

Rezoning Application: RZ-PD 25-0579

Zoning Hearing Master Date: November 17, 2025

BOCC Land Use Meeting Date: January 13, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: GHS MLK 11, LLC
 FLU Category: R-20 & R-4
 Service Area: Urban
 Site Acreage: 14.99 AC
 Community Plan Area: Seffner Mango
 Overlay: None
 Request: PD



Introduction Summary:

The applicant requests to rezone the properties under a new Planned Development (PD) to allow for a mixed-use development of a maximum of 27,000 square feet of general commercial uses and a maximum of 304 multi-family dwelling units at a proposed density of +/- 26.3 dwelling units per gross acre. This request includes a density bonus request under Comprehensive Plan Policy 4.9.6 (Residential Density Bonus for Infill Development). A companion Minor Modification to PD 90-0012 accompanies this PD rezoning request.

Zoning:	Existing			Proposed
District(s)	PD 85-0166	CG	PD 90-0012	PD 25-0579
Typical General Use(s)	Commercial	General Commercial	General Commercial, Office and Personal Services	Multi-Family Residential, Commercial
Acreage	0.4 acres	0.54 acres	14.9905 acres	14.99 acres (11.55 residential and 3.44 commercial)
Density/Intensity	NA DU per GA/ FAR: NA 0.16	NA DU per GA/ FAR: 0.27	NA DU per GA/ FAR: 0.13 .20	26DU per GA (11.55/304) FAR: 0.18 (3.44/27,000)
Mathematical Maximum*	NA 2,846 sf	6,351 Sq. Ft.	12565,000Sq. Ft.	304 DU / 27,000 Sq. Ft.

*number represents a pre-development approximation

Development Standards:	Existing			Proposed	
District(s)	PD 85-0166	CG	PD 90-0012	PD 25-0579	
				Residential	Commercial
Lot Size / Lot Width	NA	10,000/ 75'	NA	NA	10,000 Sq. Ft./70'
Setbacks/Buffering and Screening	Front: 30 Side East: 2' Rear West: 20' Buffering/Screening : Per PD Condition 9	Front: 30'/ Buffering and Screening: NA	Front setback: 30' Side setback: 20' / Buffering and Screening per code	Perimeter Setbacks: 20' (Min)* Interior Setbacks: N/A Min Building Separation: 30' Max Building Height: 60'	Min Front Setback: 30' Min Side and Rear Setback: Use Dependent
Height	35' - 2 stories	50'	35'	60'	50'

Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
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Case Reviewer: Carolanne Peddle

Waiver(s) to the Land Development Code

None

Planning Commission Recommendation:

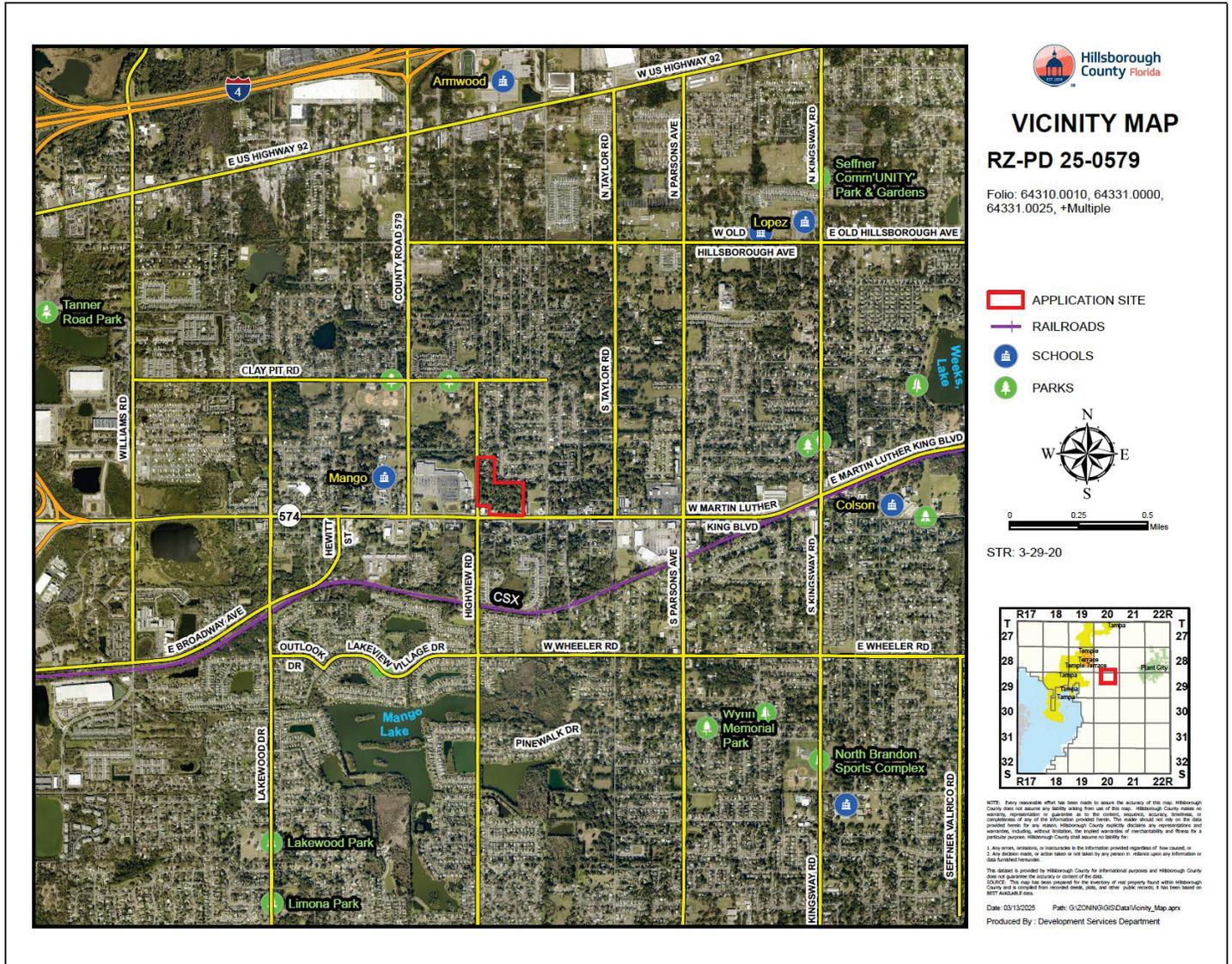
Consistent

Development Services Recommendation:

Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

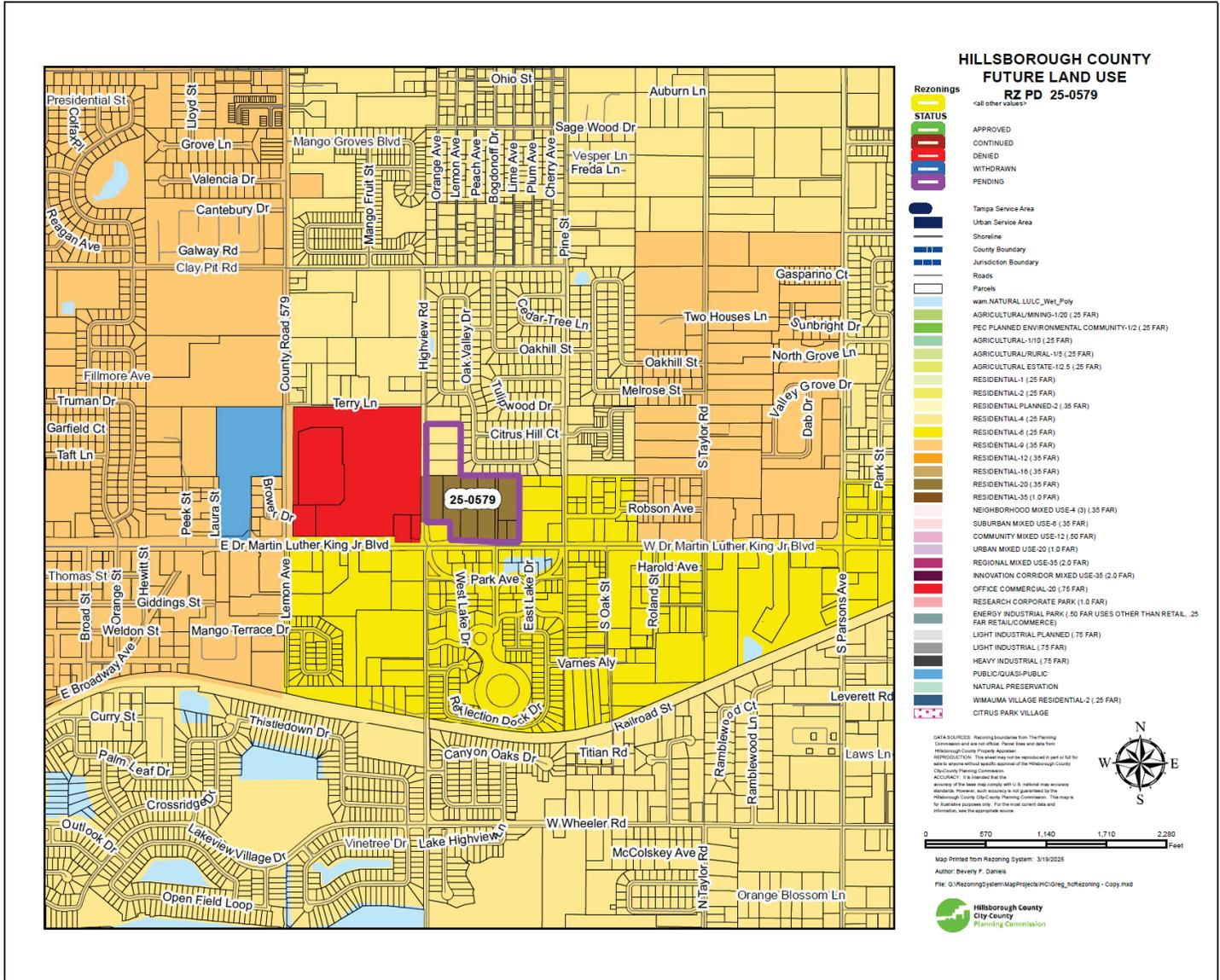


Context of Surrounding Area:

The proposed Planned Development is located on the northeastern corner of Highview Road and E. Dr. Martin Luther King Boulevard intersection, east of Interstate 75. The surrounding area is comprised of a majority of residential uses at various lot sizes to the north, east, south, and west. The adjacent PD to the west is developed with a shopping center and commercial uses. Additionally, to the south of the property there are a variety of commercial uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

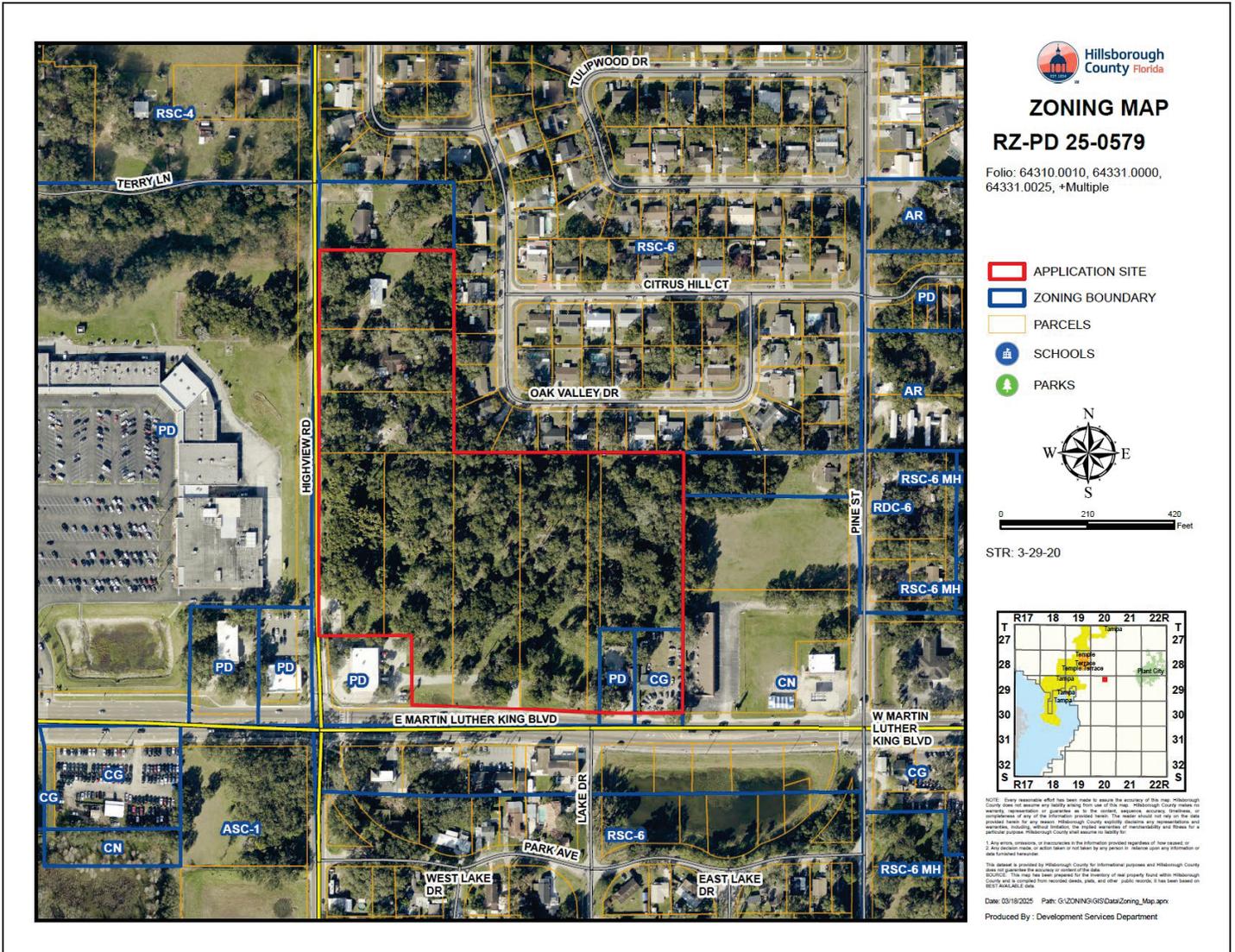
2.2 Future Land Use Map



Subject Site Future Land Use Category:	R-4 & R-20
Maximum Density/F.A.R.:	R-4: 4 du/ga/0.25 FAR R-20: 20 du/ga/0.75 FAR
Typical Uses:	R-4: Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. R-20: Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments. Non-residential uses, not part of a vertically integrated building, shall meet established locational criteria.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD, RSC-6	4 DU per GA/ FAR: 0.25,	Commercial, Residential, Single-Family Conventional	Single-family residential
South	CN	0 DU per GA/ FAR: 0.20	Commercial, Neighborhood	Commercial
East	CN, RDC-6	0 DU per GA/ FAR: 0.20, 6 DU per GA/ FAR: NA	Commercial, Neighborhood, Residential, Two-Family	Vacant and Commercial
West	PD 25-0265 17-0381	0 DU per GA/ FAR: 0.75, 0 DU per GA/ FAR: 0.239	Shopping center, big box stores, retail, eating establishments, Cn uses, medical office and general retail	Big box stores, shopping center, medical office, fast food restaurant and

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
<u>E Dr Martin Luther King Jr Blvd (CR 574)</u>	<u>FDOT Principal Arterial - Urban</u>	<u>4 Lanes</u> <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> <u>Corridor Preservation Plan</u> <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
<u>Highview Road</u>	<u>County Collector - Rural</u>	<u>2 Lanes</u> <input checked="" type="checkbox"/> <u>Substandard Road</u> <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> <u>Substandard Road Improvements</u> <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	<u>15,626</u>	<u>1,033</u>	<u>1,335</u>
Proposed	<u>4,627</u>	<u>410</u>	<u>336</u>
Difference (+/-)	<u>-10,999</u>	<u>-623</u>	<u>-999</u>

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
<u>Highview Road/Substandard Roads</u>	Administrative Variance Requested	<u>Approvable</u>
Notes:	Design Exception Requested	Previously Approved <u>Approved with Conditions</u>

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) Mobility: \$6,661 * 330 units = \$2,198,130 Parks: \$1,555 * 330 units = \$ 513,150 School: \$3,891 * 330 units = \$1,284,030 Fire: \$249 * 330 units = \$ 82,170 Total Multi-Family (1-2 story) = \$4,077,480 Retail - Shopping Center Bank w/Drive Thru Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) (Per 1,000 s.f.) (Per 1,000 s.f.) Mobility: \$13,562.00 Mobility: \$20,610.00 Mobility: \$104,494.00 Fire: \$313.00 Fire: \$313.00 Fire: \$313.00				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development is located on the northeastern corner of Highview Road and E. Dr. Martin Luther King Boulevard intersection, east of Interstate 75. The surrounding area is comprised of a majority of residential uses at various lot sizes with commercial developments to the west and south. Due to the surrounding development staff finds the combination of multi-family residential uses and commercial elements within the out parcels to the south compatible with the surrounding area.

