLAY - fine sand, light gray to brown, wet, loose.	3-2-5-7 (7)	7			5	SS	24	24	4-4-3-4 (7)	7			10					(SP) POORLY GRADED SAND - fine sand, brown, wet, loose to medium dense.			25.0						6	SS	18	18	3-3-4 (7)	7			7	SS	18	18	4-3-6 (9)	9			20								10.0	4-5-7 (12)	12				8	SS	18	18										END OF BORING AT 25 Ft								
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE (IN)	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N VALUE)*	RQD%  REC% 												Fines% F  MC% 																																																																																																																												
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 WL (First Encountered): 4 Ft				BORING STARTED: 07/02/2025				CAVE IN DEPTH: Not Observed																																																																																																																																										
 WL (Completion):				BORING COMPLETED: 07/02/2025				HAMMER TYPE: Manual																																																																																																																																										
 WL (Seasonal High Water): 2 Ft				EQUIPMENT: Truck		LOGGED BY: Troy L. Bourn		DRILLING METHOD: Mud Rotary (0'-25')																																																																																																																																										
 WL (Stabilized):																																																																																																																																																		
GEOTECHNICAL BOREHOLE LOG																																																																																																																																																		

CLIENT: Flournoy Development Group, LLC						PROJECT NO.: 41:5015		BORING NO.: A-10		SHEET: 1 OF 1																																																																																																																																																									
PROJECT NAME: Citrus Park Multi Family						DRILLER/CONTRACTOR: ECS																																																																																																																																																													
SITE LOCATION: 13009 Community Campus Dr., Tampa, Florida, 33625									LOSS OF CIRCULATION																																																																																																																																																										
LATITUDE: 28.066390			LONGITUDE: -82.562300			STRUCTURE:		SURFACE ELEVATION: 37.8		BOTTOM OF CASING 																																																																																																																																																									
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DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE (IN)	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	WATER LEVELS	ELEVATION (FT)	BLOWS/6" (TCP/MC/SPT-N VALUE)*	RQD%	REC%											Fines% F	MC%																																																																																																																																												
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WL (First Encountered): 6 Ft						BORING STARTED: 07/02/2025			CAVE IN DEPTH: Not Observed																																																																																																																																																										
WL (Completion):						BORING COMPLETED: 07/02/2025			HAMMER TYPE: Manual																																																																																																																																																										
WL (Seasonal High Water): 5 Ft						EQUIPMENT:		LOGGED BY:		DRILLING METHOD:																																																																																																																																																									
WL (Stabilized):						Truck		Troy L. Bourn		Mud Rotary (0'-25')																																																																																																																																																									
GEOTECHNICAL BOREHOLE LOG																																																																																																																																																																			

CLIENT: Flourney Development Group, LLC				PROJECT NO.: 41:5015-B		BORING NO.: A-11		SHEET: 1 OF 2											
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS															
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625								LOSS OF CIRCULATION											
LATITUDE: 28.06928242		LONGITUDE: -82.56285523		STRUCTURE:		SURFACE ELEVATION: 39.5		BOTTOM OF CASING											
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec % 0 Mod 20 40 60 80 100 SPT TCP 0 10 20 30 40 50	RQD % 0 20 40 60 80 100	LIQUID LIMIT	PLASTICITY INDEX	MOISTUE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)	
5	S-1	SS	24	18	(SP) POORLY GRADED SAND - fine sand, light brown, moist, very loose to loose.		35		3-2-2-3 (4)	4									
	S-2	SS	24	18					3-4-5-6 (9)	9									
	S-3	SS	24	14					1-5-5-7 (10)	10									
10	S-4	SS	24	22	(SM) SILTY SAND - fine sand, light brown, moist, loose.		30		7-5-4-4 (9)	9				19.7					
	S-5	SS	24	24	7-7-7-7 (14)				24										
15	S-6	SS	18	14	(SP) POORLY GRADED SAND - fine sand, light brown to dark brown, moist to wet, loose to medium dense.		25		4-4-3 (7)	7									
	S-7	SS	18	18					4-3-4 (7)	7									
																			S-8
25	S-9	SS	18	12			10		6-5-6 (11)	11									
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL																			
WL (First Encountered): 8.5 FT				BORING STARTED: 12/19/2025				CAVE IN DEPTH: Not Observed											
WL (Completion):				BORING COMPLETED: 12/19/2025				HAMMER TYPE: Manual											
WL (Seasonal High Water): 6.75 FT				EQUIPMENT:		LOGGED BY:		DRILLING METHOD:											
WL (Stabilized):				Truck		SMP		Continuous Spoon (0'-10'), Mud Rotary (10'-40')											
GEOTECHNICAL BOREHOLE LOG																			

