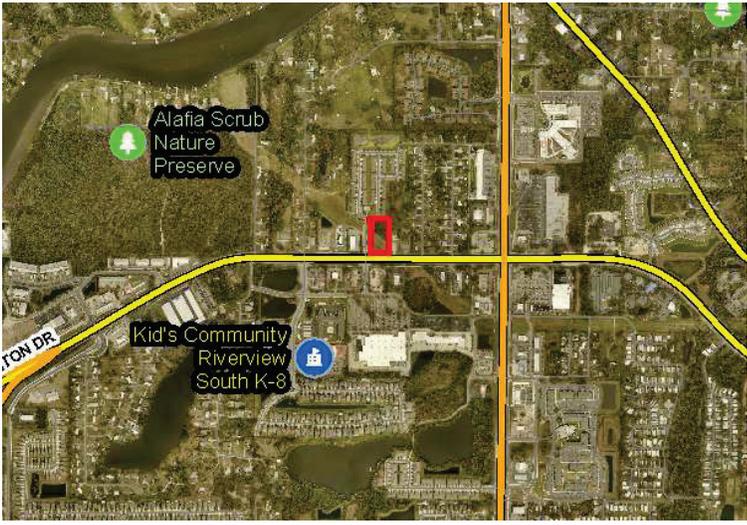




**PD Modification Application: MM 26-0346**  
**Zoning Hearing Master Date: March 23, 2026**  
**BOCC Land Use Meeting Date: May 12, 2025**

**1.0 APPLICATION SUMMARY**

Applicant: ACG BBQ, LLC  
 FLU Category: SMU-6 (Suburban Mixed Use – 6)  
 Service Area: Urban  
 Site Acreage: 1.73  
 Community Plan Area: Riverview  
 Overlay: None



**Introduction Summary**

PD 15-0079, last modified under MM 18-0173 in 2018, was approved in 2015 to allow the property, Parcel B, located at the northeast corner of Gibsonton Drive and Alafia Trace Boulevard to be used for BPO, bank or credit union use. The applicant is requesting a modification to include an option that would allow Parcel B to be developed for a sit-down restaurant with one drive-through facility.

Existing Approvals	Proposed Modifications
Parcel B: Site development to allow up to 12,000 square feet (SF) of BPO, bank, or credit union. No drive-throughs, other than for a bank/credit union, are permitted.	Parcel B: Site development to include an option for up to 4,000 SF of sit-down restaurant with drive-through facilities use with an enhanced buffer and limited hours of operation.

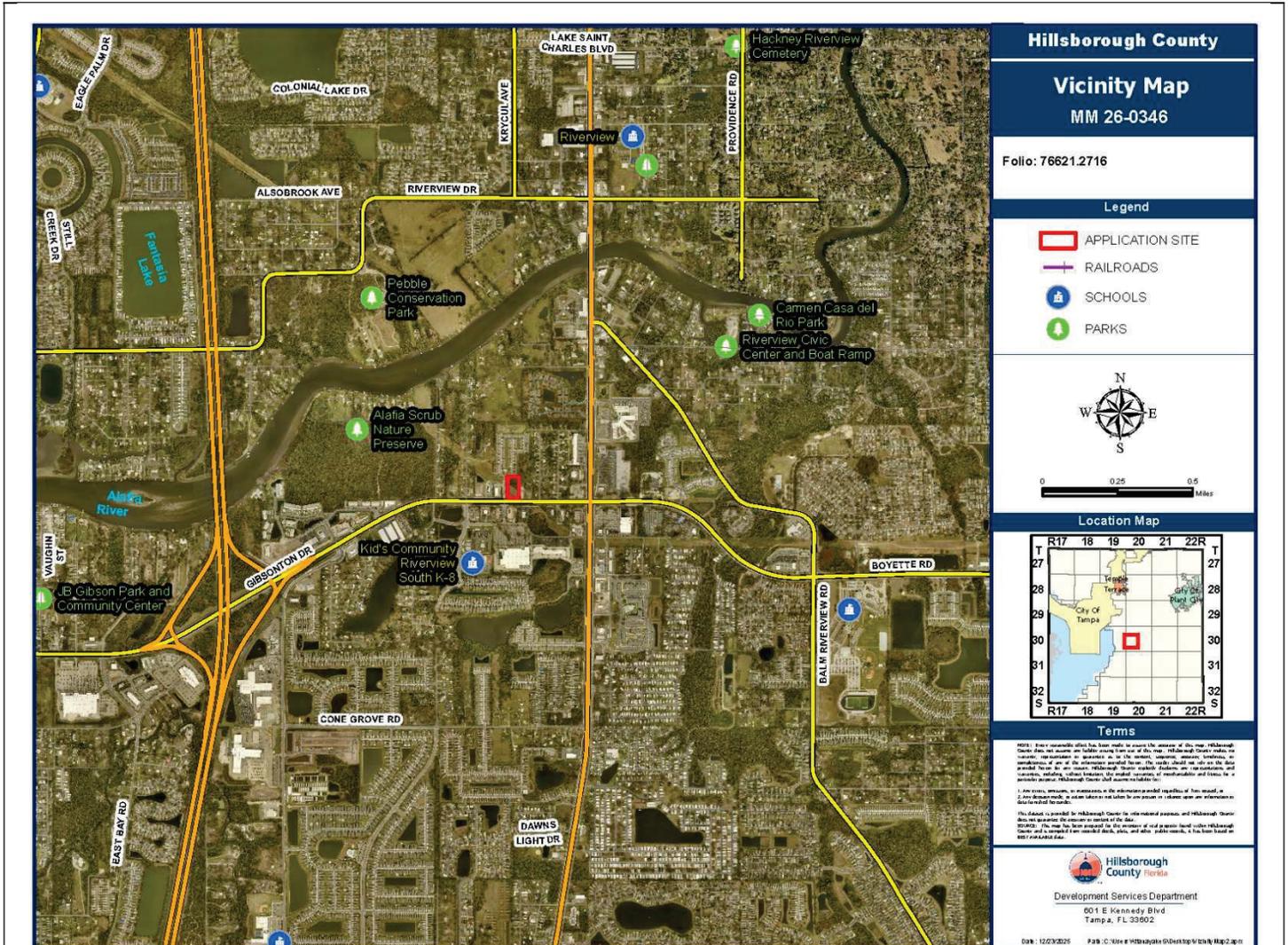
**Additional Information**

PD Variations	6.07.00 – Fences and Wall Allow an 8-foot-tall masonry wall in lieu of a 6-foot-tall fence.
---------------	--

<b>Planning Commission Recommendation</b> Consistent	<b>Development Services Recommendation</b> Approvable, subject to proposed conditions
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## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