Furthermore, the proposal will meet the 2:1 setback increase so that an additional setback increase of 2 feet shall be provided for every 1 foot of building height over 20 feet. The proposed building height of 60 feet (at roof peak) requires a 100 foot setback, to consist of the 20-foot buffer and an additional 80 feet of setback. This will help to reduce the impact of the proposed buildings on the surrounding residential properties to the north. Moreover, a 20 foot buffer with type B screening, as required by the Land Development Code, will be provided surrounding the multi-family residential portion of the PD separating it from the adjacent residential properties and the commercial portion within the proposed PD. Portions of the buffer will be enhanced with tree plantings on 10-foot centers, rather than 20-foot centers.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:

- Prior to site plan certification, the PD Site Plan shall be revised to label the proposed access to the east as "Vehicular and Pedestrian Cross-Access."

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 28, 2025.

1. The PD shall permit a maximum of 304 multi-family units and a maximum of 27,000 sf of commercial uses (as further specified in condition 3).
2. The following conditions shall apply to multi-family portion of the Development Plan:
 - The development shall be permitted a maximum of 304 multi-family dwelling units at a proposed density of +/- 26.3 dwelling units per gross acre.
 - The project shall be subject to the following development standards:

Front yard setback:	40 feet (Highview Road)
Northern setback from Folio 64331.0100:	160 feet
Remaining Northern setback:	60 feet
Eastern setbacks:	60 feet
Minimum Building Separation:	30 feet
Maximum height:	60 feet

32. The following conditions shall apply to commercial portion of the Development Plan.

- a. The development shall permit a maximum of 27,000 square feet of general commercial CG (Commercial General) zoning district uses, unless otherwise restricted.
 - The following CG uses shall be prohibited: Churches/Synagogues (with 301 seats or more), Pre-K, Day Care, Child Care and Child Nurseries; Adult Care Centers; Schools, Private and Charter Schools (K-12); Public Schools (K-12); Banquet and Reception Halls; and Wedding Chapels, General Indoor/Outdoor Recreational Uses, and Membership Organizations.
- b. Permitted uses on Outparcel C shall be limited to (a) open space, (b) stormwater retention, and (c) parking in connection with development of Folios 064337-0000 064338-0100, and 064338-0000("Adjacent Parcel"). In the event Outparcel C is proposed for development of minimum required parking to serve permitted uses on the Adjacent Parcel (Folios 064337-0000 064338-0100, and 064338-0000), it shall be in compliance with the Land Development Code.
- c. Order boxes used in the ordering of food or beverages from a drive through window shall be permitted within 200 feet of residentially zoned property.
- d. The project shall be subject to the following development standards:

Minimum Lot Area:	10,000 square feet
Minimum lot width:	70'
Maximum FAR	0.18
Front yard setback from Martin Luther King Boulevard:	30 feet
Minimum Building Separation:	30 feet
Maximum height:	50 feet

43. Buffers and screening shall be provided as specifically shown on the general site plan, and as supplemented below:
- The 20-foot wide buffer with screening adjacent to the north and east property boundary shall contain enhanced screening consisting of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum two-inch caliper, and spaced not more than 10 feet apart.
 - A 20-foot wide buffer with Type B screening shall be provided on the south side of the east-west segment of the Shared Access Facilities; provided,
 - a) The required sidewalk by these conditions of approval may be collocated within the buffer.
 - b) The buffer shall not be required in those areas where the buffer intersects with a project driveway or other paved access area.
 - c) To accommodate final engineering, the buffer width may be satisfied by using an average width provided in no event shall the buffer be reduced to less than 10-foot.
 - d) Minimum screening standards shall be reduced to three feet in height and be 75 percent opaque within two years of installation.
 - The required vehicular use area buffer adjacent to Highview Road shall be reduced to 4-feet in width with screening from the adjacent right-of-way provided by a decorative retaining wall, a 6-foot open rail fencing, and evergreen plants, which shall within two years of installation reach a minimum of three feet in height and be 75 percent opaque.
 - The required vehicular use area buffer north of the east-west segment of the Shared Access Facilities shall be reduced to 4-feet in width with screening provided by a decorative retaining wall, a 6-foot open rail fencing, and evergreen plants, which shall within two years of installation reach a minimum of three feet in height and be 75 percent opaque.
 - Except as specifically shown on the general site plan, and supplemented by these conditions of approval, no buffering and screening between uses within the project shall be required.
54. 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.
65. 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.
76. 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.
87. The development shall be permitted one (1) vehicular access connection to Highview Road and one (1) vehicular access connection to E Dr Martin Luther King Jr Blvd (CR 574). The developer shall construct all off-site improvements necessary to serve the development.
98. Notwithstanding the above, the addition/removal/relocation/reconfiguration of access to E Dr Martin Luther King Jr Blvd (CR 574) shall be subject to FDOT review and approval.

109. Permitted uses and entitlements are outlined herein are subject to the following:

~~Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan:~~

- ~~• Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan.~~
- No development shall be permitted that causes cumulative development to exceed 4,627 gross average daily trips, 410 gross a.m. peak hour trips, or 336 gross p.m. peak hour trips.
- Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
- The project may be permitted and phased as two or more increments of development consistent with these conditions of approval.

~~1110. Permitted uses on Outparcel C shall be limited to (a) open space, (b) stormwater retention, and (c) parking in connection with development of Folios 64337.0000, 64338.0100, and 64338.0000 ("Adjacent Parcel"). In the event Outparcel C is proposed for development of minimum required parking to serve permitted uses on the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000), the Developer shall submit construction plans proposing to develop the overall land as a unified site development plan, in which case Outparcel C and the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) shall be considered part of the same Zoning Lot for purposes of on-site parking standards.~~

- ~~• The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) to utilize the required parking.~~
- Cross access between the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) and Outparcel C shall be permitted within the bounding box as generally depicted on the general site development plan.

1211. The developer shall construct a Shared Access Facility as shown on the PD site plan providing vehicular and pedestrian access/cross-access to Folio 64332.0300. The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for Folio 64332.0300 to utilize the Shared Access Facility.

1312. The internal pedestrian and vehicular circulation within the Residential Development Area shall be developed in substantial conformance with the depicted layout ~~depicted~~ on the general site plan. Minor deviations may be permitted when based upon engineering needs and subject to compliance with the County Land Development Code and Transportation Technical Manual. Continuous and safe P pedestrian connectivity shall be provided between the Residential and Non-Residential Development Areas. The pedestrian connectivity shall connect to the external rights of way and be continuous.

1413. If PD 25-0579 is approved, the County Engineer will approve a Design Exception (dated October 27, 2025) which was found approvable by the County Engineer (on November 7, 2025) for the Highview Road substandard road improvements. As Highview Road is a substandard collector roadway, the developer shall make, or cause to be made, certain improvements consistent with the Design Exception, including:
- Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following intersection improvements at Highview Road and Martin Luther King Boulevard (South Section of Design Exception):
 - The existing northbound through lane shall remain a 10-foot travel lane.
 - Convert the existing southbound through lane to a 10-foot southbound left turn lane.
 - Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).
 - ~~The existing northbound through lane shall remain a 10-foot travel lane. Convert the existing southbound through lane to a 10-foot southbound left turn lane. Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).~~ Prior to issuance of or concurrent with the final Certificate of Occupancy for the final increment of development, the developer shall make the following additional improvements to Highview Road (North Section of Design Exception):
 - ~~○ The existing northbound through lane shall remain a 10-foot travel lane.~~
 - ~~○ Convert the existing southbound through lane to a 10-foot southbound left turn lane.~~
 - ~~○ Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).~~
 - ~~○ The existing northbound through lane shall remain a 10-foot travel lane.~~
 - ~~○ Convert the existing southbound through lane to a 10-foot southbound left turn lane.~~
 - ~~○ Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).~~
 - Dedicate or cause the dedication of Tract "A" (+/- 9 Foot Right-of-Way Convenience Area).
 - Widen the existing travel lanes from the western edge of pavement to create two (2) 10-footwide travel lanes.
 - Construct an F type curb at the eastern edge of payment.
 - Construct a 6-foot sidewalk with a +/- 1–2-foot clear zone behind the sidewalk
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following site access improvements with the initial increment of development, the developer shall construct the following site access improvements on Highview Road (Entrance Access Section of Design Exception):
 - Widen the existing northbound and southbound through lanes from 9-feet to 10-feet.

- Construct a 10-foot wide, 95-foot-long (including the 50-foot taper) northbound right turn lane at the project driveway.
- Construct a 6-foot sidewalk along the west side of Highview Road at the new back of curb; provided, the County Engineer shall authorize a sidewalk reduction to no less than 5 feet to accommodate engineering constraints.
- On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

1514. Notwithstanding anything on the PD general site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.

1615. 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 the regulations in effect at the time of preliminary site plan/plat approval.

1716. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, recertification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

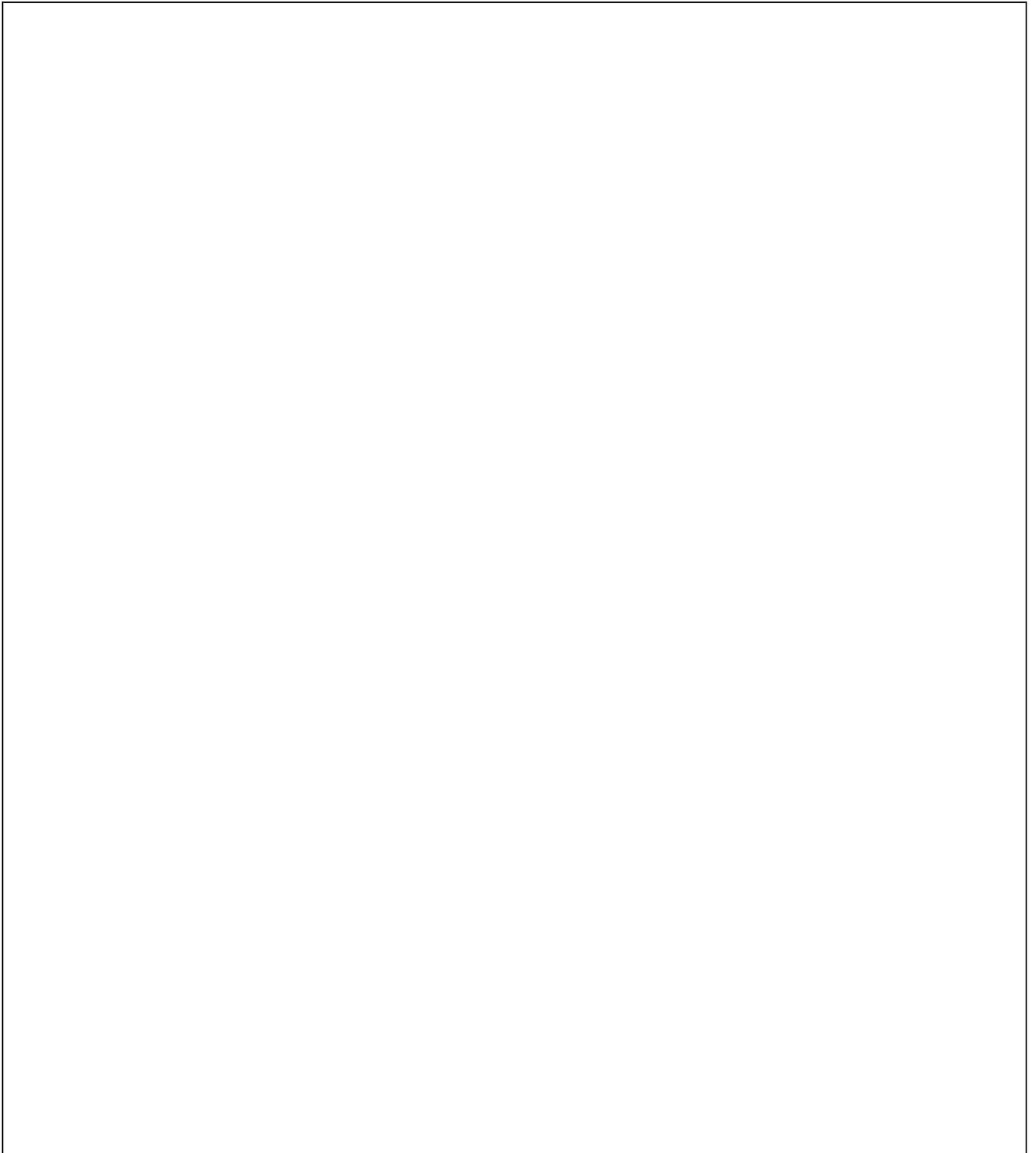


SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/12/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Seffner

PETITION NO: PD 25-0579

- 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

- The development shall be permitted one (1) vehicular access connection to Highview Road and one (1) vehicular access connection to E Dr Martin Luther King Jr Blvd (CR 574). The developer shall construct all off-site improvements necessary to serve the development.
- Notwithstanding the above, the addition/removal/relocation/reconfiguration of access to E Dr Martin Luther King Jr Blvd (CR 574) shall be subject to FDOT review and approval.
- Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan:
 - Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan.
 - No development shall be permitted that causes cumulative development to exceed 4,627 gross average daily trips, 410 gross a.m. peak hour trips, or 336 gross p.m. peak hour trips.
 - Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip

generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the ~~remaining~~ number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- The project may be permitted and phased as two or more increments of development consistent with these conditions of approval.
- Permitted uses on Outparcel C shall be limited to (a) open space, (b) stormwater retention, and (c) parking in connection with development of Folios 64337.0000, 64338.0100, and 64338.0000 (“Adjacent Parcel”). In the event Outparcel C is proposed for development of minimum required parking to serve permitted uses on the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000), the Developer shall submit construction plans proposing to develop the overall land as a unified site development plan, in which case Outparcel C and the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) shall be considered part of the same Zoning Lot for purposes of on-site parking standards.
 - The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) to utilize the required parking.
 - Cross access between the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) and Outparcel C shall be permitted within the bounding box as generally depicted on the general site development plan.
- The developer shall construct a Shared Access Facility as shown on the PD site plan providing vehicular and pedestrian access/cross-access to Folio 64332.0300. The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for Folio 64332.0300 to utilize the Shared Access Facility.
- The internal pedestrian and vehicular circulation within the Residential Development Area shall be developed in substantial conformance with the ~~depicted~~ layout depicted on the general site plan. Minor deviations may be permitted when based upon engineering needs and subject to compliance with the County Land Development Code and Transportation Technical Manual. Continuous and safe pedestrian connectivity shall be provided between the Residential and Non-Residential Development Areas. The pedestrian connectivity shall connect to the external rights of way and be continuous.
- If PD 25-0579 is approved, the County Engineer will approve a Design Exception (dated October 27, 2025) which was found approvable by the County Engineer (on November 7, 2025) for the Highview Road substandard road improvements. As Highview Road is a substandard collector roadway, the developer shall make, or cause to be made, certain improvements consistent with the Design Exception, including:
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following intersection improvements at Highview Road and Martin Luther King Boulevard (South Section of Design Exception):
 - The existing northbound through lane shall remain a 10-foot travel lane.
 - Convert the existing southbound through lane to a 10-foot southbound left turn lane.

- Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper)
 - Prior to issuance of or concurrent with the final Certificate of Occupancy for the final increment of development, the developer shall make the following additional improvements to Highview Road (North Section of Design Exception):
 - Dedicate or cause the dedication of Tract “A” (+/- 9 Foot Right-of-Way Conveyance Area).
 - Widen the existing travel lanes from the western edge of pavement to create two (2) 10-footwide travel lanes.
 - Construct an F type curb at the eastern edge of payment.
 - Construct a 6-foot sidewalk with a +/- 1–2-foot clear zone behind the sidewalk
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following site access improvements with the initial increment of development, the developer shall construct the following site access improvements on Highview Road (~~Entrance~~Access Section of Design Exception):
 - Widen the existing northbound and southbound through lanes from 9-foot to 10-feet.
 - Construct a 10-foot wide, 95-foot-long (including the 50-foot taper) northbound right turn lane at the project driveway.
 - Construct a 6-foot sidewalk along the west side of Highview Road at the new back of curb; provided, the County Engineer shall authorize a sidewalk reduction to no less than 5 feet to accommodate engineering constraints.
 - On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.
- Notwithstanding anything on the PD general site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.

Other Conditions

- Prior to site plan certification, the PD Site Plan shall be revised to label the proposed access to the east as “Vehicular and Pedestrian Cross-Access.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 15.18-acre site from Planned Development (PD) (90-0012 & 85-0166) and Commercial, General (CG) to a new Planned Development (PD). The applicant is proposing 27,000 square feet of commercial uses and 304 multifamily residential units. A concurrent minor modification application (PRS 25-1377) has been submitted to remove two parcels (folios 64332.0300 & 64331.0100) from PD 90-0012.

The approved entitlements on the subject property would permit 75,544 square feet of commercial uses which the applicant is proposing to reduce to 27,000 square feet of commercial uses. In addition to the overall reduction in commercial entitlements, the applicant is also proposing a trip cap for the development which may further restrict the developer’s ability to construct the full 27,000 square feet of commercial entitlements proposed (discussed further below).

The existing access connections on Highview Rd and E Dr Martin Luther King Jr Blvd provide access to folio 64332.0300 on the northeast corner of the intersection with Highview Rd and E Dr Martin Luther King Jr Blvd through a Shared Access Facility. The subject PD is proposing to relocate those access connections but will retain the Share Access Facility for the corner parcel. If approved, the developer shall revise any easements necessary to effectuate the new access connections, retaining the Shared Access Facility to folio 64332.0300.

The applicant is proposing a mixed-use development with commercial parcels abutting E Dr Martin Luther King Jr Blvd and residential uses on the northern portion of the proposed PD. The applicant is proposing a private drive that is intended to connect Highview Rd to the easternmost PD boundary. Although not a part of this request, a Euclidean rezoning application requesting Commercial, General uses has been proposed on the adjacent three parcels to the east (RZ-STD 25-1316). It is the intention of the developer to have the proposed private drive connect to Pine St, creating a reverse frontage road that will allow vehicles to move between the proposed uses of the subject PD and the Euclidian zoned properties without having to access E Dr Martin Luther King Jr Blvd. If approved, this private drive will assist in separating local traffic accessing the proposed uses from the through traffic on E Dr Martin Luther King Jr Blvd. To effectuate this private drive, the applicant is providing vehicular and pedestrian cross access on the east of the subject PD to connect to the three parcels abutting Pine St.

As noted above, it is the intent of the developer to create a unified site plan for the commercial properties on the north side of E Dr Martin Luther King Jr Blvd between Highview Rd and Pine St. If approved, the subject PD will be permitted to provide off-street parking for the proposed commercial properties to the east (RZ-STD 25-1316).

As Highview Rd is a substandard roadway, approved PD 90-0012 would be required to make roadway improvements on Highview Rd from the proposed access connection(s) to the intersection with E Dr Martin Luther King Jr Blvd. Transportation Review Section staff had initial concerns with the removal of the northernmost parcel from the PD (folio 64331.0100) as the remnant parcel would not have the ability to make roadway improvements to Highview Rd due to a lack of sufficient right of way. Through the requested Design Exception (discussed in further detail below) the applicant has provided a 9-foot-wide strip of land that is to be dedicated to Hillsborough County so future roadway improvements can be made by other applicants.

Trip Generation Analysis

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not represent a worst-case scenario which represents maximum potential trip impacts of the wide range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, a condition has been included restricting development to the number of trips studied in the applicant's transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 13,000 s.f. of fast-foot restaurant uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied to

develop the cap may or may not be representative of the uses which are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine if generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

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

Staff 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:

Zoning, Land Use/Size (75,544 SF)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 12,000 SF Fast-Food Restaurant with Drive-Through (ITE Code 934)	5,378	398	379
PD, 7,000 SF Convenience Store with Gas Station; 2-8 Vehicle Fueling Positions (ITE Code 945)	3,552	260	304
PD, 2,000 SF Drive-in Bank (ITE Code 912)	198	20	42
PD, 2,000 SF of Coffee/Donut Shop with Drive-Through (ITE Code 937)	1,202	171	78
PD, 38,544 SF Supermarket (ITE LUC 850)	3,650	114	352

AR, 2,000 SF Liquor Store (ITE LUC 899)	450	1	68
PD-H, 12,000 Strip Retail (ITE LUC 9)	736	47	86
PD, 24 Single-Family Detached dwelling units (ITE LUC 210)	460	22	26
Total	15,626	1,033	1,335

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Development Pursuant to Trip Cap	4,627	410	336

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	- 10,999	- 623	- 999

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on E Dr Martin Luther King Jr Blvd and Highview Rd.

E Dr Martin Luther King Jr Blvd is a 4-lane, divided, urban principal arterial roadway. The roadway is owned and maintained by the Florida Department of Transportation (FDOT) and is characterized by +/- 12-foot-wide travel lanes in average condition, +/- 4-foot-wide bike lanes, +/- 5-foot-wide sidewalks along the north and south sides of the roadway in the immediate vicinity of the proposed project, and within a range of +/-73 to +/-98-foot-wide right-of-way along the project's frontage.

While this segment of roadway is identified in the Hillsborough County Corridor Preservation Plan as future 4-lane roadway, the improvement was completed in 2016.

Highview Rd is a 2-lane, undivided, substandard collector roadway characterized by +/- 9-foot-wide lanes average condition, and +/- 5-foot-wide to +/- 6-foot-wide sidewalks along a portion of both sides of the roadway within the vicinity of the project. The roadway lies within a varying +/- 33-foot-wide to +/- 53-foot-wide of right of way in the vicinity of the proposed project.

REQUESTED DESIGN EXCEPTION, SUBSTANDARD ROAD: Highview Rd.

Given that Highview Rd is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 27, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception Request, the County Engineer found the Design Exception approvable (on November 7, 2025) authorizing deviations from the 2023 Transportation Technical Manual (TTM) Type TS-4 Typical Section (for 2-lane, Undivided Collector Urban Roads) including:

Southern Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,

- The developer shall convert the southbound through lane to a 10-foot-wide southbound left turn lane; and,
- The developer shall be permitted to construct a 10-foot-wide, +/- 135-foot-long (including 50-taper) southbound shared through/right turn lane on Highview Rd at the intersection with Dr Martin Luther King Jr Blvd; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb except for areas where, due to pinch points, the sidewalk will be permitted to be reduced to 5 feet. The existing 5-foot-wide sidewalk on the east side of Highview Rd will remain.

Access Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,
- The developer shall be permitted to provide a 10-foot-wide, 95-foot-long northbound right turn lane at the project's Highview Rd access; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb except for areas where, due to pinch points, the sidewalk will be permitted to be reduced to 5 feet. The existing 5-foot-wide sidewalk on the east side of Highview Rd will remain; and,

Northern Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,
- The developer shall dedicate a 9-foot-wide area (Tract A) along Highview Rd to accommodate the F type curve, sidewalk, and a 2-foot-wide strip behind the sidewalk; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb. A sidewalk along the west side of Highview Rd will be constructed as part of MM 25-0265.

If 25-0579 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above-referenced Design Exception.

SITE ACCESS AND CONNECTIVITY

The project proposes full access connections to Highview Rd and E Dr Martin Luther King Jr Blvd. As noted above, the developer is proposing to construct a southbound through/right turn lane and convert the existing southbound through lane to a southbound left turn lane on Highview Rd at the intersection with E Dr Martin Luther King Jr Blvd. Additionally, a northbound right turn lane at the project's Highview Rd access is proposed to support the project's anticipated traffic impacts.

As E Dr Martin Luther King Jr Blvd is an FDOT roadway, the presence, location and design of any proposed connection will be subject to review and approval by FDOT. Any off-site improvements to E Dr Martin Luther King Jr Blvd required by FDOT, including turn lanes, shall be provided by the developer.

Although relocating the existing access connections to Highview Rd and E Dr Martin Luther King Jr Blvd, the applicant is proposing to maintain the Shared Access Facility with the parcel on the northeast corner of the intersection at Highview Rd and E Dr Martin Luther King Jr Blvd (folio 64332.0300). Additionally, the developer intends to submit a unified site plan for the commercial properties along the north side of E Dr Martin Luther King Jr Blvd and proposed a vehicular and pedestrian cross access to the east of the PD.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

This segment of Highview Rd is not included in the 2024 Hillsborough County Level of Service (LOS) Report.

The roadway level of service provided below for E Dr Martin Luther King Jr Blvd and the segment of Highview Rd south of E Dr Martin Luther King Jr Blvd is for informational purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
E Dr Martin Luther King Jr Blvd (CR 574)	Highview Road	Parsons Avenue	D	C
Highview Road	Windhorst Road	E Dr Martin Luther King Jr Blvd (CR 574)	D	C

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



FW: RZ RZ-PD 25-0579 - Design Exception Review

From Williams, Michael <WilliamsM@hcfl.gov>

Date Fri 11/7/2025 8:21 AM

To Michael Yates <myates@palmtraffic.com>; Vicki Castro <vcastro@palmtraffic.com>

Cc Michael Brooks <mbrooks@brclaw.com>; McKaig, Logan <McKaigL@hcfl.gov>; Kowal, Jessica <KowalJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

1 attachment (13 MB)

25-0579 Rev DEAddInf 10-28-25.pdf;

Vicki/Michael,

I have found the attached Design Exception (DE) for PD 25-0579 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 County601 E. Kennedy Blvd., Tampa, FL 33602

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-

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Thursday, November 6, 2025 5:54 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Kowal, Jessica <KowalJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ RZ-PD 25-0579 - Design Exception Review

Hello Mike,

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

myates@palmtraffic.com
vcastro@palmtraffic.com
mbrooks@brclaw.com
mckaigl@hcfl.gov
kowalj@hcfl.gov
drapacha@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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Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. DE-Substandard Rd - Highview Road <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Revised DE <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Altera Mango Square
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)	064331-0000, 064331-0050, 064331-0025, 064332-0000, 064332-0100, 064332-0050, 064332-0200, 064310-0010, 064333-0000, 064335-0000, 064334-0000
	<input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Vicki Castro, 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	PD, CG
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 25-0579
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)	
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".	

Revised October 27, 2025
October 08, 2025

Mr. Michael Williams, P.E.
Hillsborough County
Development Services Department
Development Review Director
County Engineer
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

RE: Altera Mango Square (PD 25-0579)
Folios: 064331-0000, 064331-0050, 064331-0025, 064332-0000, 064332-0100,
064332-0050, 064332-0200, 064310-0010, 064333-0000, 064335-0000, 064334-0000
Design Exception Request – Highview Road
Palm Traffic Project No. T24092

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed project located north of SR 574 and east of Highview Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on October 03, 2025, with Hillsborough County staff.

The approximately 15-acre property is mostly vacant, with four (4) residential dwelling units and two (2) small office/retail buildings on the property. The project is to rezone the site for no more than 305 multi-family dwelling units and approximately 27,000 square feet of retail.

The access for the project will remain unchanged as follows:

- One (1) full access to SR 574
- One (1) full access to Highview Road.

Highview Road is identified in the Hillsborough County Comprehensive Plan as a collector roadway and was identified during our meeting as a substandard road. Highview Road has a posted speed limit of 25 mph. For this request, Highview Road will be divided into three sections, a northern section, an access section and a southern section. For the southern section (at SR 574), Highview Road currently has an urban section with 12-foot travel lanes, no turn lanes, F type curb and a 5-foot sidewalk on both sides of Highview Road within approximately 54 feet of right of way. No bike lanes currently exist on either side of Highview Road. For the access section (at the existing project driveway), Highview Road currently has an urban section with 9-foot lanes, no turn lanes, F type curb and a 5-foot sidewalk on both sides of Highview Road within approximately 36 feet of right of way. No bike lanes currently exist on either side of Highview Road. For the northern section (to the northern property line) Highview Road currently has a suburban section with 9-foot lanes, no turn lanes, no curb and no sidewalk on either side of Highview Road within approximately 33 feet of right of way. No bike lanes currently exist on either side of Highview Road.