CLIENT: Flourney Development Group, LLC				PROJECT NO.: 41:5015-B		BORING NO.: A-11		SHEET: 2 OF 2											
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS															
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625								LOSS OF CIRCULATION											
LATITUDE: 28.06928242		LONGITUDE: -82.56285523		STRUCTURE:		SURFACE ELEVATION: 39.5		BOTTOM OF CASING											
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec % 0 20 40 60 80 100 RQD % 0 20 40 60 80 100 SPT 0 10 20 30 40 50 TCP		LIQUID LIMIT	PLASTICITY INDEX	MOISTURE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)	
35	S-10	SS	18	15	(SP) POORLY GRADED SAND - fine sand, light brown to dark brown, moist to wet, loose to medium dense. (continued)		5		5-4-3 (7)										
	S-11	SS	18	12					4-5-9 (14)										
					END OF BORING at 40.0 FT														
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL																			
 WL (First Encountered):				8.5 FT		BORING STARTED:				12/19/2025		CAVE IN DEPTH:				Not Observed			
 WL (Completion):						BORING COMPLETED:				12/19/2025		HAMMER TYPE:				Manual			
 WL (Seasonal High Water):				6.75 FT		EQUIPMENT:				LOGGED BY:		DRILLING METHOD:							
 WL (Stabilized):						Truck				SMP		Continuous Spoon (0'-10'), Mud Rotary (10'-40')							
GEOTECHNICAL BOREHOLE LOG																			

CLIENT: Flourney Development Group, LLC				PROJECT NO.: 41:5015-B		BORING NO.: A-12		SHEET: 1 OF 2			
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS							
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625								LOSS OF CIRCULATION			
LATITUDE: 28.06890137		LONGITUDE: -82.56348823		STRUCTURE:		SURFACE ELEVATION: 37.9		BOTTOM OF CASING			

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec % RQD % 0 Mod 20 40 60 80 100 SPT TCP		LIQUID LIMIT	PLASTICITY INDEX	MOISTURE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)
5	S-1	SS	24	18	Asphalt [Thickness=1.5"]. Limerock Base [Thickness=12"].		35	 	9-8-6-6 (14)	14								
	S-2	SS	24	14	(SP) POORLY GRADED SAND - fine sand, light brown, moist, loose to medium dense.				6-8-7-8 (15)	15								
	S-3	SS	24	10					1-1-6-5 (7)	7								
	S-4	SS	24	20					5-5-4-5 (9)	9								
10	S-5	SS	24	24	(SP-SM) POORLY GRADED SAND WITH SILT - fine sand, light brown, wet, medium dense.	30		6-7-7-8 (14)	24									
15	S-6	SS	18	12	(SP) POORLY GRADED SAND - fine sand, light brown, wet, loose.	25		3-4-4 (8)	8									
20	S-7	SS	18	14		20		4-3-4 (7)	7									
25	S-8	SS	18	14		15		3-3-5 (8)	8									
	S-9	SS	18	12		10		5-5-5 (10)	10									

 WL (First Encountered):
 8 FT

BORING STARTED: 12/19/2025

CAVE IN DEPTH: Not Observed

 WL (Completion):

BORING COMPLETED: 12/19/2025

HAMMER TYPE: Manual

 WL (Seasonal High Water):
 6 FT

EQUIPMENT:

LOGGED BY:

DRILLING METHOD:

 WL (Stabilized):

Truck

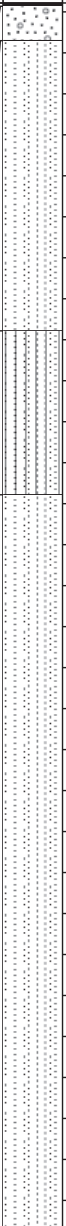
SMP

Continuous Spoon (0'-10'), Mud Rotary (10'-40')

GEOTECHNICAL BOREHOLE LOG

CLIENT: Flournoy Development Group, LLC				PROJECT NO.: 41:5015-B		BORING NO.: A-12		SHEET: 2 OF 2										
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS														
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625								LOSS OF CIRCULATION										
LATITUDE: 28.06890137		LONGITUDE: -82.56348823		STRUCTURE:		SURFACE ELEVATION: 37.9		BOTTOM OF CASING										
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec %  RQD %  0 Mod  40 60 80 100 SPT  TCP  0 10 20 30 40 50		LIQUID LIMIT	PLASTICITY INDEX	MOISTUE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)
35	S-10	SS	18	18	(SP) POORLY GRADED SAND - fine sand, light brown, wet, loose. (continued) (SP-SM) POORLY GRADED SAND WITH SILT - fine sand, brown to gray, wet, very loose to medium dense.		5		3-2-2 (4)					25.9	8.4			
	S-11	SS	18	12			0		7-9-9 (18)									
					END OF BORING at 40.0 FT													
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL																		
 WL (First Encountered):				8 FT		BORING STARTED:				12/19/2025		CAVE IN DEPTH:				Not Observed		
 WL (Completion):						BORING COMPLETED:				12/19/2025		HAMMER TYPE:				Manual		
 WL (Seasonal High Water):				6 FT		EQUIPMENT: Truck		LOGGED BY: SMP		DRILLING METHOD: Continuous Spoon (0'-10'), Mud Rotary (10'-40')								
 WL (Stabilized):																		
GEOTECHNICAL BOREHOLE LOG																		