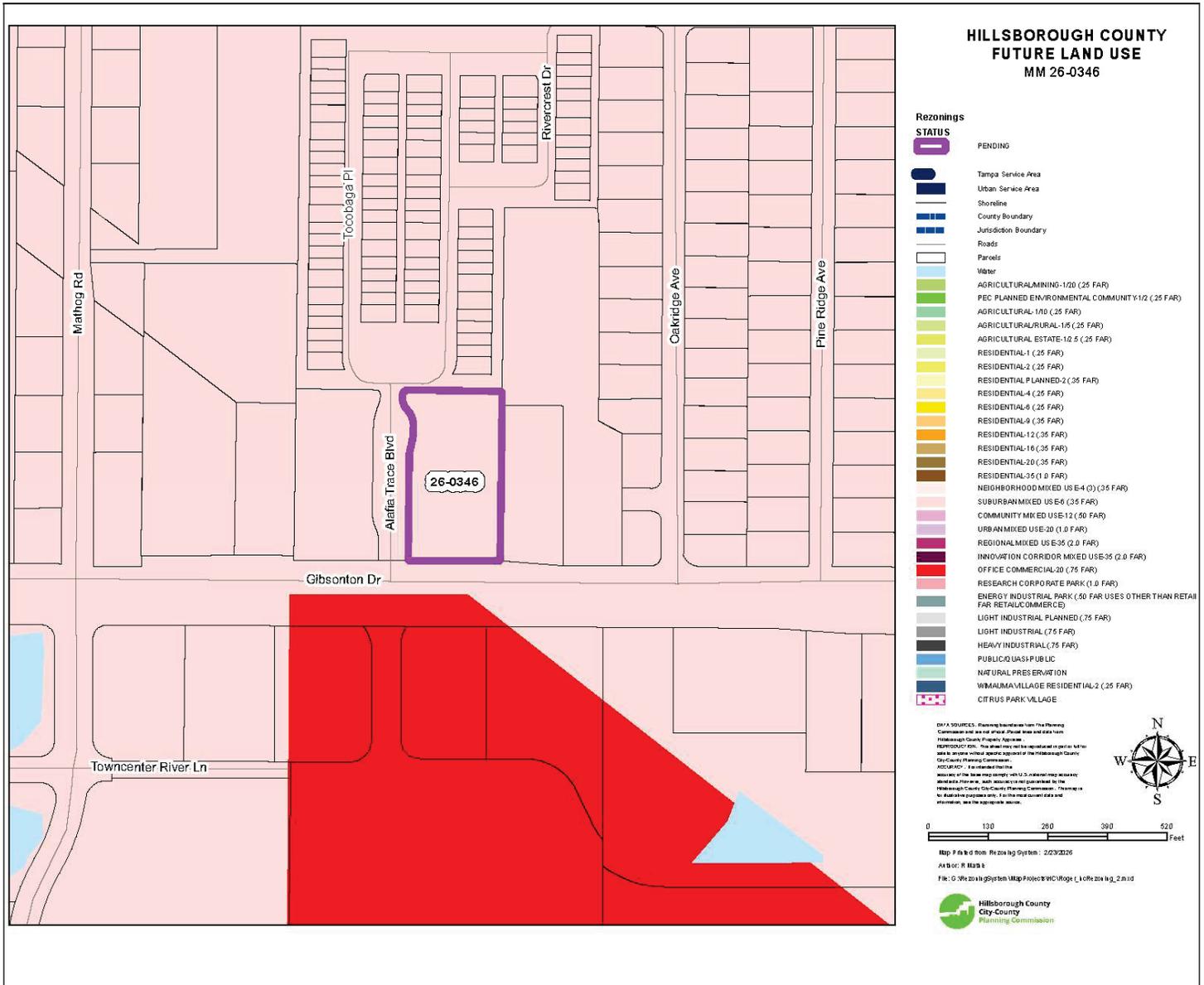


#### Context of Surrounding Area:

The subject property is located at the northeast intersection of Gibsonton Drive and Alafia Trace Boulevard in the Riverview Community Plan Area. The uses in the immediate vicinity include retail, single-family residential, medical office, office, and minor vehicle repair.

2.0 LAND USE MAP SET AND SUMMARY DATA

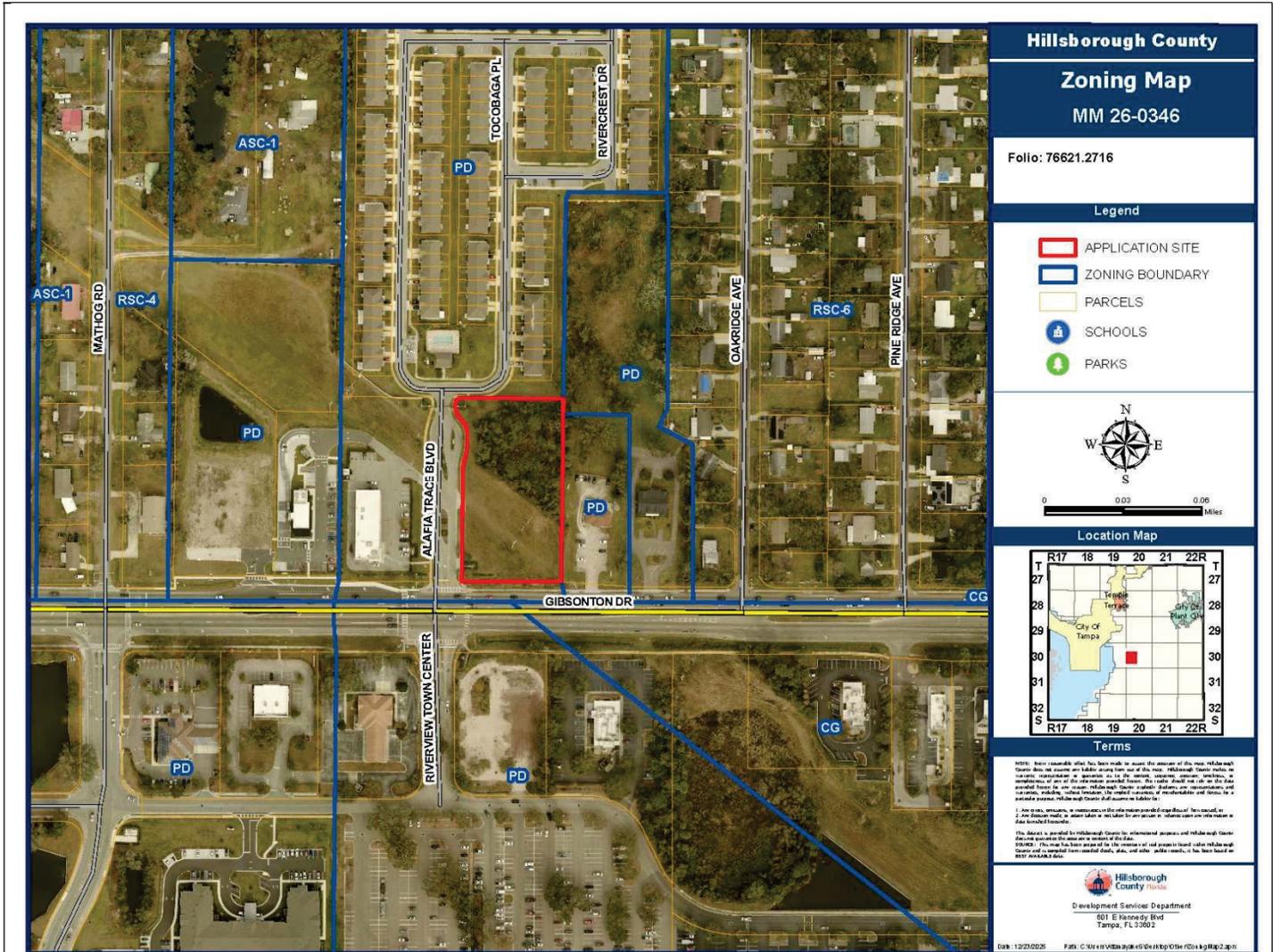
2.2 Future Land Use Map



<p>Subject Site Future Land Use Category</p>	<p>Suburban Mixed Use – 6. The 2015 PD approval included an Office Commercial – 20 (OC-20) flex for Parcel A, and the flex was reapproved to Parcel A under major modification MM 18-0173. A flex from OC-20 to the west is being requested as a part of this application for 4.38 acres of the PD that would cover Parcel A and portions of Parcel B and C.</p>
<p>Maximum Density/FAR</p>	<p>SMU-6: 6 dwelling units per gross acre / FAR: 0.25                  OC-20: 20 dwelling units per gross acre / FAR: 0.75</p>
<p>Typical Uses</p>	<p>SMU-6: Agricultural, residential, neighborhood commercial, office, research corporate park, light industrial multi-purpose, clustered residential, and mixed use.                  OC-20: Agricultural, community commercial type uses, office, mixed use, and compatible residential uses.</p>