Southern Section

This request is a design exception to the TS-4 typical section of the Hillsborough County Transportation Technical Manual for Highview Road at SR 574. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.
2. The existing southbound through lane would be converted to a 10-foot southbound left turn lane.
3. A new approximate 135-foot (including the 50-foot taper) 10-foot wide southbound shared through / right turn lane would be constructed. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot auxiliary lanes may be used. The post speed limit on Highview Road is 25 mph.
4. A 6-foot sidewalk will be provided along the west side of Highview Road at the back of curb. There may be a few pinch points where the sidewalk will be reduced to no less than 5 feet. On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

Access Section

This request is a design exception to the Hillsborough County Transportation Technical Manual for Highview Road at the approach to the project driveway. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.
2. Provide a 10-foot wide, 95-foot-long northbound right turn lane at the project driveway. The length includes a 50-foot taper. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot auxiliary lanes may be used. The post speed limit on Highview Road is 25 mph.
3. A 6-foot sidewalk will be provided along the west side of Highview Road at the back of curb. There may be a few pinch points where the sidewalk will be reduced to no less than 5 feet. On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

Northern Section

This request is a design exception to the Hillsborough County Transportation Technical Manual for Highview Road north of the project driveway to the northern property line. The requested exceptions to the TS-4 typical section and the justification are as follows:

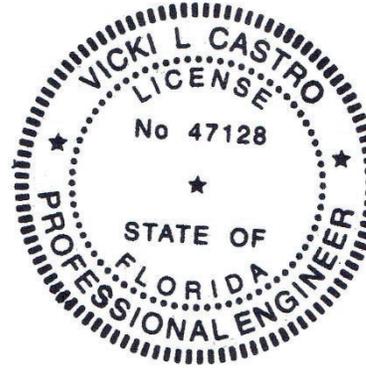
1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.

- 2. A 9-foot area (Tract A) will be dedicated to accommodate the F type curb, sidewalk and a 2-foot strip behind the sidewalk.
- 3. A 6-foot sidewalk will be provided along the east side of Highview Road at the back of curb. On the west side of Highview Road, a sidewalk will be constructed as part of MM 25-0265.

The proposed typical sections and the proposed improvements are shown in Figure 2.

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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

_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,
Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP

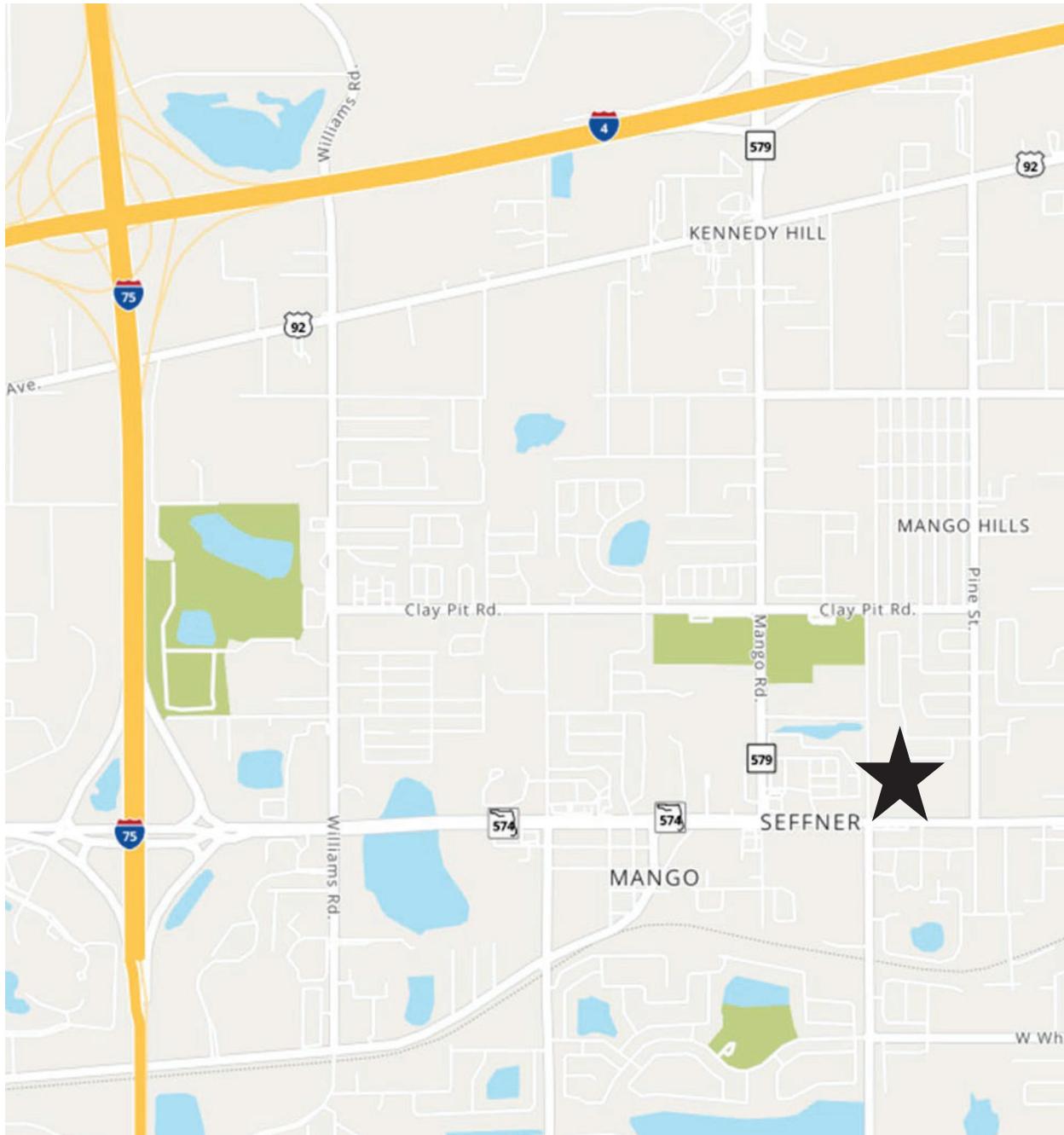
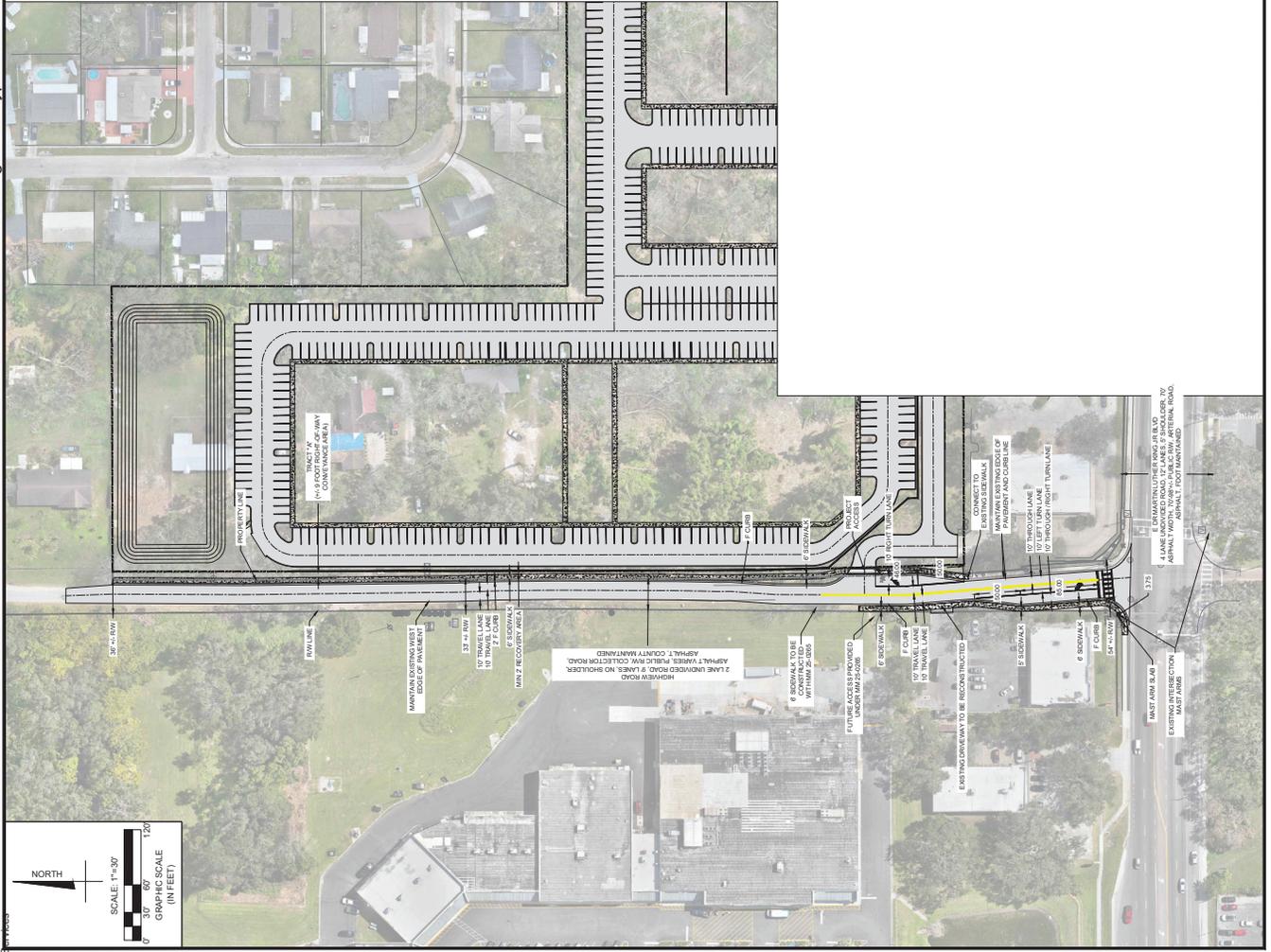
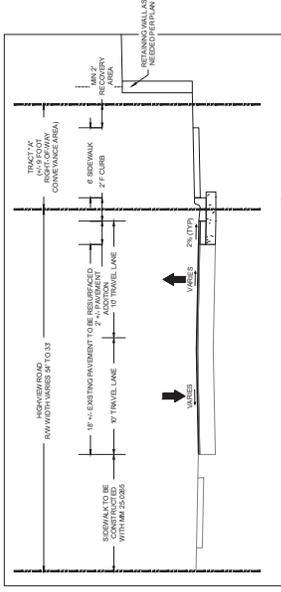


Figure 2: Typical Section

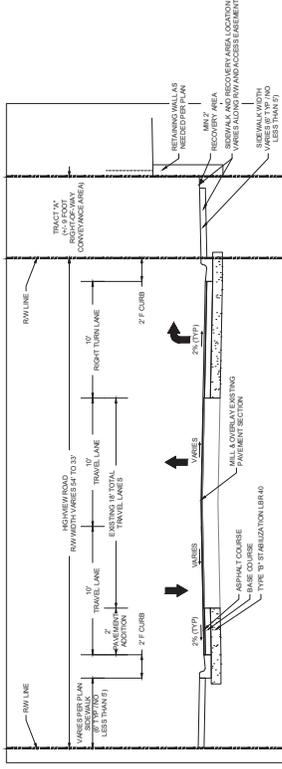


Northern Section



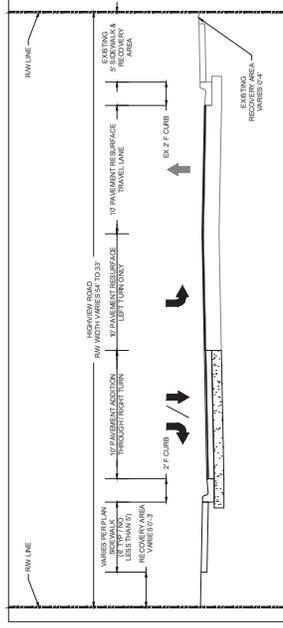
HIGHWAY ROAD NORTH SIDE ACCESS TYPICAL SECTION
SCALE: N.T.S.

Access Section



HIGHWAY ROAD TURNLANE ADDITION TYPICAL SECTION
SCALE: N.T.S.

Southern Section



HIGHWAY ROAD SIDE LANE ADDITION TYPICAL SECTION
SCALE: N.T.S.

TAMPA CIVIL DESIGN
17937 HUNTING BOW CIR. S-102
LUTZ, FL 33558
(813) 920-0008 PHONE
(813) 482-2128 FAX
WWW.TAMPCIVIL.COM
COA 28971

PROJECT: 878

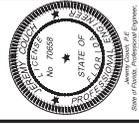
ML&H HIGHVIEW
NE CORNER OF MLK JR BLVD & HIGHWAY RD
SEFFNER, FL 33584

CLIENT:

WOOD PARTNERS
4427 WENZEL BLVD SUITE 100
TAMPA, FL 33605

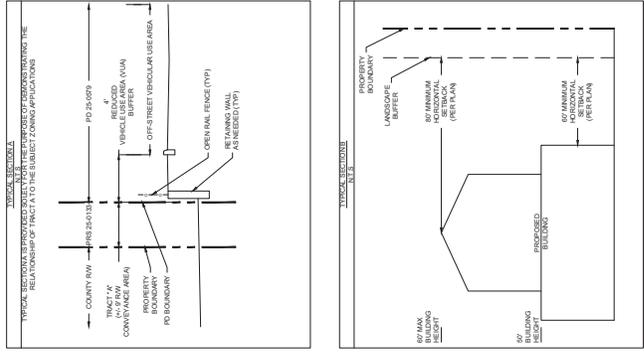
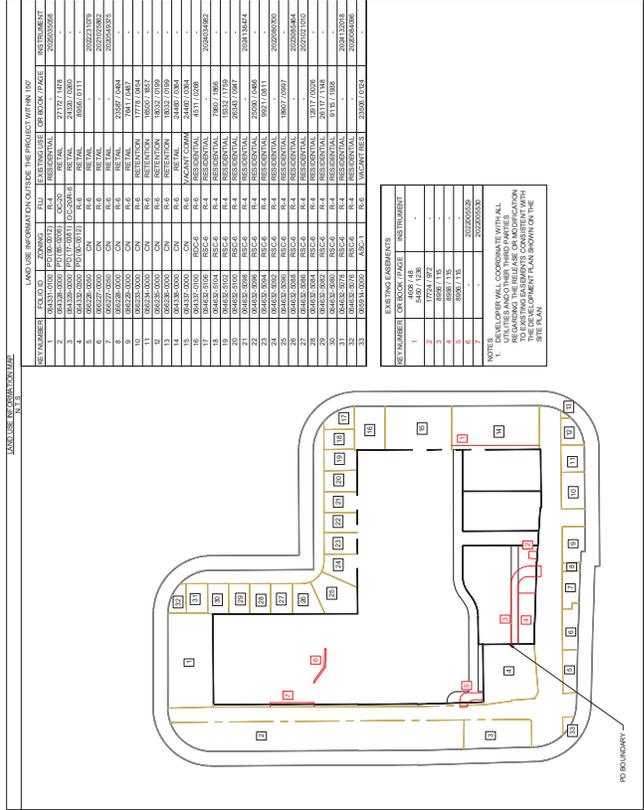
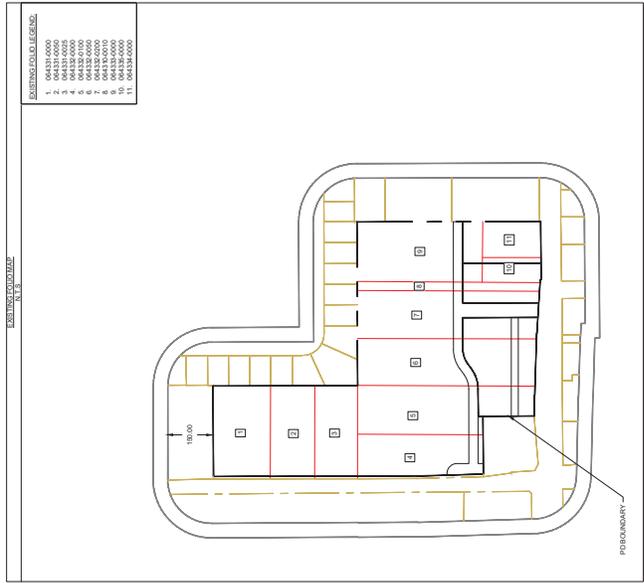
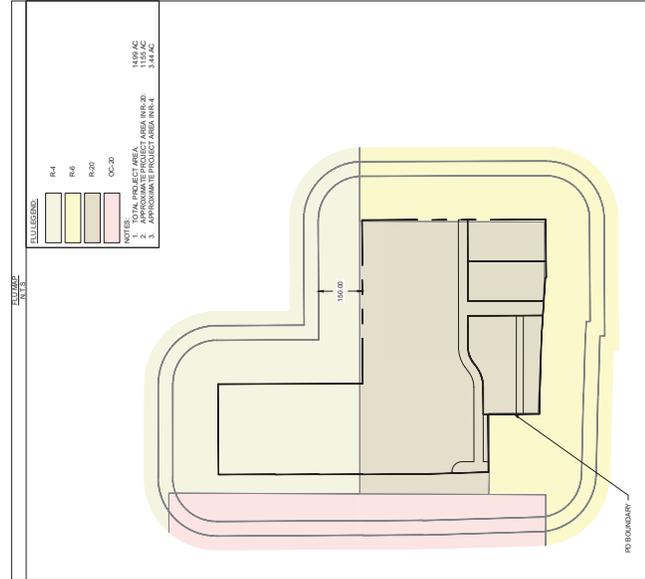
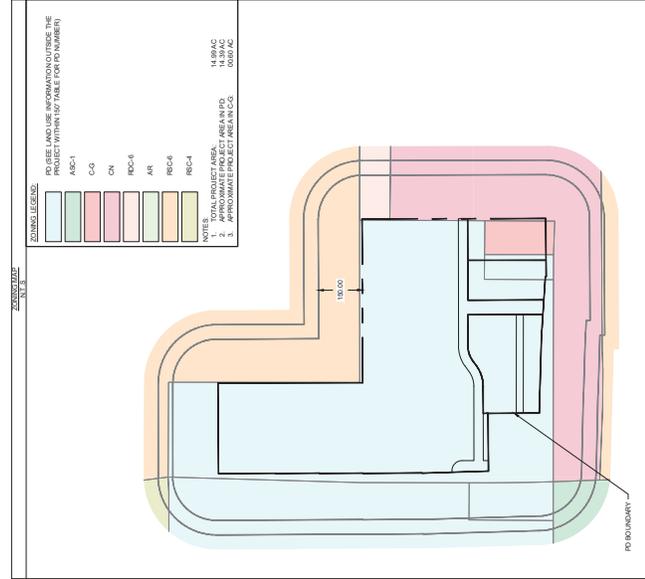
NO.	DATE	DESCRIPTION
1	10/28/2025	ISSUED FOR PERMIT
2	10/28/2025	ISSUED FOR PERMIT
3	10/28/2025	ISSUED FOR PERMIT
4	10/28/2025	ISSUED FOR PERMIT
5	10/28/2025	ISSUED FOR PERMIT
6	10/28/2025	ISSUED FOR PERMIT
7	10/28/2025	ISSUED FOR PERMIT
8	10/28/2025	ISSUED FOR PERMIT
9	10/28/2025	ISSUED FOR PERMIT
10	10/28/2025	ISSUED FOR PERMIT
11	10/28/2025	ISSUED FOR PERMIT
12	10/28/2025	ISSUED FOR PERMIT
13	10/28/2025	ISSUED FOR PERMIT
14	10/28/2025	ISSUED FOR PERMIT
15	10/28/2025	ISSUED FOR PERMIT
16	10/28/2025	ISSUED FOR PERMIT
17	10/28/2025	ISSUED FOR PERMIT
18	10/28/2025	ISSUED FOR PERMIT
19	10/28/2025	ISSUED FOR PERMIT
20	10/28/2025	ISSUED FOR PERMIT

DATE: 10/28/2025
DRAWN BY: J.C.
CHECKED BY: D.P.



James W. Wood, P.E.
License No. 70569
Professional Engineer
State of Florida
The official seal of the State of Florida Professional Engineer is hereby certified to be a true and correct copy of the original seal of the State of Florida Professional Engineer.

87878787878
TYPICAL SECTIONS
SHEET NO. C1

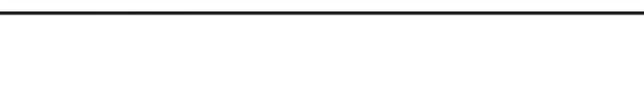
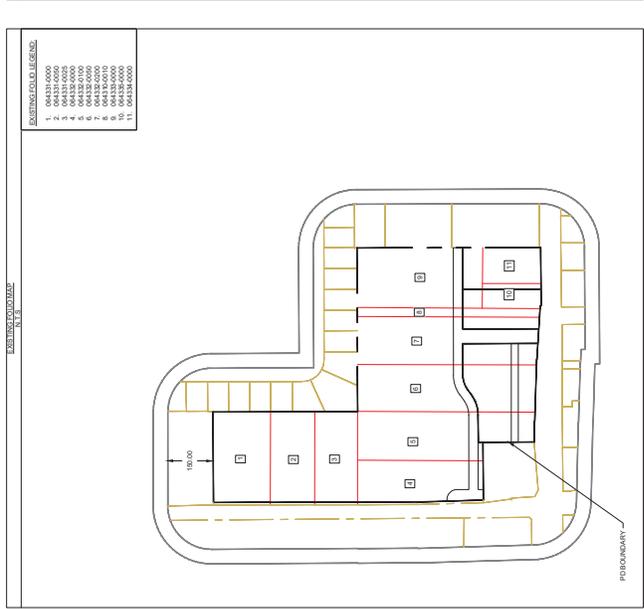


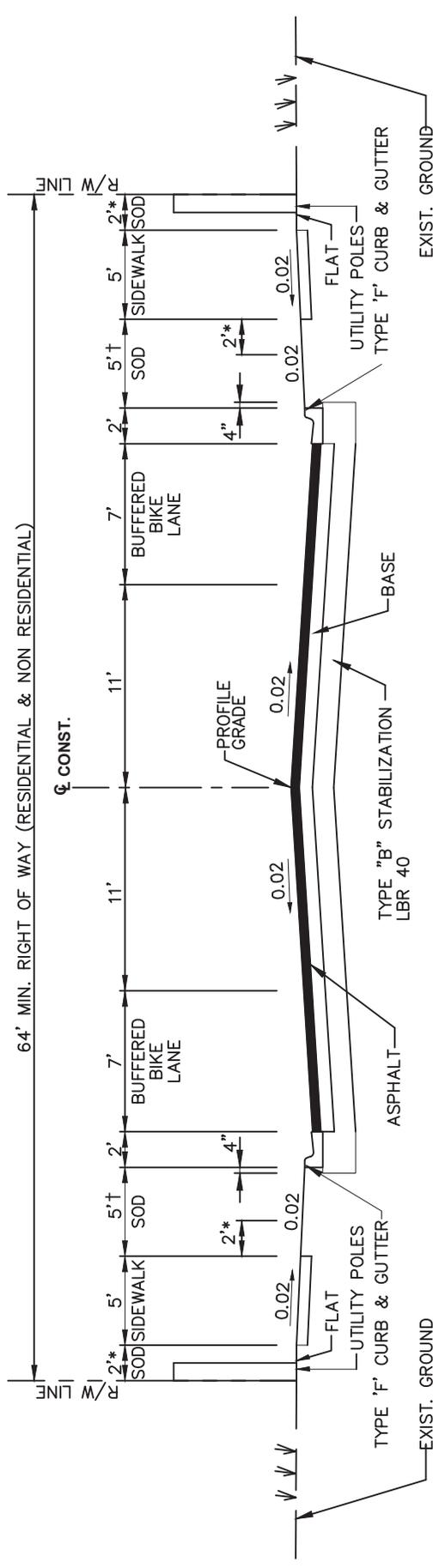
EXISTING PARCELS

PARCEL NUMBER	OR BLOCK/FACE	INSTRUMENT
1	6431/135	-
2	1724/107	-
3	6599/115	-
4	6599/115	-
5	6599/115	-
6	6599/115	-
7	6599/115	-
8	6599/115	-
9	6599/115	-
10	6599/115	-
11	6599/115	-
12	6599/115	-
13	6599/115	-
14	6599/115	-
15	6599/115	-
16	6599/115	-
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18	6599/115	-
19	6599/115	-
20	6599/115	-
21	6599/115	-
22	6599/115	-
23	6599/115	-
24	6599/115	-
25	6599/115	-
26	6599/115	-
27	6599/115	-
28	6599/115	-
29	6599/115	-
30	6599/115	-
31	6599/115	-
32	6599/115	-
33	6599/115	-

LAND USE INFORMATION OUTSIDE THE PROJECT WITHIN 100'

SECTION	USE	AREA (SQ. FT.)	PERCENTAGE	DATE
1	RESIDENTIAL	2,177,748	20.00%	05/20/2024
2	RESIDENTIAL	2,177,748	20.00%	05/20/2024
3	RESIDENTIAL	2,177,748	20.00%	05/20/2024
4	RESIDENTIAL	2,177,748	20.00%	05/20/2024
5	RESIDENTIAL	2,177,748	20.00%	05/20/2024
6	RESIDENTIAL	2,177,748	20.00%	05/20/2024
7	RESIDENTIAL	2,177,748	20.00%	05/20/2024
8	RESIDENTIAL	2,177,748	20.00%	05/20/2024
9	RESIDENTIAL	2,177,748	20.00%	05/20/2024
10	RESIDENTIAL	2,177,748	20.00%	05/20/2024
11	RESIDENTIAL	2,177,748	20.00%	05/20/2024
12	RESIDENTIAL	2,177,748	20.00%	05/20/2024
13	RESIDENTIAL	2,177,748	20.00%	05/20/2024
14	RESIDENTIAL	2,177,748	20.00%	05/20/2024
15	RESIDENTIAL	2,177,748	20.00%	05/20/2024
16	RESIDENTIAL	2,177,748	20.00%	05/20/2024
17	RESIDENTIAL	2,177,748	20.00%	05/20/2024
18	RESIDENTIAL	2,177,748	20.00%	05/20/2024
19	RESIDENTIAL	2,177,748	20.00%	05/20/2024
20	RESIDENTIAL	2,177,748	20.00%	05/20/2024
21	RESIDENTIAL	2,177,748	20.00%	05/20/2024
22	RESIDENTIAL	2,177,748	20.00%	05/20/2024
23	RESIDENTIAL	2,177,748	20.00%	05/20/2024
24	RESIDENTIAL	2,177,748	20.00%	05/20/2024
25	RESIDENTIAL	2,177,748	20.00%	05/20/2024
26	RESIDENTIAL	2,177,748	20.00%	05/20/2024
27	RESIDENTIAL	2,177,748	20.00%	05/20/2024
28	RESIDENTIAL	2,177,748	20.00%	05/20/2024
29	RESIDENTIAL	2,177,748	20.00%	05/20/2024
30	RESIDENTIAL	2,177,748	20.00%	05/20/2024
31	RESIDENTIAL	2,177,748	20.00%	05/20/2024
32	RESIDENTIAL	2,177,748	20.00%	05/20/2024
33	RESIDENTIAL	2,177,748	20.00%	05/20/2024





TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

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

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

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:

Travel Lanes:

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

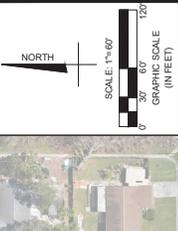
Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
 - Dual left turn lanes
 - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

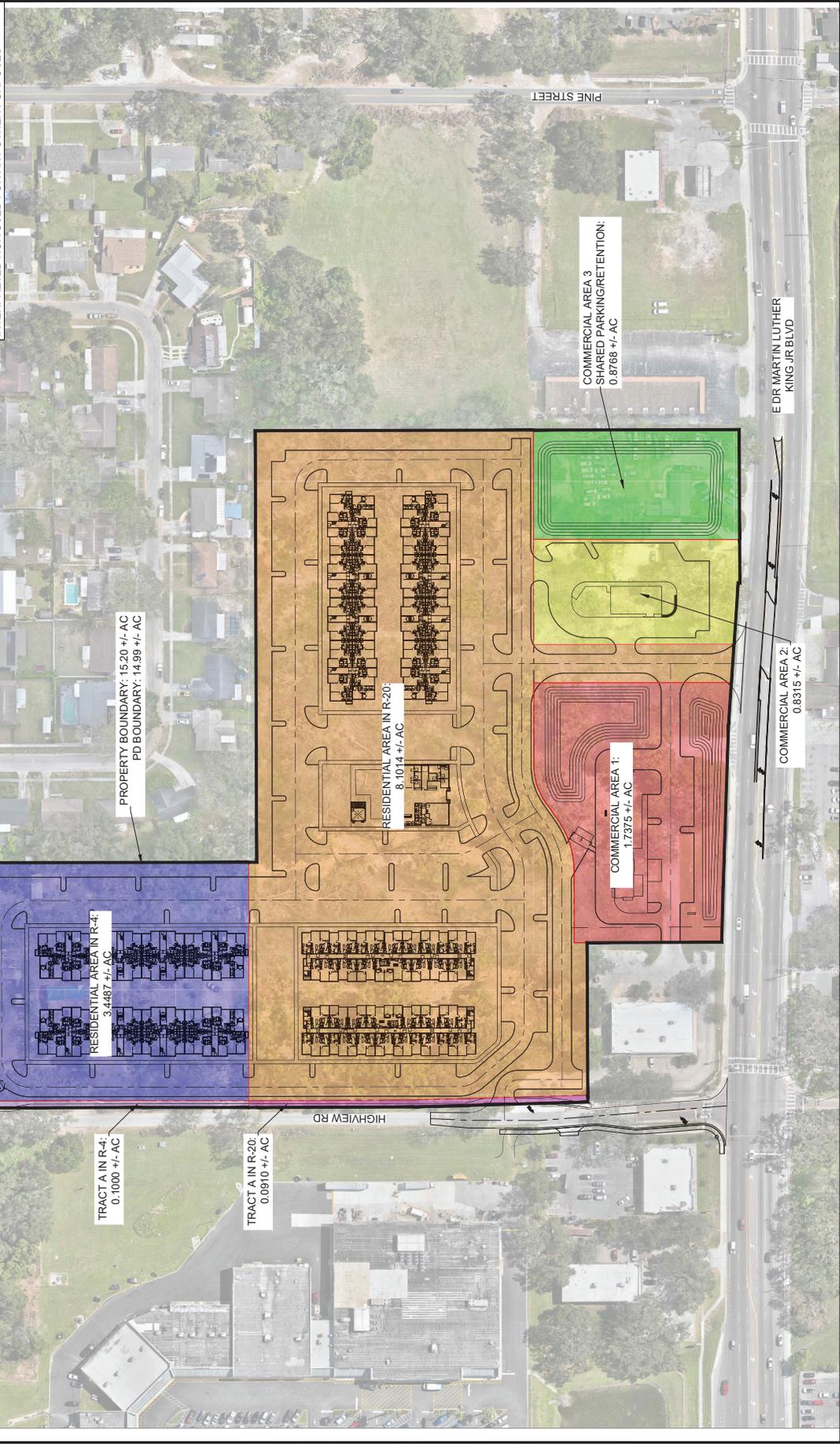
Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