CLIENT: Flourney Development Group, LLC				PROJECT NO.: 41:5015-B		BORING NO.: A-13		SHEET: 1 OF 2			
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS							
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625								LOSS OF CIRCULATION			
LATITUDE: 28.06826472		LONGITUDE: -82.56348958		STRUCTURE:		SURFACE ELEVATION: 36.2		BOTTOM OF CASING			

DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec %		RQD %		LIQUID LIMIT	PLASTICITY INDEX	MOISTURE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)
										0	100	0	100							
5	S-1	SS	24	14	Asphalt [Thickness=1"]. Limerock Base [Thickness=10"].		35		9-10-8-6 (18)	18										
	S-2	SS	24	12	(SP) POORLY GRADED SAND - fine sand, light brown to dark brown, moist to wet, loose to medium dense.			5-6-7-7 (13)	13											
	S-3	SS	24	12				1-3-5-5 (8)	8											
	S-4	SS	24	16				5-6-8-8 (14)	14											
10	S-5	SS	24	12	(SM) SILTY SAND - fine sand, light brown, wet, medium dense.		25		5-6-6-7 (12)	12						20.1		17.4		
					(SP) POORLY GRADED SAND - fine sand, brown, wet, loose to medium dense.															
15	S-6	SS	18	18					5-4-5 (9)	9										
20	S-7	SS	18	14					5-4-4 (8)	8										
25	S-8	SS	18	14					4-3-4 (7)	7										
	S-9	SS	18	18					2-3-2 (5)	5										

THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL

 WL (First Encountered): 7 FT		BORING STARTED: 12/19/2025		CAVE IN DEPTH: Not Observed	
 WL (Completion):		BORING COMPLETED: 12/19/2025		HAMMER TYPE: Manual	
 WL (Seasonal High Water): 4 FT		EQUIPMENT: Truck		LOGGED BY: SMP	
 WL (Stabilized):		DRILLING METHOD: Continuous Spoon (0'-10'), Mud Rotary (10'-40')			

GEOTECHNICAL BOREHOLE LOG

CLIENT: Flourney Development Group, LLC				PROJECT NO.: 41:5015-B		BORING NO.: A-13		SHEET: 2 OF 2										
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS														
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625								LOSS OF CIRCULATION										
LATITUDE: 28.06826472		LONGITUDE: -82.56348958		STRUCTURE:		SURFACE ELEVATION: 36.2		BOTTOM OF CASING										
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec %  RQD %  0 Mod  40 60 80 100 SPT  TCP  0 10 20 30 40 50		LIQUID LIMIT	PLASTICITY INDEX	MOISTUE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)
35	S-10	SS	18	18	(SP) POORLY GRADED SAND - fine sand, brown, wet, loose to medium dense. (continued)		5		8-6-6 (12)									
							0											
	S-11	SS	18	16	(SP-SM) POORLY GRADED SAND WITH SILT - fine sand, light brown, wet, medium dense.				4-6-5 (11)									
					END OF BORING at 40.0 FT													
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL																		
 WL (First Encountered):				7 FT		BORING STARTED:				12/19/2025		CAVE IN DEPTH:				Not Observed		
 WL (Completion):						BORING COMPLETED:				12/19/2025		HAMMER TYPE:				Manual		
 WL (Seasonal High Water):				4 FT		EQUIPMENT:				LOGGED BY:		DRILLING METHOD:						
 WL (Stabilized):						Truck				SMP		Continuous Spoon (0'-10'), Mud Rotary (10'-40')						
GEOTECHNICAL BOREHOLE LOG																		