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

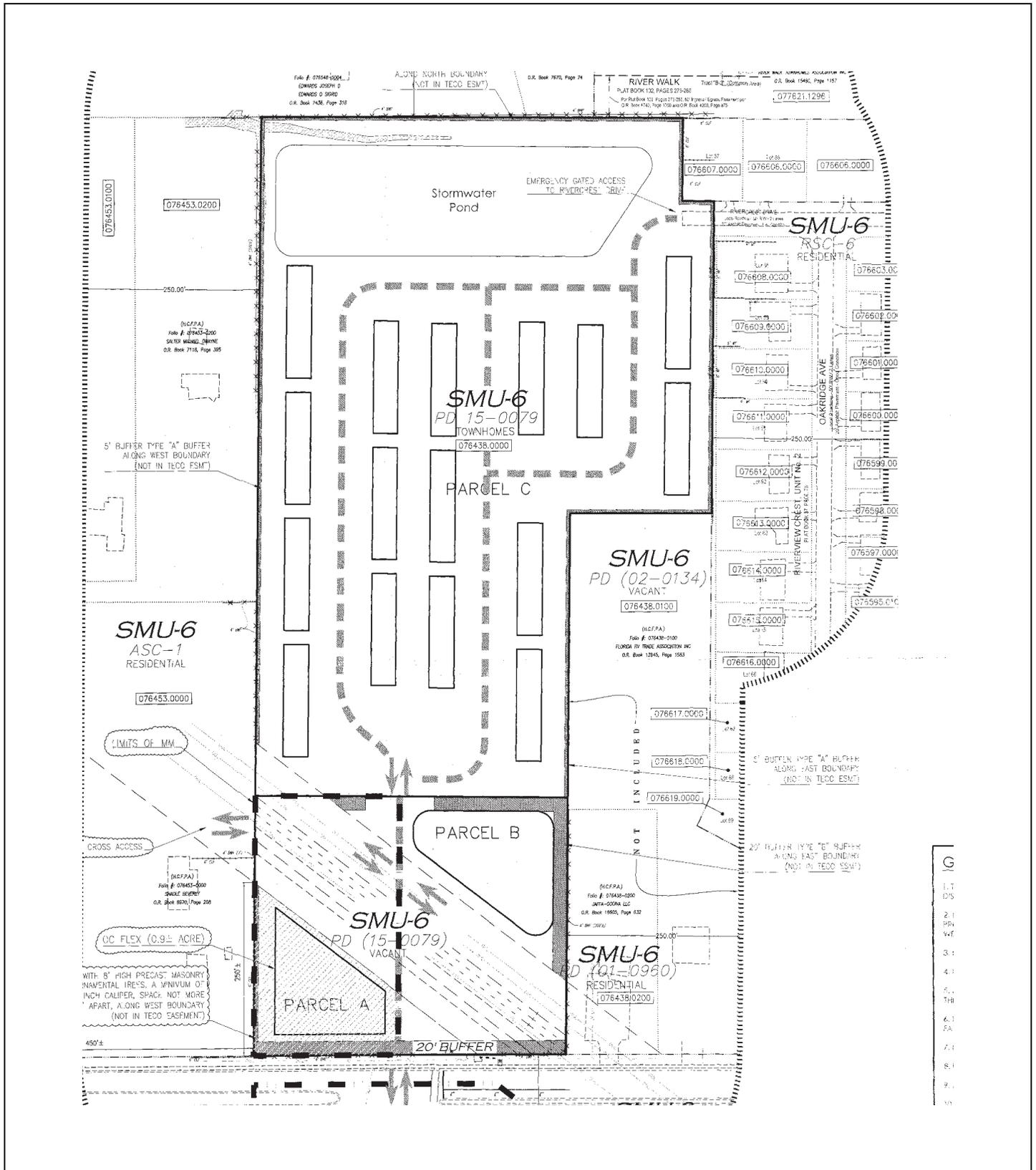


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	PD 15-0079 (Parcel C)	6.8 DU/GA FAR: NA	Townhomes	Single-Family Townhomes (Platted)
South	PD 03-0424 (Parcels B & C)	0 DU/GA FAR: 0.172	CG Uses	Retail & Restaurant
East	PD 01-0960	0.0 DU/GA FAR: 0.146	O-R Uses	Medical Office
East	PD 02-0134	5.58 DU/GA FAR: 0.2	Single-Family, Conventional & Office	Office
West	PD 15-0079 (Parcel A)	0 DU/GA FAR: 0.35	BPO, Personal Services, Bank with Drive-Through, Limited Commercial	Automotive Repair, Minor

2.0 LAND USE MAP SET AND SUMMARY DATA

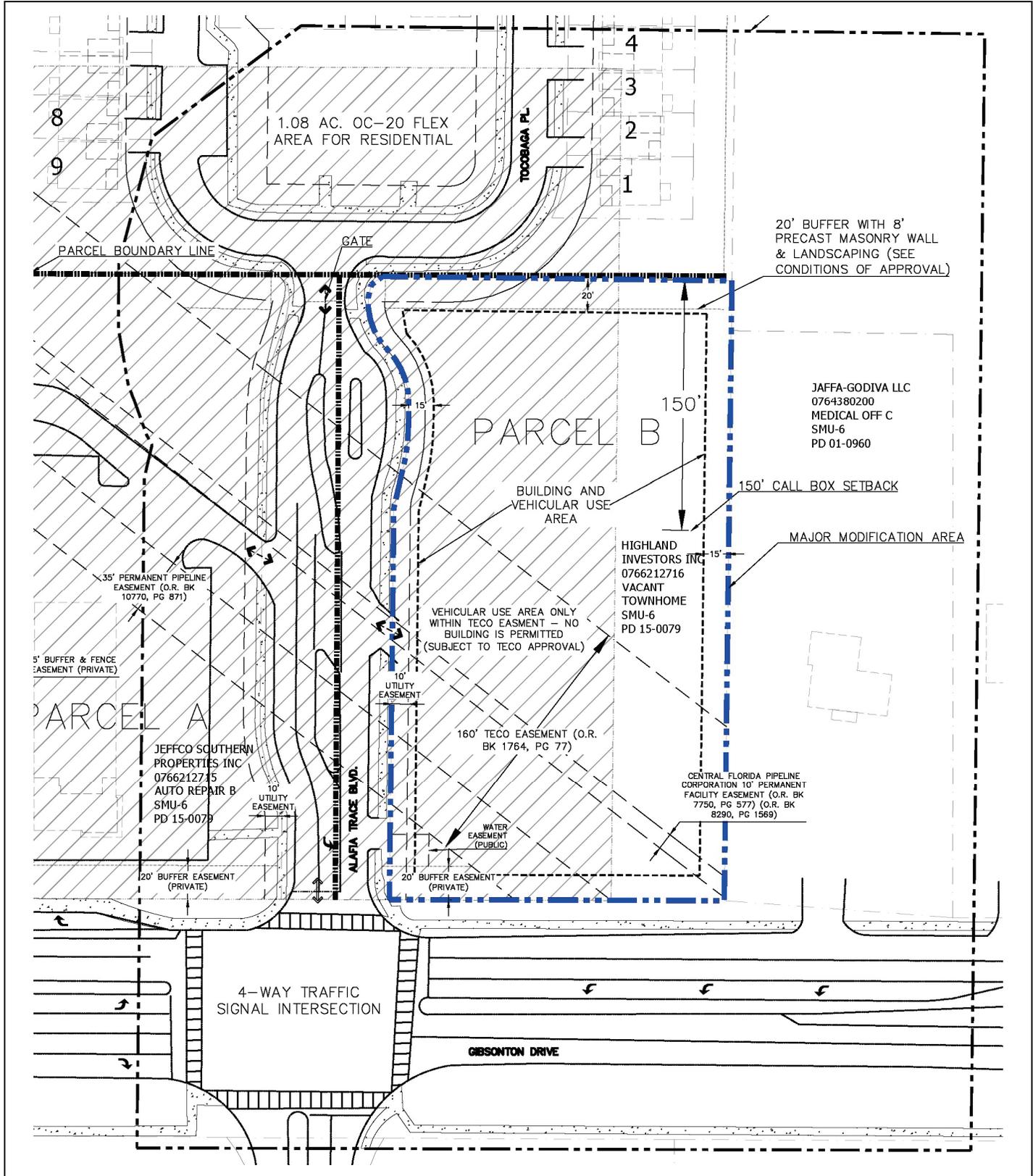
2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