Received 10/28/2025 Development Services



NOTE:
THIS LAND USE TABULATION IS BEING PROVIDED FOR THE SOLE PURPOSE OF FACILITATING REVIEW OF THE PROPOSED DENSITY AND INTENSITY FOR PD-25-0579 AND SHALL NOT BE INTERPRETED NOR USED FOR ANY OTHER PURPOSES



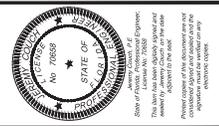
TAMPA CIVIL DESIGN
17927 HUNTING BOW CR. S-102
LUT. FL 33558
(813) 920-0008 PHONE
(813) 928-9128 FAX
WWW.TAMPACIVIL.COM
COA 28971

PROJECT: 078
ML&HIGHVIEW
NE CORNER OF DR. MLK JR BLVD & HIGHWAY RD
SEFFNER, FL 33584
WOOD PARTNERS
427 W KENNEDY BLVD SUITE 100
TAMPA, FL 33609

CALCULATIONS

DATE:	
BY:	
REVISION:	
NO. OF REVISIONS:	
DATE:	
BY:	
REVISION:	
NO. OF REVISIONS:	
DATE:	
BY:	
REVISION:	
NO. OF REVISIONS:	
DATE:	
BY:	
REVISION:	
NO. OF REVISIONS:	
DATE:	
BY:	
REVISION:	
NO. OF REVISIONS:	

DATE: 10/28/2025
BY: J.C.
REV: 01
D.P.



LAND USE TABULATION
SHEET NO. C1

COUNTY OF HILLSBOROUGH

**RECOMMENDATION OF THE
LAND USE HEARING OFFICER**

APPLICATION NUMBER: RZ PD 25-0579

DATE OF HEARING: November 17, 2025

APPLICANT: GHS MLK 11, LLC

PETITION REQUEST: The request is to rezone a parcel of land from PD 85-0166, PD 90-0012 and CG to PD

LOCATION: Northeast of the intersection of Highview Road and Dr. Martin Luther King Jr. Blvd

SIZE OF PROPERTY: 14.99 acres m.o.l.

EXISTING ZONING DISTRICT: PD 85-0166, PD 90-0012, CG

FUTURE LAND USE CATEGORY: RES-4 and RES-20

SERVICE AREA: Urban

COMMUNITY PLANNING AREA: Seffner Mango

DEVELOPMENT REVIEW STAFF REPORT

Rezoning Application: RZ-PD 25-0579
 Zoning Hearing Master Date: November 17, 2025
 BOCC Land Use Meeting Date: January 13, 2026



1.0 APPLICATION SUMMARY

Applicant: GHS MLK 11, LLC
 FLU Category: R-20 & R-4
 Service Area: Urban
 Site Acreage: 14.99 AC
 Community Plan Area: Seffner Mango
 Overlay: None
 Request: PD



Introduction Summary:

The applicant requests to rezone the properties under a new Planned Development (PD) to allow for a mixed-use development of a maximum of 27,000 square feet of general commercial uses and a maximum of 304 multi-family dwelling units at a proposed density of +/- 26.3 dwelling units per gross acre. This request includes a density bonus request under Comprehensive Plan Policy 4.9.6 (Residential Density Bonus for Infill Development). A companion Minor Modification to PD 90-0012 accompanies this PD rezoning request.

Zoning:	Existing		Proposed	
District(s)	PD 85-0166	CG	PD 90-0012	PD 25-0579
Typical General Use(s)	Commercial	General Commercial	General Commercial, Office and Personal Services	Multi-Family Residential, Commercial
Acreage	0.4 acres	0.54 acres	14.9905 acres	14.99 acres (11.55 residential and 3.44 commercial)
Density/Intensity	NA DU per GA/ FAR: NA 0.16	NA DU per GA/ FAR: 0.27	NA DU per GA/ FAR: 0.13 .20	26DU per GA (11.55/304) FAR: 0.18 (3.44/27,000)
Mathematical Maximum*	NA 2,846 sf	6,351 Sq. Ft.	12565,000Sq. Ft.	304 DU / 27,000 Sq. Ft.

*number represents a pre-development approximation

Development Standards:	Existing			Proposed	
District(s)	PD 85-0166	CG	PD 90-0012	PD 25-0579 Residential Commercial	
Lot Size / Lot Width	NA	10,000/ 75'	NA	NA	10,000 Sq. Ft./70'
Setbacks/Buffering and Screening	Front: 30 Side East: 2' Rear West: 20' Buffering/Screening : Per PD Condition 9	Front: 30'/ Buffering and Screening: NA	Front setback: 30' Side setback: 20' / Buffering and Screening per code	Perimeter Setbacks: 20' (Min)* Interior Setbacks: N/A Min Building Separation: 30' Max Building Height: 60'	Min Front Setback: 30' Min Side and Rear Setback: Use Dependent
Height	35' - 2 stories	50'	35'	60'	50'

Additional Information:	
PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)

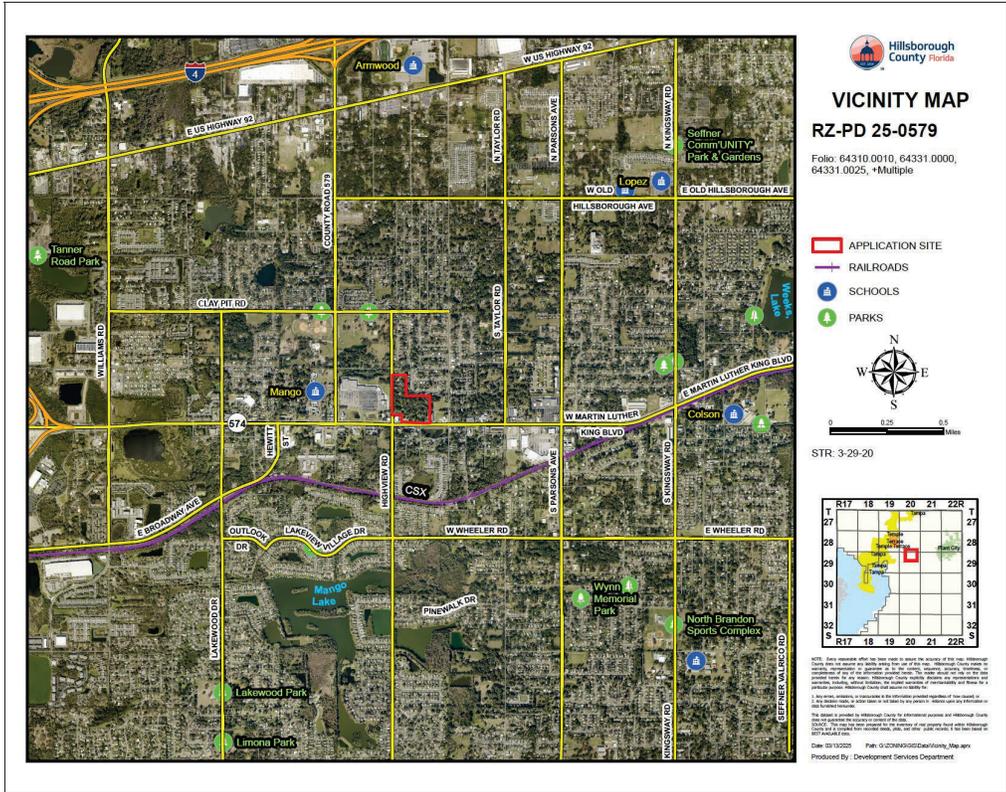
APPLICATION NUMBER: PD 25-0579
ZHM HEARING DATE: November 17, 2025
BOCC LUM MEETING DATE: January 13, 2026 **Case Reviewer:** Carolanne Peddle

Waiver(s) to the Land Development Code	None
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Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

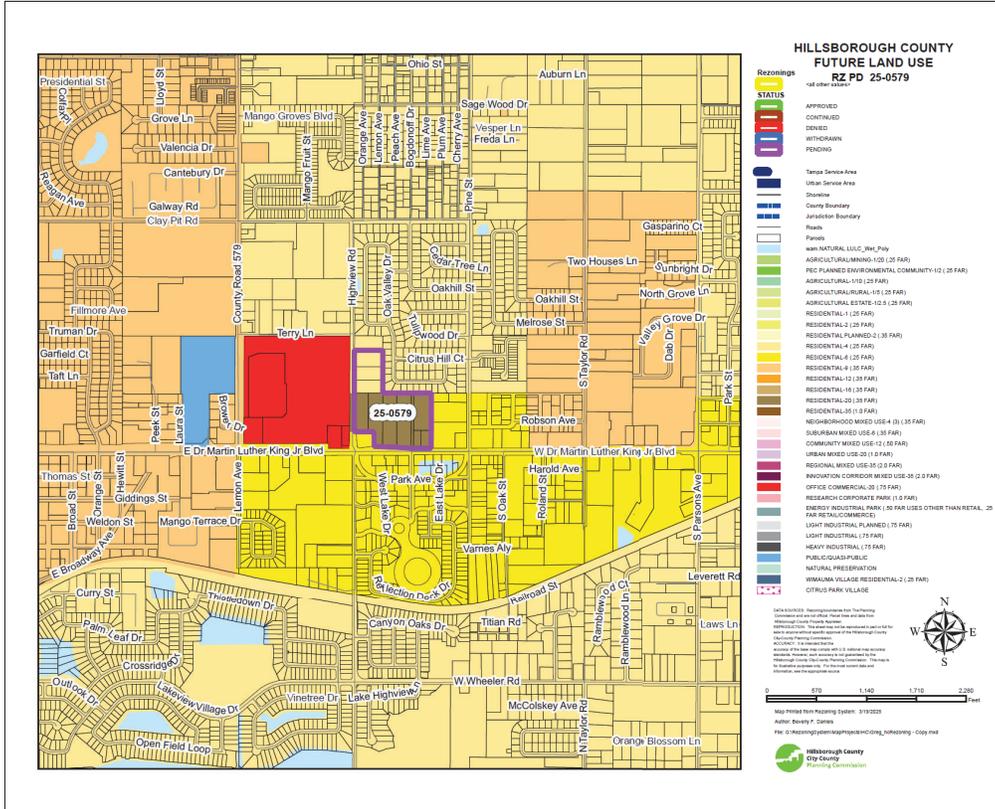


Context of Surrounding Area:

The proposed Planned Development is located on the northeastern corner of Highview Road and E. Dr. Martin Luther King Boulevard intersection, east of Interstate 75. The surrounding area is comprised of a majority of residential uses at various lot sizes to the north, east, south, and west. The adjacent PD to the west is developed with a shopping center and commercial uses. Additionally, to the south of the property there are a variety of commercial uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

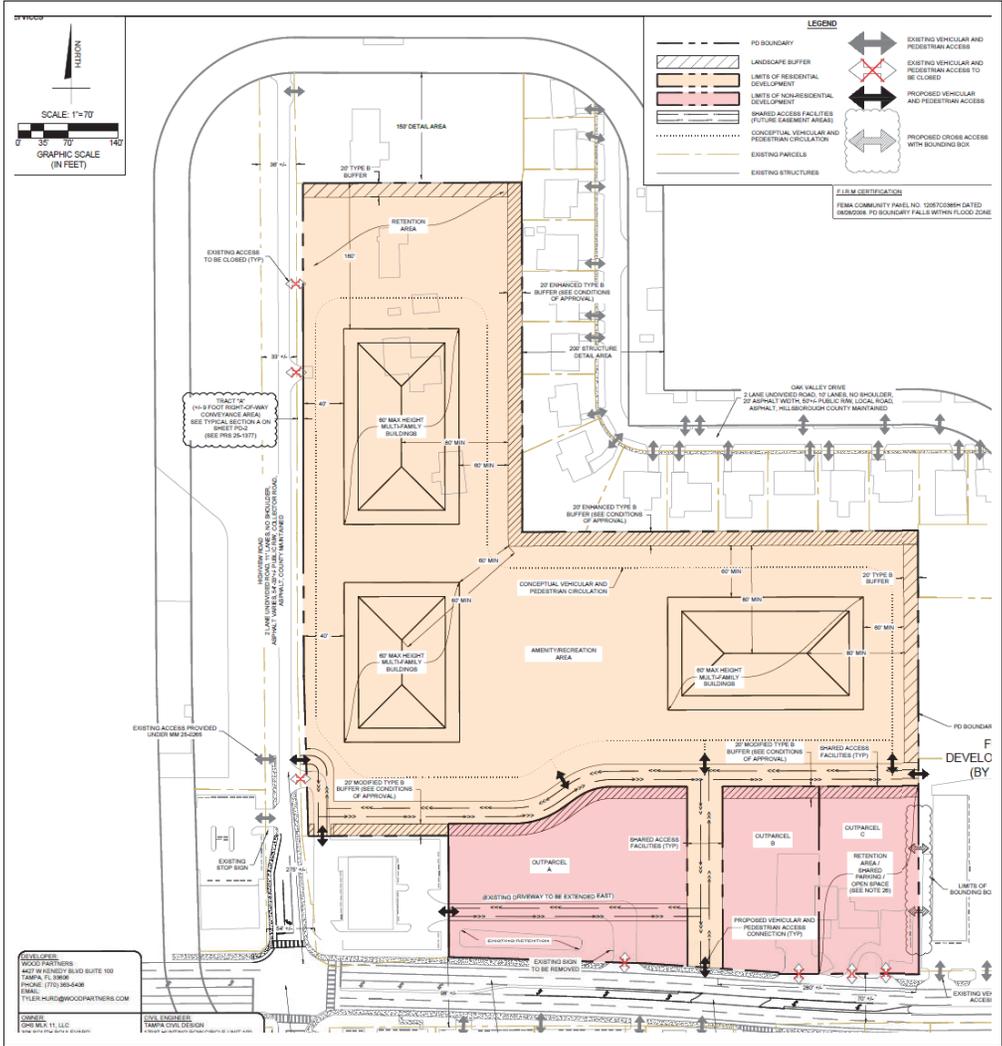
2.2 Future Land Use Map



Subject Site Future Land Use Category:	R-4 & R-20
Maximum Density/F.A.R.:	R-4: 4 du/ga/0.25 FAR R-20: 20 du/ga/0.75 FAR
Typical Uses:	R-4: Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. R-20: Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments. Non-residential uses, not part of a vertically integrated building, shall meet established locational criteria.