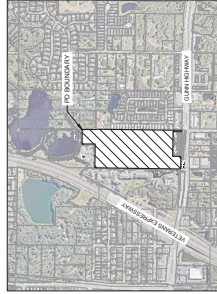
CLIENT: Flournoy Development Group, LLC						PROJECT NO.: 41:5015-B		BORING NO.: A-14		SHEET: 1 OF 2									
PROJECT NAME: Citrus Park Multi Family						DRILLER/CONTRACTOR: ECS													
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625									LOSS OF CIRCULATION 										
LATITUDE: 28.06818189			LONGITUDE: -82.56231611			STRUCTURE:		SURFACE ELEVATION: 38.8		BOTTOM OF CASING 									
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec % ■ RQD % ■ 0 Mod 20 40 60 80 100 SPT ⊗ TCP ▲ 0 10 20 30 40 50	LIQUID LIMIT	PLASTICITY INDEX	MOISTUE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)		
5	S-1	SS	24	24	Topsoil [Thickness=2"]. (SP) POORLY GRADED SAND - fine sand, light brown, moist, loose.		35		2-4-6-6 (10)	10 ⊗									
	S-2	SS	24	24					4-4-5-4 (9)	9 ⊗									
	S-3	SS	24	12	1-3-3-4 (6)				6 ⊗										
	S-4	SS	24	24	3-2-2-2 (4)				4 ⊗										
	S-5	SS	24	24	3-2-3-4 (5)				5 ⊗										
10					(SP) POORLY GRADED SAND - fine sand, light brown to dark brown, wet, loose to medium dense.		25		4-4-6 (10)	10 ⊗									
15	S-6	SS	18	16															
20	S-7	SS	18	16															
25	S-8	SS	18	18															
	S-9	SS	18	18															
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL																			
WL (First Encountered): 7 FT						BORING STARTED: 12/19/2025				CAVE IN DEPTH: Not Observed									
WL (Completion):						BORING COMPLETED: 12/19/2025				HAMMER TYPE: Manual									
WL (Seasonal High Water): 5.5 FT						EQUIPMENT:		LOGGED BY:		DRILLING METHOD:									
WL (Stabilized):						Truck		SMP		Continuous Spoon (0'-10'), Mud Rotary (10'-40')									
GEOTECHNICAL BOREHOLE LOG																			

CLIENT: Flournoy Development Group, LLC				PROJECT NO.: 41:5015-B		BORING NO.: A-14		SHEET: 2 OF 2										
PROJECT NAME: Citrus Park Multi Family				DRILLER/CONTRACTOR: ECS														
SITE LOCATION: 13009 Community Campus Drive, Tampa, Florida, 33625								LOSS OF CIRCULATION										
LATITUDE: 28.06818189		LONGITUDE: -82.56231611		STRUCTURE:		SURFACE ELEVATION: 38.8		BOTTOM OF CASING										
DEPTH (FT)	SAMPLE NUMBER	SAMPLE TYPE	SAMPLE DISTANCE	SAMPLE RECOVERY (IN)	DESCRIPTION OF MATERIAL	STRATIGRAPHY	ELEVATION (FT)	WATER LEVELS	BLOWS/6" (TCP/MC/SPT N-VALUE)	Rec %  RQD %  0 Mod  40 60 80 100 SPT  TCP  0 10 20 30 40 50		LIQUID LIMIT	PLASTICITY INDEX	MOISTUE CONTENT (%)	QP (TSF)	FINES CONTENT	DRY UNIT WEIGHT (PCF)	COMPRESSIVE STR. (TSF)
35	S-10	SS	18	12	(SP) POORLY GRADED SAND - fine sand, light brown to dark brown, wet, loose to medium dense. (continued)		5		6-7-8 (15)									
	S-11	SS	18	18	(SP-SM) POORLY GRADED SAND WITH SILT - fine sand, gray, wet, loose.		0		4-3-3 (6)			27.5	7.1					
					END OF BORING at 40.0 FT													
THE STRATIFICATION LINES REPRESENT THE APPROXIMATE BOUNDARY LINES BETWEEN SOIL TYPES. IN-SITU THE TRANSITION MAY BE GRADUAL																		
 WL (First Encountered):				7 FT		BORING STARTED:				12/19/2025		CAVE IN DEPTH:				Not Observed		
 WL (Completion):						BORING COMPLETED:				12/19/2025		HAMMER TYPE:				Manual		
 WL (Seasonal High Water):				5.5 FT		EQUIPMENT:		LOGGED BY:		DRILLING METHOD:								
 WL (Stabilized):																		
Truck						SMP						Continuous Spoon (0'-10'), Mud Rotary (10'-40')						
GEOTECHNICAL BOREHOLE LOG																		