10  
9.1  
8.1  
7.1  
6.1  
5.1  
4.1  
3.1  
2.1  
1.1  
1.0

### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 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
Gibsonton Drive	County Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Alafia Trace Boulevard	Private Local Roadway	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation (for PD Modification Area)  Not applicable for this request**

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing Option	1,390	129	186
Proposed Option	1,792	133	126
Difference (+/-)	+ 402	+ 4	No Change

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

**Connectivity and Cross Access (for PD Modification Area)  Not applicable for this request**

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

Notes:

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

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

Notes:

**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

<b>INFORMATION/REVIEWING AGENCY</b>				
<b>Environmental</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Management	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
<b>Public Facilities</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b>				
<b>Comprehensive Plan</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input type="checkbox"/> No	

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## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

If Parcel B is developed as a restaurant with drive-up facilities, measures to mitigate the impacts on the adjoining residential development to the north will include buffering and screening enhancements along the northern development to consist of an eight-foot-tall masonry wall, a row of 10-foot-tall evergreen shade trees with a 2-inch minimum caliper spaced of no more than 15 feet apart at the time of planting, a 50-foot minimum building setback, and the hours of operation will be limited to 10:30 AM to 9:30 PM. Upon review of the proposed waiver to eating establishment requirements, Development Review Staff finds based on the eating establishment mitigation measures, that the approval of the requested waiver to the 200-foot separation of drive-through order boxes from residentially zoned property would have limited impact to the residentially developed properties to the north. The residential subdivision to the north is developed with 35 feet of open space between the nearest platted residential lot, which would result in a separation of 185 between the order box and the nearest platted residential lot. Additionally, staff finds that the limited hours of operation and the additional buffering and screening requirements will reduce the noise and light impacts associated with the drive-through. Based on these findings, staff finds the proposed modification compatible with the zoning and development pattern in the area.

### **5.2 Recommendation**

Staff finds the proposed modification approvable, subject to conditions.

6.0 PROPOSED CONDITIONS

Prior to site plan certification, applicant shall revise .....

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted ~~May 24, 2022~~ March 3, 2026.

1. Development of the project shall be limited to the following:

1.1 Parcel A:

A total of 7,500 square feet for BPO uses, a bank/credit union, personal services, food product stores with no on-site consumption, a restaurant and restricted retail uses. The maximum square footage permitted for a restaurant is 2,000 square feet. Restricted retail uses are limited to a maximum of 2,000 square feet and are restricted to the following: a bookstore, newsstand, hobby shop, gift shop, pharmacy, consignment store, antique store, jewelry store, home furnishings store, paint store and florist. No drive-throughs, other than for a bank/credit union, are permitted. Additionally, a minor motor vehicle repair use may be permitted in lieu of the permitted uses listed above.

1.2 Parcel B:

12,000 square feet of BPO uses and/or a bank/credit union, or a 4,000 square foot restaurant (eating establishment) with one drive-through lane. The order box for the said restaurant may be located 150' from the northern boundary of parcel B. The bank/credit union cannot exceed 5,000 square feet and shall be limited to three drive/through lanes. ~~No drive-throughs, other than for a bank/credit union, are permitted.~~

1.3 Parcel C:

98 townhome units.

2. Development within Parcels A and B shall meet the following development standards:

Parcel A:

- Front Yard Setback: 30 feet
- Side Yard Setback: 20 feet
- Rear Yard Setback: 20 feet
- Maximum Building Height: 35 feet/2-stories\*

Parcel B:

- Front Yard Setback (South/Gibson Dr.): 150 feet (no building is permitted within the TECO easement)
- Front Yard Setback (West/Alpha Trace Blvd.): 20 feet
- Side Yard Setback (North): 20 feet for non-sit down restaurant uses and 50 feet for a sit-down restaurant with one drive through lane
- Side Yard Setback (East): 20 feet
- Maximum Building Height: 35-feet/2-stories\*

\*Buildings over 20 feet in height shall provide an additional side and rear setback of 2 feet for every 1 foot over 20 feet in height.

- 2.1 All building entrances shall be oriented towards the internal access road from Gibsonton Drive. All minor auto repair service bays shall be oriented to the east (no bays are permitted to face west).
- 2.2 Parcels A and B to provide buffering and screening in compliance with Land Development-Code Section 6.06.06, exclusive of the TECO easement. If Parcel A is developed for a minor motor vehicle repair use, a 6 foot buffer

with an 8-foot high precast masonry wall and ornamental trees which are not less than 10 feet high at the time of planting, a minimum of two-inch caliper and spaced not more than 15 feet apart, shall be provided along the western PD boundary, exclusive of the TECO easement. If Parcel B is developed with a restaurant (eating establishment) with one drive-through lane, a 20-foot-wide buffer with an 8-foot-high precast masonry wall and a row of evergreen shade trees which are not less than 10 feet high at the time of planting, a minimum of two-inch caliper and spaced not more than 15 feet apart, shall be provided along the northern boundary of Parcel B.

2.3 Hours of operation for a restaurant (eating establishment) with one drive-through shall be from 10:30 a.m. to 9:30 p.m.

2.3 2.4 Hours of operation for minor motor vehicle repair use shall be: Monday through Saturday 7:00 a.m. to 7:00 p.m. and Sunday 9:00 a.m. to 4:00 p.m.

2.42.5 All compressors shall be enclosed within the building.

2.52.6 All work on motor vehicles shall be within the enclosed building.

2.62.7 A temporary chain link security fence between Parcel A and folio number 76453.0000 shall be installed upon zoning approval and shall remain until such time Parcel A is developed.

3. Development within Parcel C shall meet the following development standards:

Individual platted lot setbacks:

Front yard setback: 20 feet

Side yard setback for end units: 10 feet

Rear yard setback: 15 feet\*

Maximum Building Height: 35 feet/2-stories\*\*

\*Buildings adjacent to the single-family residential located on Rivercrest Drive and Oakridge Avenue shall maintain a 20 foot setback from those lots.

\*\*No additional setback for buildings over 20 feet in height shall apply.

3.1 A 5-foot buffer with Type A screening shall be required along the north, west and east property lines of Parcel C, exclusive of the TECO easement. This buffer is permitted to be part of the individual platted lot's side or rear yard, or a separately platted tract.

4. Parking for the townhomes shall meet Land Development Code Section 6.05.02.E. Should the townhome units provide a one-car garage and one tandem driveway space to meet the Land Development Code, additional guest parking shall be required at a ratio, of 0.25 spaces per each one-car garage unit. These additional parking spaces may be provided as surface parking or in a separate guest parking lot. The guest parking lot shall be centrally located to the units they serve.

5. There shall be a 20-foot wide buffer along Gibsonton Drive, exclusive of the TECO easement. Within this buffer area, screening shall be achieved through the use of a berm and/or hedge, which, at the time of planting, shall be a minimum of three feet high and 75% opaque. Additionally, trees at least ten feet tall shall be planted at an average of 50 feet on center. Trees can be grouped to meet design considerations.

6. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to wetlands, and does not grant any implied or vested right to environmental approvals.