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)



APPLICATION NUMBER:	PD 25-0579	
ZHM HEARING DATE:	November 17, 2025	
BOCC LUM MEETING DATE:	January 13, 2026	Case Reviewer: Carolanne Peddle

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
E Dr Martin Luther King Jr Blvd (CR 574)	FDOT Principal Arterial - Urban	4 Lanes <input type="checkbox"/> Substandard Road <input 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
Highview Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	15,626	1,033	1,335
Proposed	4,627	410	336
Difference (+/-)	-10,999	-623	-999

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Highview Road/Substandard Roads	Administrative Variance Requested	Approvable
Notes:	Design Exception Requested	Previously Approved <u>Approved with Conditions</u>

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) Mobility: \$6,661 * 330 units = \$2,198,130 Parks: \$1,555 * 330 units = \$ 513,150 School: \$3,891 * 330 units = \$1,284,030 Fire: \$249 * 330 units = \$ 82,170 Total Multi-Family (1-2 story) = \$4,077,480 Retail - Shopping Center Bank w/Drive Thru Retail - Fast Food w/Drive Thru (Per 1,000 s.f.) (Per 1,000 s.f.) (Per 1,000 s.f.) Mobility: \$13,562.00 Mobility: \$20,610.00 Mobility: \$104,494.00 Fire: \$313.00 Fire: \$313.00 Fire: \$313.00				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development is located on the northeastern corner of Highview Road and E. Dr. Martin Luther King Boulevard intersection, east of Interstate 75. The surrounding area is comprised of a majority of residential uses at various lot sizes with commercial developments to the west and south. Due to the surrounding development staff finds the combination of multi-family residential uses and commercial elements within the out parcels to the south compatible with the surrounding area.

Furthermore, the proposal will meet the 2:1 setback increase so that an additional setback increase of 2 feet shall be provided for every 1 foot of building height over 20 feet. The proposed building height of 60 feet (at roof peak) requires a 100 foot setback, to consist of the 20-foot buffer and an additional 80 feet of setback. This will help to reduce the impact of the proposed buildings on the surrounding residential properties to the north. Moreover, a 20 foot buffer with type B screening, as required by the Land Development Code, will be provided surrounding the multi-family residential portion of the PD separating it from the adjacent residential properties and the commercial portion within the proposed PD. Portions of the buffer will be enhanced with tree plantings on 10-foot centers, rather than 20-foot centers.

5.2 Recommendation

Approvable, subject to proposed conditions.

Zoning conditions, which were presented Zoning Hearing Master hearing, were reviewed and are incorporated by reference as a part of the Zoning Hearing Master recommendation.

SUMMARY OF HEARING

THIS CAUSE came on for hearing before the Hillsborough County Land Use Hearing Officer on November 17, 2025. Ms. Michelle Heinrich of the Hillsborough County Development Services Department introduced the agenda item.

Mr. Michael Brooks 400 North Tampa Street Suite 1910 testified on behalf of the Gonzalez family who is the property owner. Mr. Brooks introduced other members of the applicant's team and showed a PowerPoint presentation. He identified the location of the property and the applicable zoning and land use categories. The rezoning request is an assemblage of land to develop a mixed-use project that will revitalize the area. He added that there is a companion Personal Appearance application that will go directly to the Board of County Commissioners. Mr. Brooks discussed the zoning history of the parcels and testified that introduced the applicant's land use planner.

Mr. Stephen Sposato 505 East Jackson Street described the property location and stated that recent updates to the Comprehensive Plan promote development along certain major corridors including Dr. Martin Luther King Jr. Blvd. which the subject property fronts. He explained the proposed site which proposes 304 multi-family dwelling units and 27,000 square feet of commercial land uses. He added there will be parking and retention in the southeast corner of the site. Mr. Sposato stated that the residential portion will utilize the infill density bonus as provided in the Comprehensive Plan. He stated that there will be one access point to Highview and one access to Dr. Martin Luther King Jr. Blvd.

Mr. Michael Yates testified for the applicant regarding transportation issues. He stated that there is slight decrease in the number of vehicular am peak hour trips when compared to the existing entitlements and a significant decrease in the pm peak hour trips. A trip cap has been proposed to ensure the decrease in vehicular trips. Mr. Yates stated that the driveway on Dr. Martin Luther King Jr. Blvd. will be relocated to the east which will allow the eastbound left turn lane into the site to be extended. He discussed anticipated FDOT required improvements and stated that Highview will also be improved with turn lanes and sidewalks. Mr. Yates concluded his presentation by detailing the circumstances behind a commitment to provide 10-foot-wide travel lanes on Highview to the northern property line along with a sidewalk.

Mr. Sposato continued the applicant's presentation by describing the proposed buffering and screening plan. The applicant requests two PD variations to reduce the buffer width along Highview and reduce the width along the east west road regarding the vehicular use area. He concluded the applicant's presentation by stating that there are no agency objections to the request.

Ms. Carolanne Peddle, Development Services staff, testified regarding the County's staff report. Ms. Peddle discussed changes to the staff report as a result of the transportation comments and submitted a revised staff report. She stated that the applicant is requesting a mixed-use development with a maximum of 27,000 square feet of general commercial land uses and a maximum of 304 multi-family dwelling units. A density bonus is requested for infill development in accordance with the Comprehensive Plan. She stated that the applicant is requesting PD variations. Ms. Peddle described the surrounding area and stated that the proposal will meet the required two to one additional setback for buildings over 20 feet in height. The proposed building height of 60 with an additional 80 feet of setback will reduce the impact of the project on the residential properties to the north. Staff finds the request approvable.

Hearing Master Finch asked Ms. Peddle about the request for two PD variations and that there is no narrative describing it or what is staff's position. Ms. Peddle replied that staff is in favor of the requests and received confirmation from the Natural Resource section reviewer.

Ms. Jillian Massey, Planning Commission staff testified regarding the Planning Commission staff report. Ms. Massey stated that the site is designated Residential-4 and Residential-20 by the Comprehensive Plan and located in the Urban Service Area and the Seffner Mango Community Plan. Ms. Massey cited numerous policies that the rezoning meets and that staff found the rezoning consistent with both the Seffner Mango Community Plan and the Hillsborough County Comprehensive Plan.

Hearing Master Finch asked for members of the audience in support of the application. No one replied.

Hearing Master Finch asked for members of the audience in opposition to the application.

Ms. Grace McComas testified in opposition. She stated that the intensity of the project is not appropriate for the Seffner Mango area. Ms. McComas testified that Highview is the worst road in Seffner. She expressed concerns regarding flooding and stated that she did not see a proposed retention pond. She questioned where the parking will be for the project and stated that she did not agree with the Planning Commission that the project is compatible. Ms. McComas stated that the additional width for the travel lane will take away property from the AutoZone. She stated that her main concern was the height of the buildings.

Mr. Grover Maggard, Terry Lane testified in opposition. Mr. Maggard stated that the pictures he submitted in an earlier hearing were meant for this rezoning application. He stated that the developer is aware that Highview Road is a problem as it is very narrow. He added that the safety issue needs to be

addressed.

Hearing Master Finch asked the Clerk's office to change Mr. Maggard's photos to the subject case.

County staff did not have additional comments.

Mr. Brooks testified during the rebuttal period that a community meeting was held in association with the previous Comprehensive Plan amendment and that the required 500-foot radius notice boundary was used to provide notice for the rezoning hearing. He added that the applicant has held three community meetings.

Mr. Jeremy Couch 17937 Hunting Bow Circle testified on behalf of the applicant and stated that he is the professional engineer for the project and wanted to address the retention issue. Mr. Couch stated that if the rezoning were approved, the project would be required to meet the County's requirements for a volume sensitive area which requires significantly more retention. He added that the permit would need to be obtained from the Southwest Florida Water Management District as well as FDOT therefore three different municipal agencies would review the drainage plan.

Mr. Stephen Sposato testified during the rebuttal period that the additional setback required based on the height of the buildings results in a setback of 80 feet on the side that abuts the single-family residential. He stated that the setback would increase if the height of the building increases.

Hearing Master Finch asked Mr. Sposato to confirm that no waiver to the setback is requested. Mr. Sposato replied that was correct.

Mr. Michael Yates testified during the rebuttal period that there is sufficient right-of-way to provide the transportation improvements and that no right-of-way will be taken from existing parcels. He added that the applicant will donate 9 additional feet on the east side to accommodate the proposed transportation improvements.

Mr. Brooks confirmed that concluded the applicant's rebuttal.

The hearing was then concluded.

EVIDENCE SUBMITTED

Ms. Peddle submitted a revised County staff report into the record.

Mr. Sposato submitted a copy of the applicant's PowerPoint presentation into the record.

Mr. Maggard submitted photos of the area into the record but then later requested the photos be applied to a different rezoning case

PREFACE

All matters that precede the Summary of Hearing section of this Decision are hereby incorporated into and shall constitute a part of the ensuing Findings of Fact and Conclusions of Law.

FINDINGS OF FACT

1. The subject property is 14.99 acres in size and is currently zoned Planned Development (PD 85-0166), Planned Development (PD 90-0012 and Commercial General (CG) and is designated Residential-4 (RES-4) and Residential-20 (RES-20) by the Comprehensive Plan. The property is located within the Urban Service Area and the Seffner Mango Community Planning Area.
2. The existing PD's are currently approved for 125,000 square feet of general commercial, office and personal service land uses (PD 90-0012), 2,846 square feet of commercial land uses (PD 85-0166) and a maximum of 6,351 square feet of general commercial uses (CG).
3. The applicant is requesting a rezoning to the Planned Development (PD) zoning district to develop a maximum of 27,000 square feet of general commercial land uses and a maximum of 304 multi-family dwelling units.
4. No waivers are requested.
5. Two Planned Development variations are requested which pertain to the required buffer width of the vehicular use area along Highview Road and an internal east/west shared access road and a reduction in the required buffering and screening along the east/west access road. Along Highview Road, the applicant proposes to provide an architecturally finished wall with open rail or picket type fencing and evergreen shrubs. Along the east/west road, the applicant proposes to provide the architecturally finished retaining wall at 6-feet with open rail fencing and evergreen shrubs. Along the south, the applicant will install a sidewalk within the 20-foot buffer and reduce the required buffering and screening from 6-feet to 3-feet.

The request variations meet Land Development Code Section 5.03.06.C.6(b) as the applicant's proposed improvements meet the intent of the buffering and screening standards through enhanced design features that are proportionate to the degree of the variations.

Therefore, the variations are in harmony with the purpose of the Code standard.

6. The Planning Commission staff supports the rezoning request. Staff found the application to be consistent with both the Seffner Mango Community Plan and the Comprehensive Plan.
7. The surrounding area is a mixture of commercial and residential zonings with parcels zoned PD and RSC-6 to the north, CN to the south, CN and RDC-6 to the east and PD to the west.
8. The County's transportation review staff had no objection to the rezoning application subject to the proposed zoning conditions. Transportation agency comments stated that the proposed 27,000 square feet of general commercial uses and 304 multi-family dwelling units would generate just under 11,000 less average daily vehicular trips than what could be developed under the existing PD and CG zoning districts.
9. Testimony in opposition was provided at the Zoning Hearing Master hearing. Concerns expressed addressed the impact of the project traffic to the area on the narrow Highview Road, possible flooding issues, parking and the height of the proposed buildings.

In response, the applicant's drainage engineer testified that the site is required to design the retention to volume sensitive standards which will require significantly more retention than typical sites.

The applicant's land use planner testified that the Code requirements to provide an additional 2-to-1 setback for buildings over 20-feet in height results in a setback of 80 feet on the side that abuts the single-family residential. He stated that the setback would increase if the height of the building increases.

The applicant's transportation engineer testified that there is sufficient right-of-way to provide the transportation improvements and that no right-of-way will be taken from existing parcels. He added that the applicant will donate 9 additional feet on the east side to accommodate the proposed transportation improvements.

10. The rezoning request to PD for the development of 27,000 square feet of general commercial land uses and a maximum of 304 multi-family dwelling units is consistent with the Land Development Code and the Comprehensive Plan.

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.

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.

SUMMARY

The applicant is requesting a rezoning from PD, PD and CG to the PD zoning district for the development of 27,000 square feet of general commercial land uses and a maximum of 304 multi-family dwelling units. No waivers are requested.

The existing PD's are currently approved for 125,000 square feet of general commercial, office and personal service land uses (PD 90-0012), 2,846 square feet of commercial land uses (PD 85-0166) and a maximum of 6,351 square feet of general commercial uses (CG).

Two Planned Development variations are requested which pertain to the required buffer width of the vehicular use area along Highview Road and an internal east/west shared access road and a reduction in the required buffering and screening along the east/west access road. Along Highview Road, the applicant proposes to provide an architecturally finished wall with open rail or picket type fencing and evergreen shrubs. Along the east/west road, the applicant proposes to provide the architecturally finished retaining wall at 6-feet with open rail fencing and evergreen shrubs. Along the south, the applicant will install a sidewalk within the 20 foot buffer and reduce the required buffering and screening from 6-feet to 3-feet. The request variations meet Land Development Code Section 5.03.06.C.6(b) as the applicant's proposed improvements meet the intent of the buffering and screening standards through enhanced design features that are proportionate to the degree of the variations. Therefore, the variations are in harmony with the purpose of the Code standard.

The Planning Commission staff supports the rezoning request and found it compatible with the development pattern in the area and both the Seffner Mango Community Plan and the Comprehensive Plan.

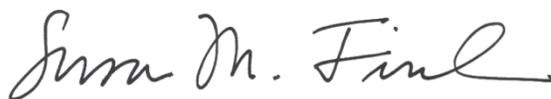
The County's transportation review staff had no objection to the rezoning application subject to the proposed zoning conditions. Transportation agency comments stated that the proposed 27,000 square feet of general commercial uses and 304 multi-family dwelling units would generate just under 11,000 less average daily vehicular trips than what could be developed under the existing PD and CG zoning districts.

Testimony in opposition was provided at the Zoning Hearing Master hearing. Concerns expressed addressed the impact of the project traffic to the area on the narrow Highview Road, possible flooding issues, parking and the height of the proposed buildings. In response, the applicant's drainage engineer testified that the site is required to design the retention to volume sensitive standards which will require significantly more retention than typical sites. The applicant's land use planner testified that the Code requirements to provide an additional 2-to-1 setback for buildings over 20-feet in height results in a setback of 80 feet on the side that abuts the single-family residential. He stated that the setback would increase if the height of the building increases. The applicant's transportation engineer testified that there is sufficient right-of-way to provide the transportation improvements and that no right-of-way will be taken from existing parcels. He added that the applicant will donate 9 additional feet on the east side to accommodate the proposed transportation improvements.