APPENDIX C – Laboratory Testing

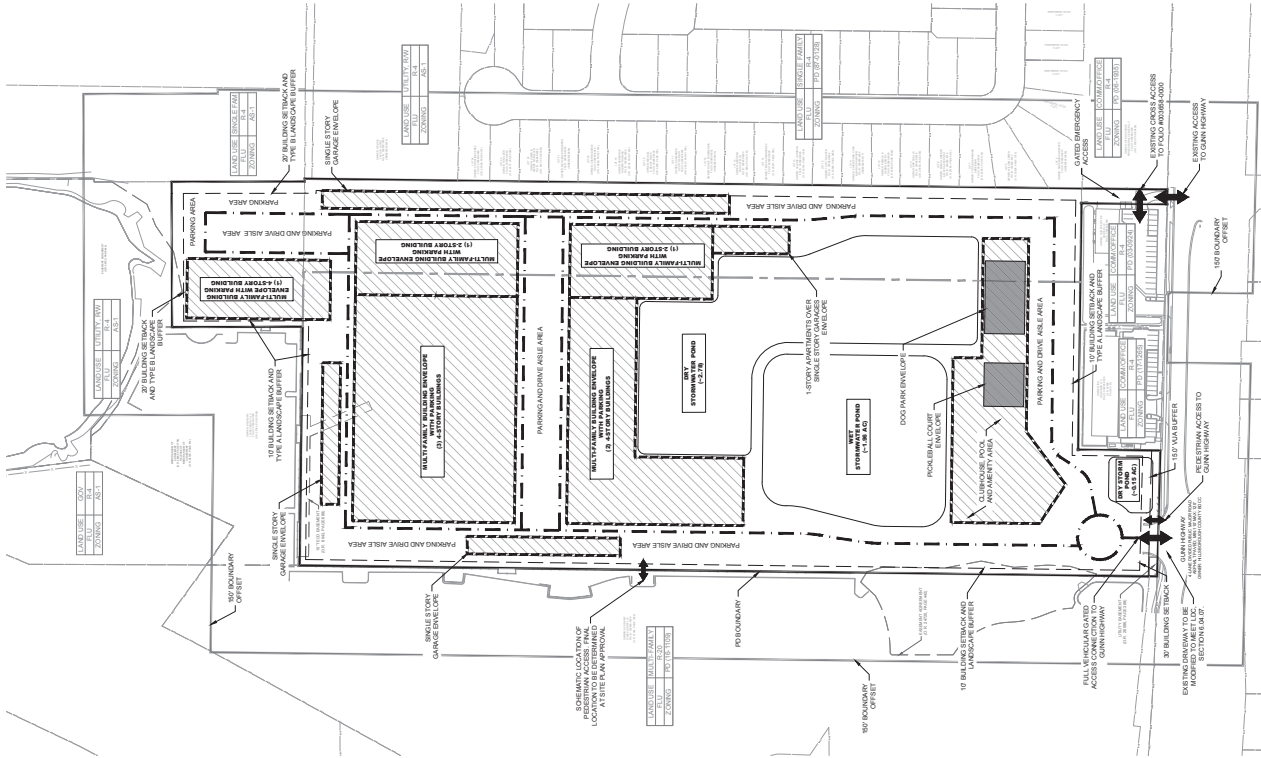
Laboratory Testing Summary

CITRUS PARK MULTI-FAMILY PLANNED DEVELOPMENT GENERAL SITE PLAN



DEVELOPMENT TEAM	
DEVELOPER	FLORISSIMO DEVELOPMENT GROUP, LLC 11501 BRIDGEWAY, SUITE 100 COLUMBUS, GA 31906
DESIGNER	STRAINS KEISER ALEXANDER WEBER AUGUSTA 4, SUTHERLAND, P.A. 400 EAST WASHINGTON, SUITE 2100 JACKSON, MI 39202
LEGAL COUNSEL	KARLEY-HORN AND ASSOCIATES, INC. 201 N. W. 10TH AVENUE, SUITE 1400 MIAMI, FL 33132
ENGINEER	DYNAMIC DESIGN 5901 REAGHREE DUNWOODY RD ATLANTA, GA 30328
ARCHITECT	MHC SPATIAL 701 N. HOLLYWOOD BLVD, SUITE 200 MIAMI, FL 33130
SUBCONTRACTOR	

- [illegible]

[illegible][illegible][illegible][illegible]

KHA PROJECT	DATE	4/22/2026	SCALE AS SHOWN	DESIGNED BY WLB	DRAWN BY WLB	CHECKED BY AOC
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PLANNED
DEVELOPMENT SITE
PLAN (PD-26-0426)

CITRUS PARK
MULTI-FAMILY
FLORIDA

SHEET NUMBER
Z100



Artie Cintron

Civil Engineering Project Manager

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, University of Central Florida
- American Society of Civil Engineers (ASCE), Member
- Commercial Real Estate Development Association (NAIOP), Member
- Real Estate Investment Council (REIC), Member
- Society of Real Estate Professionals (SOREP), Member
- Urban Land Institute (ULI), Member
- Tampa Downtown Partnership, Member
- International Council of Shopping Centers (ICSC), Member

SPECIAL QUALIFICATIONS

A Shareholder with Kimley-Horn, Artie brings 13 years of land development experience managing high-rise tower, mixed-use, private commercial, multifamily, local municipal, and transit projects in the Tampa Bay Area. Artie's project expertise extends through utility design, stormwater management, overall site design, and construction observation. His experience serving both private and public sector clients has equipped him with extensive knowledge of local permitting agencies and processes, including but not limited to: City of Tampa, Hillsborough County, Florida Department of Environmental Protection (FDEP), Department of Health (DOH), Southwest Florida Water Management District (SWFWMD), and Florida Department of Transportation (FDOT). Artie's adaptive nature and exceptional client service has contributed to the success of both small and large-scale developments that serve as marquee urban design projects, enhance municipal infrastructure, and support the rapid growth of numerous communities.