7. This site contains trees that qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as Grand Oak must be accurately located and labeled as such on the submitted preliminary plan/plat through the Site Development/Subdivision Review Process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees.
8. An evaluation of the property identified a number of mature trees. The stature of these trees warrants every effort to minimize their removal. The applicant is encouraged to consult with staff of the Natural Resources Unit for design input addressing these trees prior to submittal of preliminary plans through the Land Development Code's Site Development or Subdivision process.
9. The planting of required trees shall be sensitive to overhead electric utility lines. Trees that exceed a mature, overall height of 20 feet shall not be planted within 30 feet of an existing or proposed overhead electric utility line.
10. Prior to or concurrent with plat/construction/site plan review, a detailed transportation analysis shall be submitted to determine any mitigation and site access improvements that may be required.
11. Roadways within Parcel C shall be privately owned and maintained and may be gated. Parcel C shall be permitted one (1) full access to along the south boundary of Parcel C, and one (1) emergency access along the eastern boundary of Parcel C.
  - A. The developer shall construct a minimum 15-foot wide emergency access from the internal project roadways within Parcel C to Rivercrest Drive (which shall be gated with a Knox box or similar device acceptable to the Hillsborough County Fire Marshall). The connection does not need to be paved but shall be sufficiently stabilized to support a 32-ton vehicle.
12. Cross access to the property shown as folio 076453.0000 to the west of Tract A may be available, subject to the agreement of both property owners, unless otherwise required by the Hillsborough County Land Development Code. If access is provided to folio 076453.0000, no buffering or screening shall be required on the western boundary of Tract A, except for a minor motor vehicle repair use. The plan submitted for certification shall show the potential access point to 076453.0000, however, through submittal of a minor change, the location of the access point may be shifted to any point south of the TECO easement, subject to agreement of both property owners and in accordance with the Hillsborough County Land Development Code.
13. 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. (This condition shall only apply to the area being modified under MM 26-0346.)
14. 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. (This condition shall only apply to the area being modified under MM 26-0346.)
- ~~13-15.~~ If the notes and/or graphics 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 regulations in effect at the time of preliminary plan/plat approval.
- ~~14-16.~~ In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

**Zoning Administrator Sign Off:**



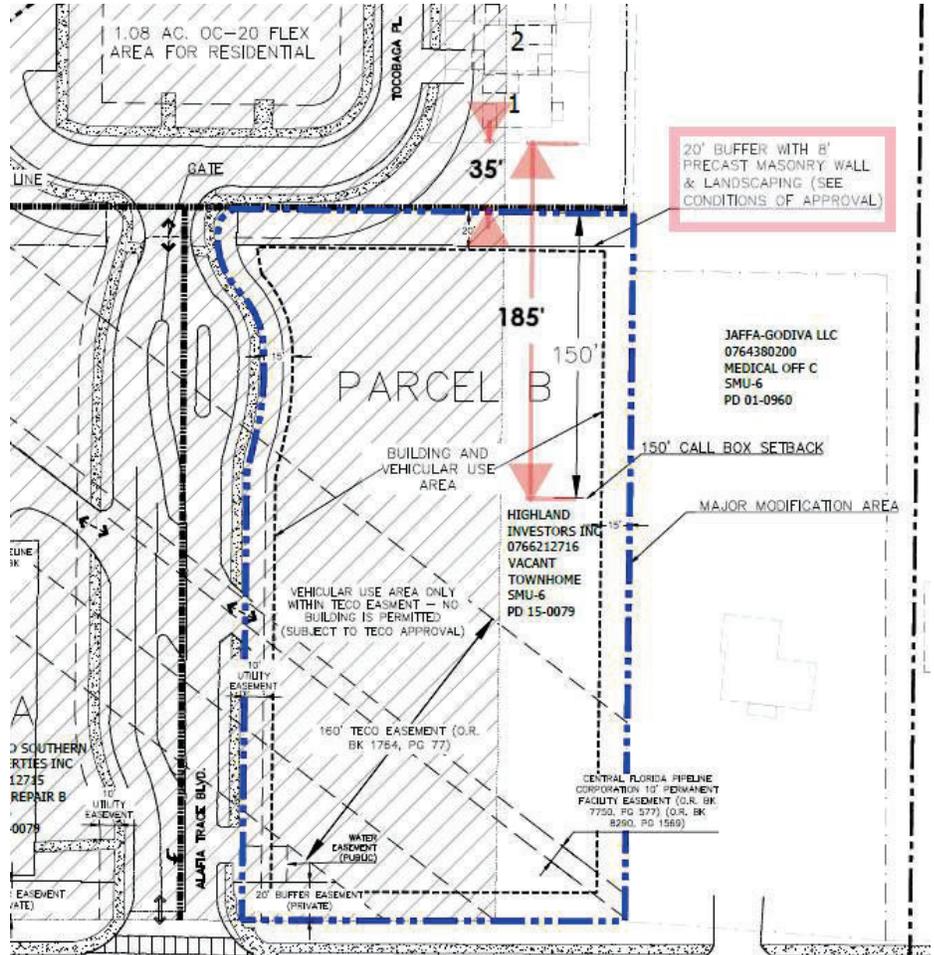
**SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.**

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

**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**

The applicant is requesting a variation to 6.06.00 of the LDC to allow an 8-foot wall in lieu of a 6-foot fence along the northern property boundary to mitigate the impacts of a restaurant with drive-up facilities to the residential properties to the north.

The applicant is requesting a waiver to Section 6.11.35 of the LDC to reduce the minimum order box separation from the residentially zoned property to the north from 200 to 150 feet. The illustration (right) shows that the nearest platted lot would be at least 185 feet from the ordering call box.

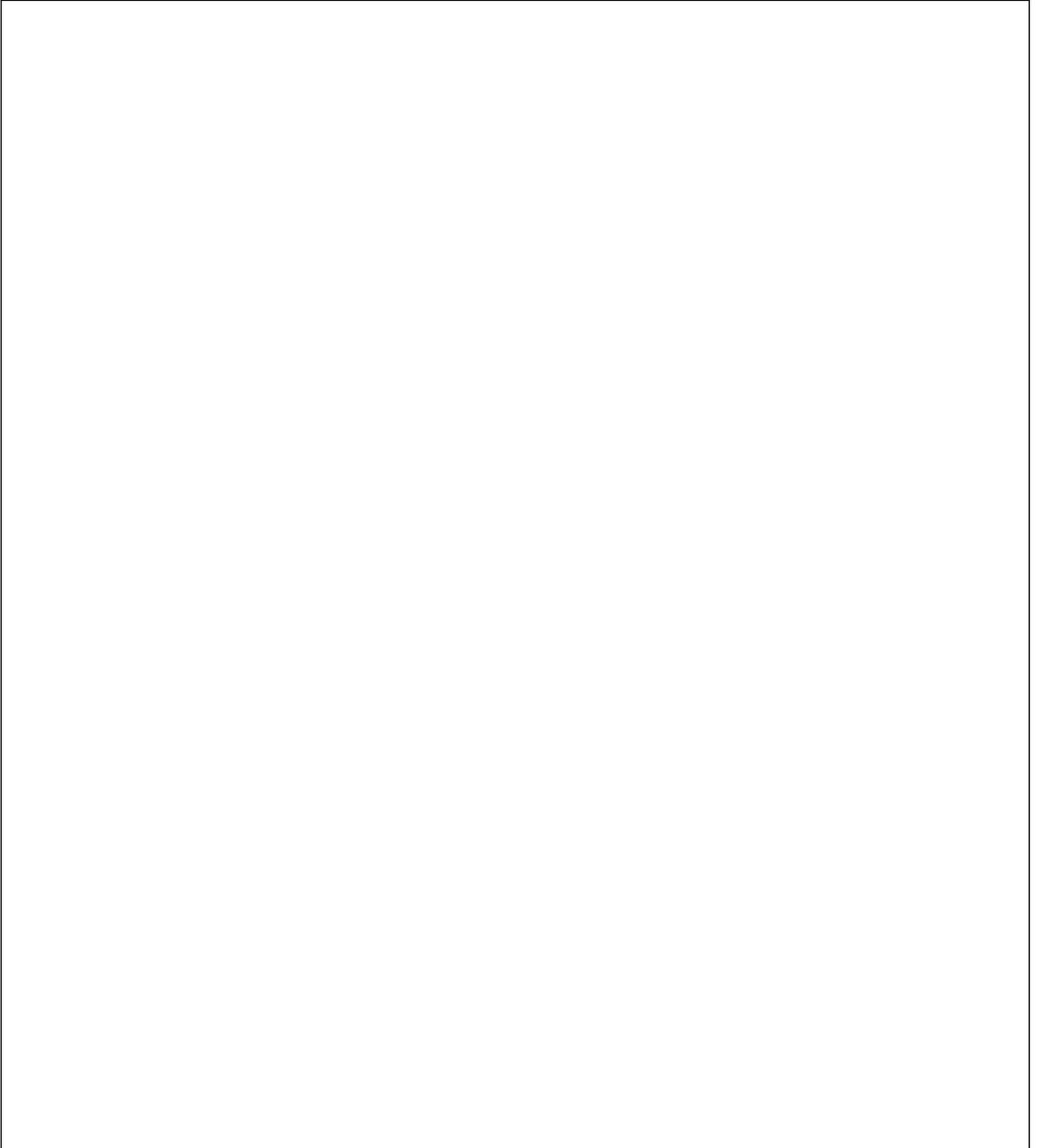


**Property Violation History**

Agency	Number	Violation	Status
<b>Code Enforcement*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
<b>Building Code Compliance*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
<b>Natural Resources*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
<b>EPC*</b>			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

**8.0 SITE PLANS (FULL)**

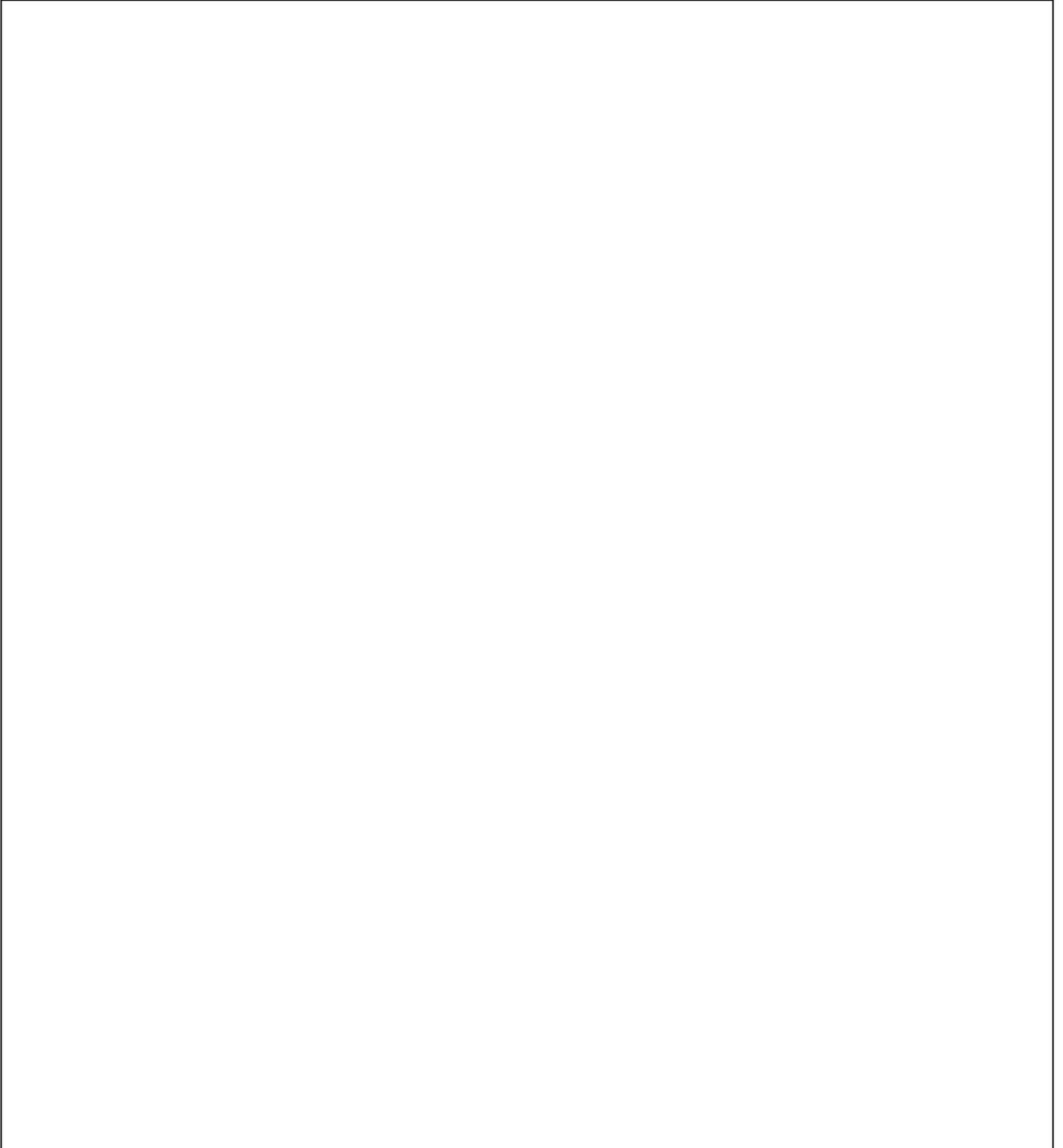
**8.1 Approved Site Plan (Full)**





**8.0 SITE PLANS (FULL)**

**8.2 Proposed Site Plan (Full)**





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

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 03/16/2026

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Riverview

PETITION NO: MM 26-0346

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- 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. Development of the project shall be limited to the following:

- 1.1. Parcel A: A total of 7,500 square feet for BPO uses, a bank/credit union, personal services, food product stores with no on-site consumption, a restaurant and restricted retail uses. The maximum square footage permitted for a restaurant is 2,000 square feet. Restricted retail uses are limited to a maximum of 2,000 square feet and are restricted to the following: a bookstore, newsstand, hobby shop, gift shop, pharmacy, consignment store, antique store, jewelry store, home furnishings store, paint store and florist. No drive-throughs, other than for a bank/credit union, are permitted. Additionally, a minor motor vehicle repair use may be permitted in lieu of the permitted uses listed above.
- 1.2. Parcel B: 12,000 square feet of BPO uses and/or a bank/credit union, or a 4,000 square foot restaurant (eating establishment) with one drive-through lane. The order box for the said restaurant may be located 150' from the northern boundary of parcel B. The bank/credit union cannot exceed 5,000 square feet and shall be limited to three drive/through lanes. ~~No drive-throughs, other than for a bank/credit union, are permitted.~~

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting a Major Modification to Planned Development (PD) 15-0079, which was most recently modified by MM 18-0173. The applicant is proposing to add the option for a 4,000 square foot eating establishment with a drive through window on Parcel B of the PD. The site's Future Land Use is SMU-6

Although Transportation Review Staff does not object to the request in general, the applicant proposed a condition regarding the maximum queuing lane length for the drive through lane that Transportation Review Staff does object to. The condition proposed stated, *"If developed with a restaurant (eating establishment) with one drive-through lane, the maximum queuing lane length shall not exceed 150 linear feet."*

LDC Sec. 6.11.35.B provides design criteria for eating establishments with drive-through service, specifically, "3. Adequate automobile stacking space will be provided from the order box to ensure that any public right-of-way or common vehicular use area will not be blocked by or utilized for vehicular stacking." There is not enough site-specific information at this zoning stage to ensure this code provision will be met. Transportation Review Staff will review the proposed drive through queuing length when the site/construction plans are submitted for review.

***Trip Generation Analysis***

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a transportation analysis for the proposed project option. Staff prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The data presented below is based on the Institute of Transportation Engineer’s *Trip Generation Manual, 12th Edition*.