RELEVANT PROJECTS

- » Riverwalk District Towers, Tampa, FL
- » Ritz Carlton Residences, Tampa, FL
- » Vela 1242 Channelside, Tampa, FL
- » Cass Street Tower, Tampa, FL
- » Riverwalk District Multifamily, Tampa, FL
- » Sparkman Wharf, Tampa, FL
- » Uptown Tampa (RiTHM) Master Infrastructure, Tampa, FL
- » Crescent Westshore, Tampa, FL
- » Patel High School, Tampa, FL
- » Tampa Premium Outlets, Tampa, FL
- » HART Bus Transit Infrastructure Projects, Tampa, FL
- » Various City of Tampa Sidewalk Improvement Projects, Tampa, FL
- » HART Various Bus Shelters/Bays, Tampa, FL
- » HART Fletcher Avenue Park and Ride, Hillsborough County, FL
- » NexMetro Residences Suncoast Avilla, Pasco County, FL
- » NexMetro Residences Cypress Creek, Ruskin, FL
- » NexMetro Residences Silver Palms, Pasco County, FL
- » Confidential Warehouse Development, Hillsborough County, FL
- » The Watermark, Pasco County, FL
- » Anclote Harbor, Tarpon Springs, FL
- » Build-to-Suit Medium Delivery Station, Gibsonton, FL
- » Summerfield Commerce Center Phase II, Riverview, FL
- » Miller's Ale House, Wesley Chapel, FL
- » Hernando Storage Center, Spring Hill, FL
- » CarMax, Clearwater, FL
- » Waterset Town Center, Apollo Beach, FL



Brendan Sheehan, EI

Civil Analyst

PROFESSIONAL CREDENTIALS

- Bachelor of Science,
Civil Engineering, Ohio
University
- Construction
Management
Certification, Ohio
University
- Engineering Intern in
Florida, #1100028557
- Urban Land Institute
(ULI), Member

SPECIAL QUALIFICATIONS

Brendan has more than four years of experience as a civil engineering professional. His project expertise includes stormwater design and modeling, utility design, roadway and site improvements, ADA compliance, and permitting through various water management districts and municipal agencies. He has contributed to numerous commercial, residential, and high-end mixed-use developments in Southwest Florida and throughout the entire state.

RELEVANT PROJECTS

- » Ritz Carlton Residences, Tampa, FL
- » Cass Street Tower, Tampa FL
- » Vela 1242 Channelside, Tampa, FL
- » HART Bus Transit Infrastructure Projects, Tampa FL
- » HART Various Bus Shelters/Bays, Tampa FL
- » NexMetro Cypress Creek, Tampa, FL
- » NexMetro Cypress Creek, Sun City, FL
- » Hernando Storage Center, Spring Hill, FL



David M. Smith

Director of Development & Zoning

Planner | Non-Attorney

📍 Tampa

📞 813-222-5010

✉️ dsmith@stearnsweaver.com

PRACTICE & INDUSTRY GROUPS

Land Development Planning Services | Land Use & Zoning | Energy | Mining

OVERVIEW

David serves as the firm's Director of Development and Zoning. David's background is in permitting, planning, development, growth management and governmental regulation. He came to the firm in 1990 from the Hillsborough County Government, where he worked for fourteen and a half years in community development, planning, zoning, and permitting. During his employment with Hillsborough County, he was Manager of Administration and Planning for the County's Community Development Block Grant program, South County Planning Manager and was the County Planning Department representative during all public hearings on the 1989 amendment of the County Comprehensive Plan under the State's Growth Management Act.

He received his undergraduate degree from Furman University and his MBA from the University of South Florida. David's role at the firm is that of in-house consultant regarding planning, zoning, permitting, and governmental regulation. His involvement spans all practice areas of the firm ranging from litigation to transaction. David has also been involved extensively in comprehensive planning, rezoning and land use, as well as eminent domain takings and property rights issues ranging from road widenings and school sites to height restrictions. His expertise and knowledge of zoning, planning, development, and permitting, and his experience managing planners and engineers, provides the firm with an in-house capability to conduct real estate due diligence, address code enforcement, zoning and development issues, expedite permitting and to assess takings and property rights issues. David not only identifies key issues but also effectively addresses land use and permitting issues directly or as needed, assembles and coordinates a team to address issues and process a case through the system to conclusion.

Credentials

Education

- M.B.A., Muma College of Business, University of South Florida, 1984
- B.A., Furman University, 1975

NOTABLE EXPERIENCE

- Obtained a zoning modification on behalf of a developer of Goodwill Industries projects across the country. The 212,000 square foot facility in Hillsborough County will serve a 10-county area, employing over 100 individuals with disabilities and special needs. It is Goodwill

Industries-Suncoast, Inc.'s first "build to suit" distribution center in its central Florida territory and as a model for future facilities.