Approved Zoning (for PD Modification Area):

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 7,000 High-Turnover (Sit-Down) Restaurant (ITE LUC 932)	726	63	64
PD, 5,000 SF Medical-Dental Office (ITE LUC 720)	170	16	17
PD, 5,000 SF Drive-In Bank (ITE LUC 912)	494	50	105
<b>Total</b>	1,390	129	186

Proposed Option (for PD Modification Area):

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 4,000 SF Fast-Food with Drive Through (ITE LUC 934)	1,792	133	126

Trip Generation Difference (for PD Modification Area):

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference of Current vs. Proposed Option</b>	+ 402	+ 4	No Change

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The subject site has frontage on Gibsonton Dr and Alafia Trace Blvd.

Gibsonton Dr is a 4-lane, divided, substandard, urban arterial roadway. The roadway is characterized by +/- 11-foot-wide travel lanes in average condition, no bike lanes, and +/- 5-foot-wide sidewalks along both sides of the roadway within the vicinity of the proposed project. The roadway lies within a +/- 138-foot-wide right of way.

Gibsonton Dr is shown on the Hillsborough County Corridor Preservation Plan as a future 6-lane roadway. The Hillsborough County Transportation Technical Manual requires 110 feet of right of way for a 4-lane urban, divided roadway (TS-6), of which we add 22 feet for the additional two lanes to identify the minimum of 132 feet of right of way needed for a 6-lane urban, divided roadway. Along the project’s frontage, the existing right of way for Gibsonton Dr exceeds the necessary right of way for the future widening, therefore no additional right of way preservation is required by this project site.

The Capital Improvement Program (CIP) has planned and funded improvements for Gibsonton Dr from I-75 to Balm Riverview Rd consisting of improvements to the roadway corridor (Project No. 69682025) and improvements to bicycle and pedestrian facilities (Project No. 69691019).

Alafia Trace Blvd is a 2-lane, divided, private local roadway. The roadway is characterized by +/- 12-foot-wide travel lanes in average condition and +/- 5-foot-wide sidewalks along both sides of the roadway. The roadway lies within a varying +/- 50 to +/- 85-foot-wide right of way.

**SITE ACCESS**

The PD has an existing full access connection to Gibsonton Dr. The modification area has an approved access connection to Alafia Trace Blvd which the applicant is not proposing to change with this request.

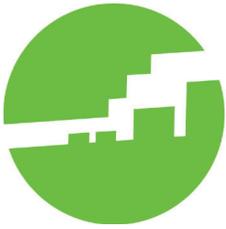
The submitted transportation analysis identified the project warrants a 285-foot eastbound left turn lane on Gibsonton Dr at the intersection with Alafia Trace Blvd. There is a sufficient 285-foot eastbound left turn lane existing on Gibsonton Dr at Alafia Trace Blvd.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

The roadway level of service provided below for Gibsonton Dr is for informational purposes only.

<b>Generalized Level of Service</b>				
<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>LOS Standard</b>	<b>Peak Hr. Directional LOS</b>
Gibsonton Drive	I-75 N Ramp	US Highway 301	D	F

Source: [\*2024 Hillsborough County Level of Service \(LOS\) Report\*](#)



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
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<b>Unincorporated Hillsborough County Rezoning Consistency Review</b>	
<b>Hearing Date:</b> March 23, 2026 <b>Report Prepared:</b> March 12, 2026	<b>Case Number:</b> MM 26-0346 <b>Folio(s):</b> 76621.2716 <b>General Location:</b> North of Gibsonton Drive, west of Alafia Trace Boulevard and east of US Highway 301 South
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Suburban Mixed Use-6 (6 du/ga; 0.25, 0.35, 0.50 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Riverview & SouthShore Areawide Systems
<b>Rezoning Request</b>	Major Modification (MM) to Planned Development (15-0079) to develop a 4,000 square foot sit down restaurant with a drive-thru lane
<b>Parcel Size</b>	+/- 1.73 acres
<b>Street Functional Classification</b>	Gibsonton Drive – <b>County Arterial</b> Alafia Trace Boulevard – <b>Local Road</b> US Highway 301 South– <b>State Principle Arterial</b>
<b>Commercial Locational Criteria</b>	Meets

**Table 1: COMPARISON OF SURROUNDING PROPERTIES**

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6	PD 15-0079	Vacant
North	Suburban Mixed Use-6	PD	Multi-Family
South	Suburban Mixed Use-6 + Office Commercial-20	PD + CG	Light Commercial
East	Suburban Mixed Use-6	RSC-6 + PD	Light Commercial
West	Suburban Mixed Use-6	PD	Multi-Family + Heavy Commercial + Light Commercial

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

The 1.73± acre subject site is located north of Gibsonton Drive, west of Alafia Trace Boulevard and east of US Highway 301 South. It is located within the limits of the Riverview Community Plan and SouthShore Areawide Systems Plan and within the Urban Service Area (USA). The site is designated Suburban Mixed Use (SMU-6) on the Future Land Use Map (FLUM) and is zoned Planned Development (PD 15-0079) with the most recent Major Modification (MM 18-0173). The applicant is requesting a Major Modification to the Planned Development to allow a 4,000 square-foot sit-down restaurant with one drive-through lane on Parcel B. The request also includes a waiver to Land Development Code Section 6.11.35.B.1 to allow the drive-through order box to be located 150 feet from residentially zoned property rather than the required 200 feet.

Future Land Use Section (FLUS) Goal 2 and FLUS Objective 2.1, and each of their respective policies, establish the Future Land Use Map 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 Suburban Mixed Use (SMU-6) Future Land Use category allows for agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi- purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The category supports neighborhood-serving commercial uses that are compatible with

nearby residential development and encourages mixed-use development patterns that provide services in close proximity to residential communities.

The subject site is currently approved for up to 12,000 square feet of Business Professional Office (BPO) uses and/or a bank or credit union, with any bank or credit union use limited to 5,000 square feet and up to three drive-through lanes. The applicant is requesting approval for a 4,000 square-foot restaurant with a single drive-through lane, which represents a lower intensity drive-through configuration than the currently approved bank use. The proposed restaurant use remains within the commercial character anticipated under the SMU-6 Future Land Use designation and does not exceed the overall intensity envisioned for the site (1.78 acres x 43,560 square feet per acre = 75,358.80 x 0.25 FAR = 18,839 square feet). Therefore, the proposed Major Modification is consistent with the uses and development character allowed within the Suburban Mixed Use-6 category and is consistent with FLUS Goal 2 and Objective 2.1.

The proposal meets the Commercial Locational Criteria (CLC) as established by FLUS Objective 4.7 and its associated policies, as the subject site fronts Gibsonton Drive, which has a context road classification of Suburban Commercial. This roadway classification supports the location of neighborhood-serving commercial uses along the corridor. The proposed restaurant use complements the existing commercial development pattern along Gibsonton Drive, where nearby uses include Tire Kingdom and Starbucks, along with additional commercial development in the surrounding area. While a waiver is not required for this request, it should be noted that Planning Commission staff supported CLC waivers for this property during the 2015 Planned Development rezoning and the 2018 Major Modification, both of which were subsequently approved by the Board of County Commissioners. These prior approvals reflect the established commercial character of the corridor and further support the appropriateness of neighborhood-serving commercial uses at this location. Therefore, the proposed commercial use is consistent with FLUS Objective 4.7 and its associated policies.

The subject site is located within the Urban Service Area, where Objective 1.1 of the Future Land Use Section directs approximately 80 percent of the county's growth. The surrounding area consists of a mix of residential, office, and commercial uses. To the west of the subject site are existing commercial uses including Tire Kingdom and Starbucks, along with additional commercial development currently under construction. Office uses are located to the east, while a townhome community approved as part of the Planned Development is located to the north. Additional commercial development exists south of Gibsonton Drive. This pattern reflects a developing mixed-use corridor characterized by neighborhood-serving commercial uses integrated with residential development.