- Negotiated development agreement and zoned 26 acre Housing Authority property for redevelopment into 1,500 units, 180,000 s.f. office, hotel and 85,000 s.f. of retail.
- Obtained zoning approval for mixed use residential property in Hillsborough County for 2,200 units.
- Performed due diligence on Florida properties in association with multi-state portfolio purchase.
- Obtained zoning for the first residential tower on the west coast of Florida exceeding fifty stories.
- Coordination of due diligence on numerous hotel and residential project acquisitions and dispositions.
- Appear before local government and regional planning councils as developer applicant representative seeking residential, commercial and mixed use development approvals.
- Represent developers and investors in acquisition, zoning and development of commercial, hotel, residential and mixed use projects
- Represent developers and operators in permitting, code compliance and enforcement matters.
- Represent land owners and developers in annexations and comprehensive plan amendments.
- Represent developers in the Development of Regional Impact process.

PROFESSIONAL & COMMUNITY INVOLVEMENT

- American Planning Association (APA)
- Tampa Bay Builder's Association (TBBA)

PUBLICATIONS

📅 JULY 2, 2021 | STEARNS WEAVER MILLER NEWS UPDATE

Hillsborough County Studying Comprehensive Plan Updates to Facilitate Affordable Housing

📅 APRIL 30, 2021 | STEARNS WEAVER MILLER NEWS UPDATE

Update: Tampa Bay Local Governments Continue to Enact Burdensome Moratoria

📅 MARCH 4, 2021 | STEARNS WEAVER MILLER NEWS UPDATE

Hillsborough County Moving Quickly in Proposal to Take Away Density from Rural and Agricultural Landowners

📅 NOVEMBER 4, 2020 | STEARNS WEAVER MILLER NEWS UPDATE

City of Tampa Holds Important Workshop on Changes in Land Use and Development Policies

📅 MARCH 25, 2020 | STEARNS WEAVER MILLER NEWS UPDATE

COVID-19 Legal Compass | Timely and Significant COVID-19 Updates

📅 FEBRUARY 12, 2020 | STEARNS WEAVER MILLER NEWS UPDATE

Hillsborough County Sets Aggressive Twelve Program to Remake Development Policies – and Increase Fees

📅 JANUARY 24, 2020 | STEARNS WEAVER MILLER NEWS UPDATE

Hillsborough County Continues Discussion on Changes in Land Use and Development Policies to Prepare for Smart and Sustainable Growth

Major Land Use and Development Policies Discussions Continue in Hillsborough County

STEVEN J. HENRY, P.E.
TRANSPORTATION & CIVIL ENGINEER

EDUCATION: North Carolina State University - 1984
Bachelor of Science in Civil Engineering

REGISTRATION: Professional Engineer: Florida

RESPONSIBILITIES: President
Senior Project Manager
Transportation/Site Planner

PROFESSIONAL EXPERIENCE:

Professional experience includes site engineering, roadway design, and management of engineering studies to evaluate and develop recommendations for public and private projects. Work included the development of final roadway plans for State and City projects, preliminary and final geometric design, interchange design, construction traffic control plans, pavement marking plans, preparing project reports, traffic modelling, Development of Regional Impact Studies, feasibility studies, Environmental Impact Statements, Planned Development Amendment Proposals, Analysis of Development Factors reports, Transportation Analysis studies for rezoning petitions and driveway permits, and site engineering drawings for private developments.

As a former real estate developer, Mr. Henry has been involved in the development of private commercial projects which involved determining the site feasibility, coordination with local and state agencies to obtain approval of projects, and overseeing the construction of the projects.

Mr. Henry has been involved in over 400 rezonings and transportation studies for both private clients and public agencies. Representative projects include:

Office Depot at Tampa Commons - Coordination of all engineering services for new retail/office complex while being primarily responsible for rezoning and land planning services.

Luria's - Rezoning, transportation planning, and site engineering services for new site in Tampa, Florida.

Home Depot - Planning and engineering services for proposed new store sites and relocations throughout Florida.

Kash n' Karry Food Stores - Development feasibility and transportation planning services for grocery store chain for various sites throughout Florida.

Barnett Banks, Inc. - Preparation of development feasibility studies, site planning, and transportation engineering services for proposed new bank branches throughout the state.

University Community Hospital (LICH) and UCH-Carrollwood - Master planning, site engineering, and transportation services, Hillsborough County, Florida.

Museum of Science & Industry - Transportation and planning services for expansion of existing "hands-on" museum, Hillsborough County, Florida.

STEVEN J. HENRY, P.E.
TRANSPORTATION & CIVIL ENGINEER
PAGE 2

Apollo Beach ORI - Transportation Analysis (2,500 acre planned unit development), Hillsborough County, Florida.

Trinity Communities ORI - Transportation Analysis (4,000 acre planned unit development), Pasco County, Florida.

Meadow Point ORI - Transportation Analysis (1,800 acre planned unit development), Pasco County, Florida.

Lakeview ORI - Transportation Analysis (3,500 acre planned unit development), Polk County, Florida.

North Palms Village ORI - Transportation Analysis (124 acre planned unit development), Hillsborough County, Florida

Tri-County Business Park ORI - Transportation Analysis (Industrial Park), Hillsborough County, Florida

Tampa Palms - Transportation Analysis (8,500 acre planned unit development), Tampa, Florida.

Polk Power Station - Transportation Analysis (4,000 acre new power station).

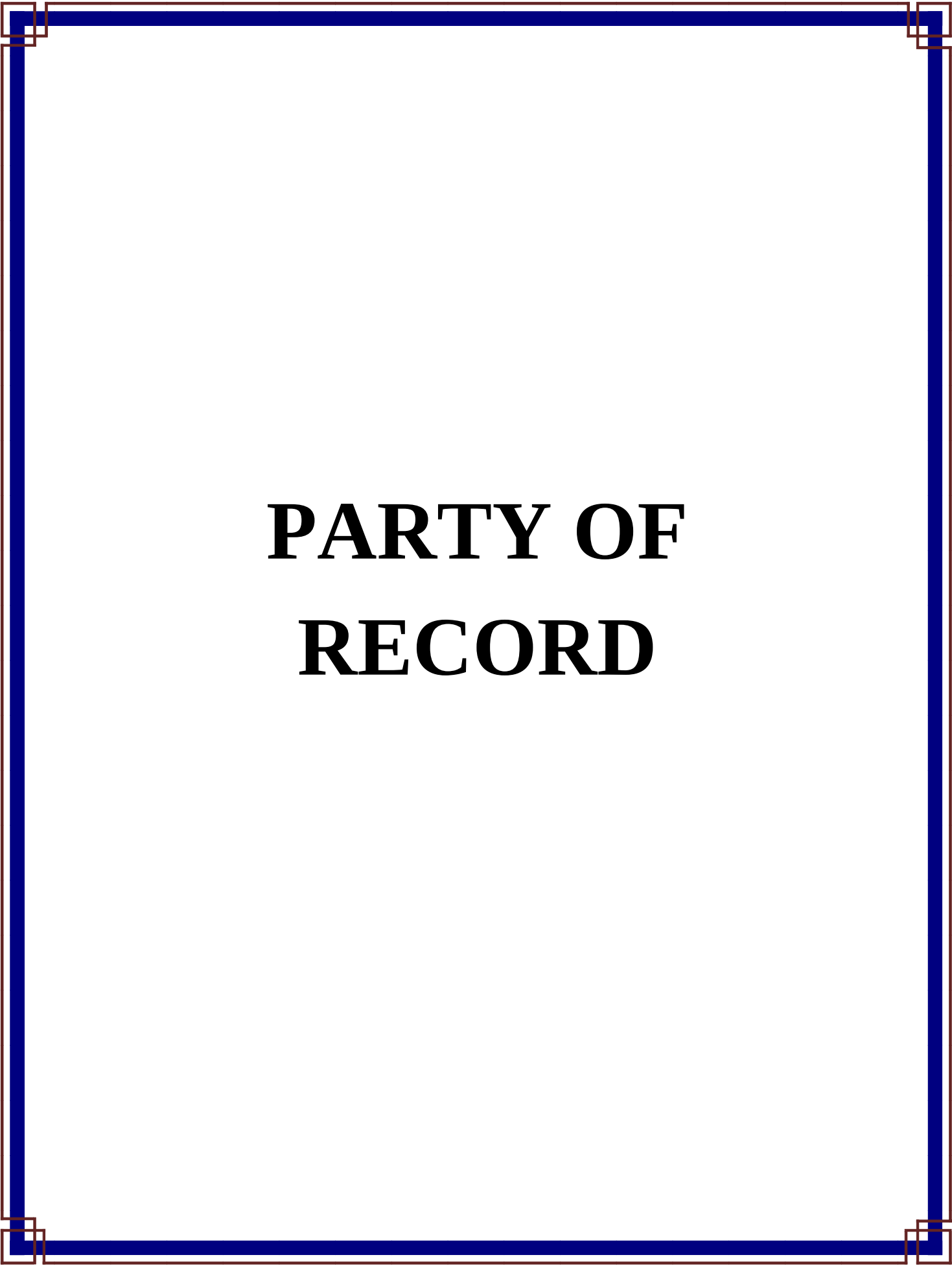
State Road 39 Project Development & Environmental Study.

PROFESSIONAL AFFILIATIONS:

Institute of Transportation Engineers
American Planning Association
Tampa Bay FSUTMS Users Group

PROFESSIONAL ENGAGEMENTS:

1991-Date	Lincks & Associates, Inc. Tampa, Florida
1990-1991	Skorman-Waxman Development Corp. Tampa, Florida
1987-1991	Lincks & Associates, Inc. Tampa, Florida
1985-1987	DSA Group, Inc. Tampa, Florida



PARTY OF RECORD

NONE