FLUS Policy 3.1.3 requires that new development be compatible with surrounding development, noting that compatibility does not require identical uses but rather sensitivity to the character of existing development. Additionally, the Neighborhood Protection policies under FLUS Objective 4.4 and Policy 4.4.1 require development to be compatible with nearby residential areas. The applicant has incorporated several design and operational commitments to ensure compatibility with the residential development located north of the site. These include construction of an 8-foot solid wall along the northern property line (exceeding the minimum 6-foot requirement), enhanced landscaping consisting of evergreen shade trees planted at a minimum of 10 feet in height with two-inch caliper and spaced no more than 15 feet apart, and an increased northern setback of 50 feet where only 20 feet is required. Additionally, the drive-through order box will be located 150 feet from the residentially zoned property line, though the actual separation from the nearest residential lot line is approximately 185 feet due to a 35-foot-wide dry pond owned by the Homeowners Association (HOA) located between the properties.

Furthermore, the applicant has voluntarily committed to limited hours of operation from 10:30 a.m. to 9:30 p.m., which reflect the operational characteristics of a sit-down restaurant rather than a fast-food establishment with extended hours. These operational limitations help minimize potential impacts related to noise, traffic, and late-evening activity. Taken together, the enhanced buffering, increased setbacks, and operational restrictions ensure that the proposed restaurant use remains compatible with the adjacent residential development and surrounding mixed-use area.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Policies 4.1.1, 4.1.2, and 4.1.6). At the time of this analysis, comments from Hillsborough County Development Services and Transportation Review may still be forthcoming; however, the proposal will be required to comply with all applicable land development regulations prior to final approval and development.

The subject site is located within the boundaries of the Riverview Community Plan. Goal 2 of the Community Plan establishes the Riverview District Concept Map, which identifies distinct geographic districts intended to guide the character and pattern of development within the community. The proposed modification is consistent with the vision of the Community Plan by supporting the Mixed-Use District, which encourages development patterns that integrate commercial and residential uses while respecting existing land use patterns. The proposed sit-down restaurant with a single drive-through lane introduces a neighborhood-serving commercial use that supports nearby residential development and contributes to the mix of services envisioned within mixed-use areas. Additionally, the subject property is located along Gibsonton Drive, an emerging commercial corridor characterized by a mix of office and retail uses, including nearby establishments such as Tire Kingdom and Starbucks. The proposal incorporates buffering, enhanced landscaping, and limited hours of operation to ensure compatibility with the residential development located north of the site. Therefore, the request supports the Community Plan's vision of directing mixed-use and neighborhood-serving commercial development to appropriate locations while maintaining compatibility with surrounding residential areas. The subject site is also located within the boundaries of the SouthShore Areawide Systems Plan. The Plan promotes sustainable and well-planned growth while preserving the agricultural, cultural, and historic resources that contribute to the character of the SouthShore area. The proposed development supports this intent by directing growth to a site within the Urban Service Area along the established commercial corridor of Gibsonton Drive, where infrastructure and services are available. The proposal introduces a neighborhood-serving restaurant use within existing Planned Development and is compatible with surrounding commercial uses, including Tire Kingdom and Starbucks, as well as nearby residential development. Additionally, the subject site is not identified on the SouthShore Historical Resources Inventory. Therefore, the proposed Major Modification supports the Community Plan's objective of encouraging well-planned growth while preserving rural and historic resources elsewhere in the SouthShore area.

Overall, staff finds that the proposed Major Modification to PD 15-0079 is compatible with the surrounding development pattern, meets the intent of its associated community plans and 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 Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the conditions proposed by the Development Services Department.

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

**FUTURE LAND USE SECTION**

***Urban Service Area***

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

***Land Use Categories***

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

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

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

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

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

***Community Context and Compatibility***

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

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

## *Relationship to Land Development Regulations*

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

## **Development**

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

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

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

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

## **Neighborhood and Community Development**

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

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

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

## **Neighborhood and Community Serving Uses**

**Objective 4.7:** *To meet the daily shopping and service needs of residents, only neighborhood-serving commercial uses will be permitted within land use categories that are primarily residential or agricultural in nature. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving commercial. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established by the following policies and all other Goals, Objectives and Policies in the Comprehensive Plan. The frequency and allowance of neighborhood-serving commercial uses will be different in the Urban Service Area than in the Rural Area due to the population density, scale and character of the areas.*

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

- *Residential Planned -2 (RP-2)*
- *Residential - 2 (RES-2)*
- *Residential - 4 (RES-4)*
- *Neighborhood Mixed Use- 4(3) (NMU-4(3))*
- *Neighborhood Mixed Use-6 (NMU-6)*
- *Residential - 6 (RES-6)*
- *Suburban Mixed Use-6 (SMU-6)*
- *Residential - 9 (RES-9)*

*Any rural Future Land Use categories in the Urban Service Area*

- *Residential - 12 (RES-12)*
- *Residential - 16 (RES-16)*
- *Residential - 20 (RES-20)*
- *Residential - 35 (RES-35)*

## LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

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

1. *Hwy 301 Corridor – Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.*
2. *Downtown – Focus and direct mixed-use development to create an aesthetically pleasing and pedestrian-friendly downtown.*
3. *Riverfront – Recognize the historical, environmental, scenic, and recreational value of the Alafia River.*
4. *Mixed Use – Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.*
5. *Residential – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.*
6. *Industrial–Attract employment centers and desirable industry with appropriate infrastructure in areas without conflicting with surrounding land use.*
7. *Open Space – Build upon the county owned Boyette Scrub lands by acquiring lands from willing sellers.*

## LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS PLAN

*The community desires to:*

1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*
  - a. *Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.*
  - b. *Encourage and support the preservation of areas of archaeological, cultural and/or historical significance as shown on the SouthShore Historical Resources Inventory map*
  - c. *Encourage and support the identification and preservation of significant older structures such as houses, outbuildings, bridges, and fences to retain a sense of identity, visual beauty, and history.*
  - d. *Support communities and neighborhoods in preserving and revitalizing downtown centers using economic development and historic resource incentives whenever possible.*
  - e. *Assist the Historic Resources Review Board, Southern Hillsborough County Historic Connections, historical societies, museums, and other preservation organizations in SouthShore in their public education and preservation efforts.*
  - f. *Continue to support and preserve agricultural activities that have historically been an important part of SouthShore heritage and maintain agriculture as an integral part of the SouthShore economy, landscape, and natural resource base.*
  - g. *Support aquaculture and agri-businesses services and facilities, such as equipment sales and service, research, facilities, nurseries and greenhouses, packinghouses, and fertilizer services.*
  - h. *Recognize that the State of Florida has adopted the "Florida Right to Farm Act" (F.S. 823.14) limiting the circumstances under which agricultural operations may be deemed a nuisance when new development is proposed adjacent to or near active agricultural operations.*

# HILLSBOROUGH COUNTY FUTURE LAND USE MM 26-0346

## 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 (3) (.35 FAR)



SUBURBAN MIXED USE-6 (.35 FAR)



COMMUNITY MIXED USE-12 (.50 FAR)



URBAN MIXED USE-20 (1.0 FAR)



REGIONAL MIXED USE-35 (2.0 FAR)



INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)



OFFICE COMMERCIAL-20 (75 FAR)



RESEARCH CORPORATE PARK (1.0 FAR)



ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)



LIGHT INDUSTRIAL PLANNED (75 FAR)



LIGHT INDUSTRIAL (75 FAR)



HEAVY INDUSTRIAL (75 FAR)



PUBLIC/QUASI-PUBLIC



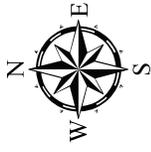
NATURAL PRESERVATION



WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)



CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is subject to approval without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the information on this map be accurate within the standards of the U.S. national map accuracy standards. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 2/23/2026  
 Author: R. Mathie  
 File: G:\Rezoning\System\MapProjects\HC\Regre\_1\HCRezoning\_2.mxd