The rezoning request to PD for the development of 27,000 square feet of general commercial land uses and a maximum of 304 multi-family dwelling units. is consistent with the Land Development Code and the Comprehensive Plan.

RECOMMENDATION

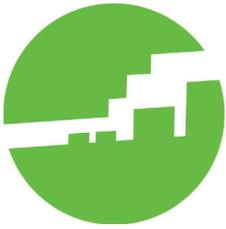
Based on the foregoing, this recommendation is for **APPROVAL** of the Planned Development rezoning request as indicated by the Findings of Fact and Conclusions of Law stated above subject to the zoning conditions prepared by the Development Services Department.



December 10, 2025

Susan M. Finch, AICP
Land Use Hearing Officer

Date



**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: November 17, 2025 Report Prepared: November 6, 2025	Case Number: PD 25-0579 Folio(s): 64331.0000, 64331.0050, 64331.0025, 64332.0000, 64332.0100, 64332.0050, 64332.0200, 64333.0000, 64334.0000 & 64335.0000 General Location: North of State Road 574 and east of Highview Road.
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR) & Residential-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	Seffner-Mango
Rezoning Request	Planned Development (PD 85-0166 and PD 90-0012) to Planned Development (PD) for the mixed-use development of (1) a maximum of 27,000 square feet of general commercial uses, and (2) a maximum of 304 multi-family dwelling units
Parcel Size	+/- 14.99
Street Functional Classification	State Road 574 – State Arterial Highview Road – County Collector

Commercial Locational Criteria	Meets
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4 + Residential-20	PD	Single-Family Residential + Agricultural
North	Residential-4	PD + RSC-6	Single-Family Residential
South	Residential-6	PD + RSC-6 + CN	Light Commercial, Heavy Commercial, Vacant + Single-Family Residential
East	Residential-6 + Residential-9	CN + RDC-6 + RSC-6 + CG	Light Commercial
West	Office Commercial-20	PD	Light Commercial, Vacant, Single-Family Residential, Two Family Residential + Public, Quasi-public, Institutions

Staff Analysis of Goals, Objectives, and Policies:

The 14.99 ± acre subject site is north of State Road 574 and east of Highview Road. The site is in the Urban Service Area (USA) and is located within the limits of the Seffner Mango Community Plans. The applicant is requesting to rezone from Planned Development (PD 85-0166 and PD 90-0012) to Planned Development (PD) for the mixed-use development of (1) a maximum of 27,000 square feet of general commercial uses, and (2) a maximum of 304 multi-family dwelling units at a proposed density of +/- 26.3 dwelling units per gross acre. The applicant seeks to use the Residential Density Bonus for Infill Development.

The subject site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county’s growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The proposed mixed-use development is compatible with the existing mixed-use character and density of the surrounding area. Additionally, the proposal meets the intent of the

Neighborhood Protection policies in the Future Land Use Section (FLUS) under Objective 4.4 that requires new development to be compatible with the surrounding neighborhood (FLUS Policies 4.4.1 and 4.8.1). The proposed PD is compatible with the surrounding area.

FLUS Goal 2, FLUS Objective 2.1, and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each FLU category. The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses, which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. The Residential-4 Future Land Use (FLU) category allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects, and the Residential-20 Future Land Use (FLU) category allows for the consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments. Additionally, Policy 2.2.5 allows projects whose boundaries encompass more than one Future Land Use category, density and intensity calculations will allow for the blending of those categories across the entire project as long as the combined maximum density and intensity allowed within the categories is not exceeded. The combined total number of dwelling units and/or FAR possible under all the land use categories within the project will be used as a maximum for review purposes. With 14.99 acres, the subject site can be considered for up to 303 dwelling units with the Residential Density Bonus. The proposal meets the requirements of Objective 2.1 and its accompanying policies.

As noted above, the applicant seeks to use the Residential Density Bonus for Infill Development. Policy 4.9.6 incentivizes higher density and intensity development along major corridors and within mixed-use developments through the Residential Density Bonus for Infill Development. State Road 574 is an arterial roadway and a major corridor in this area; therefore, the Residential Density Bonus is suitable for this site. The site qualifies for the bonus because the site is in the Urban Service Area, located along a collector or arterial street and the requested bonus is within the 660-foot distance perpendicular from the arterial or collector road.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Policy 4.1.1, 4.1.2, and 4.1.6). However, at the time of uploading this report, County Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the Seffner-Mango Community Plan. Goal 2 of the plan is to enhance community character and ensure quality residential and nonresidential development. One of the strategies under this goal is to support in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses. The proposal meets the intent of the goal outlined in the Seffner-Mango Community Plan in the Livable Communities Element.

Overall, staff finds that the proposed mixed-use development is compatible with the existing development pattern found within the surrounding area and supports the vision of the Seffner-Mango Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

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

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

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

Policy 2.2.5: For projects whose boundaries encompass more than one Future Land Use category, density and intensity calculations will allow for the blending of those categories across the entire project as long as the combined maximum density and intensity allowed within the categories is not exceeded. The combined total number of dwelling units and/or FAR possible under all the land use categories within the project will be used as a maximum for review purposes. All portions of the project must be contiguous to qualify for blending. Blending of densities and intensities is not permitted between the Urban Service Area (USA) and Rural Area boundary.

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

Policy 4.8.1: High-intensity non-residential development shall be located external to emerging and established residential neighborhoods and accessed on arterial or collector roadways.

Residential Density Bonus

Policy 4.9.6: Incentivize higher density and intensity development along major corridors and within mixed-use developments. To provide an incentive for residential development as an alternative to strip commercial or office development, the county may consider a density bonus for properties meeting certain provisions outlined below. The increase in residential density may be considered without a Plan Amendment, by the Board of County Commissioners, after receiving a recommendation from the staff of the Planning Commission.

Density cannot be increased higher than the land use category with the next higher density limits. (i.e. RES-4 can be increased to RES-6 and no higher). Categories which permit up to 35 du/ga may increase to 50 du/ga using this bonus.

To qualify for the density bonus:

- Property must be:
- Within the Urban Service Area
- Located along a collector or arterial street or a roadway designated as a transit emphasis corridor in the Transportation Section.
- In an area where, one of the following is present:
 - Strip non-residential development presently exists; or
 - There is a trend toward strip non-residential development; or existing zoning lots, although vacant, constitute a potential for the establishment or expansion of strip commercial development; or
 - An increase in density would result in a development pattern compatible with existing zoning or development patterns in the immediately surrounding area.
- The site of the requested bonus must be within a 660 foot distance perpendicular from the arterial or collector road (as shown in Exhibit 4.9.6).
- The density bonus must be applied for through a rezoning application
- It must be demonstrated that the use of the bonus will promote residential infill on vacant or redeveloping sites within existing, developed, urbanized areas which are residential in character or to provide a residential development alternative to strip commercialization;

LIVABLE COMMUNITIES ELEMENT: SEFFNER-MANGO

2. Goal: *Enhance community character and ensure quality residential and nonresidential development.*

Strategies:

- *Support in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses.*



**GENERAL
SITE PLAN
FOR
CERTIFICATION**



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

Christine M. Beck

COUNTY INTERNAL AUDITOR

Melinda Jenzarli

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: RZ-PD 25-0579

Zoning File: RZ-PD 25-0579 Modification: None

Atlas Page: None Submitted: 12/19/25

To Planner for Review: 12/19/25 Date Due: ASAP

Contact Person: Michael Brooks, Esq. Phone: 813-543-5900/mbrooks@brcrlaw.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: Carolanne Peddle Date: 12/19/2025

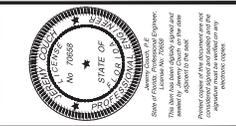
Date Agent/Owner notified of Disapproval: _____

TAMPA CIVIL DESIGN
 17937 HUNTING BOW CIR. S-102
 LUT. FL 33558
 (813) 982-2128 FAX
 (813) 982-2128 PHONE
 WWW.TAMPACIVIL.COM
 COA 28971

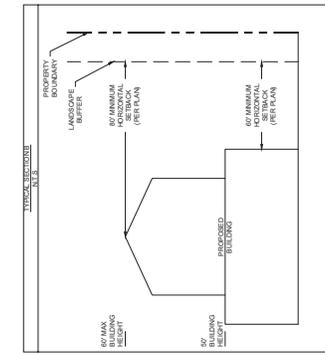
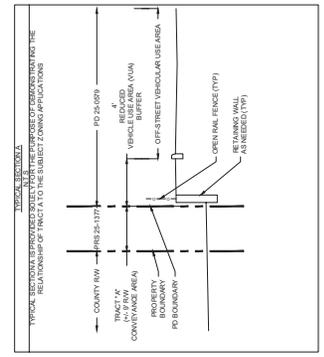
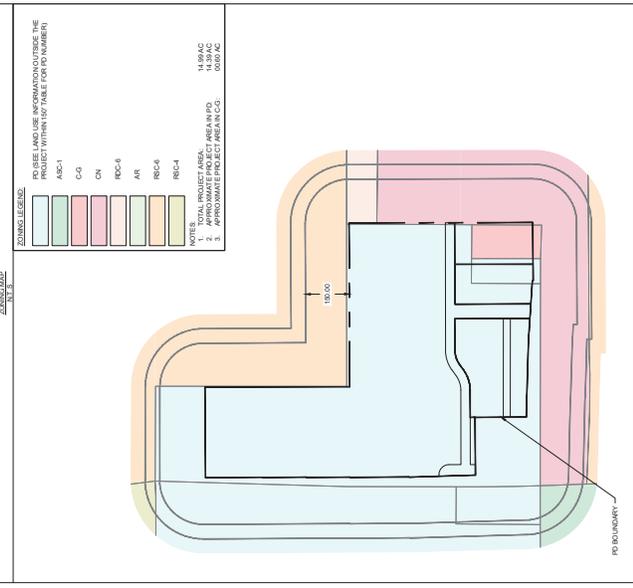
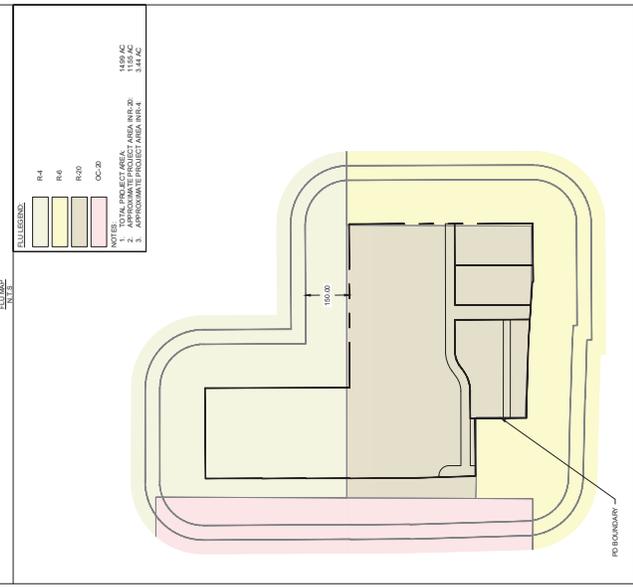
ML&HIGHVIEW
 4427 W KENNEDY BLVD SUITE 100
 TAMPA, FL 33609
 NE CORNER OF MLK JR BLVD & HIGHWAY RD
 SEFFNER, FL 33584
 PROJECT # 778

WOOD PARTNERS
 4427 W KENNEDY BLVD SUITE 100
 TAMPA, FL 33609

NO.	REVISION	DATE
1	AS SHOWN	05/20/20
2	AS SHOWN	05/20/20
3	AS SHOWN	05/20/20
4	AS SHOWN	05/20/20
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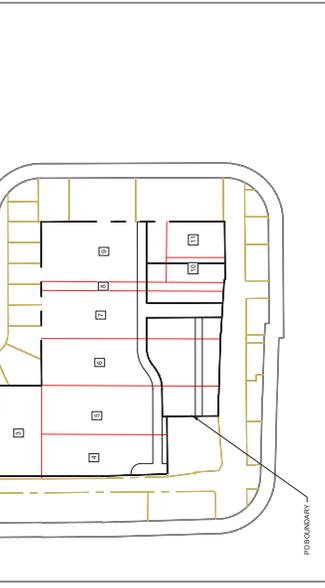
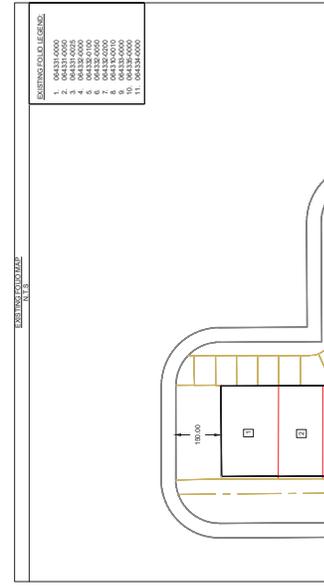
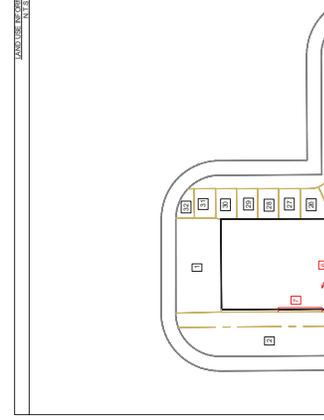
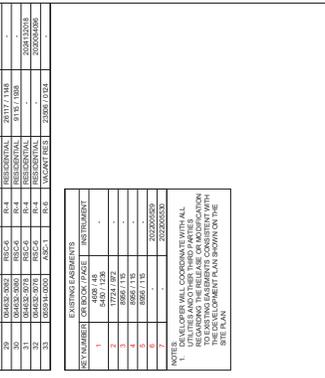


PROJECT NO. 778
 SHEET NO. 102



LAND USE INFORMATION OUTSIDE THE PROJECT WITHIN 100'

SETBACK	USE	AREA (SQ. FT.)	PERCENTAGE OF TOTAL AREA	USE	AREA (SQ. FT.)	PERCENTAGE OF TOTAL AREA
1	RESIDENTIAL	2,177,748	20.00%	RESIDENTIAL	2,177,748	20.00%
2	RESIDENTIAL	1,052,000	9.60%	RESIDENTIAL	1,052,000	9.60%
3	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
4	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
5	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
6	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
7	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
8	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
9	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
10	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
11	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
12	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
13	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
14	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
15	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
16	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
17	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
18	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
19	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
20	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
21	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
22	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
23	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
24	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
25	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
26	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
27	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
28	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
29	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
30	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
31	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
32	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%
33	RESIDENTIAL	899,011	8.20%	RESIDENTIAL	899,011	8.20%





AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/12/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Seffner

PETITION NO: PD 25-0579

- 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

- The development shall be permitted one (1) vehicular access connection to Highview Road and one (1) vehicular access connection to E Dr Martin Luther King Jr Blvd (CR 574). The developer shall construct all off-site improvements necessary to serve the development.
- Notwithstanding the above, the addition/removal/relocation/reconfiguration of access to E Dr Martin Luther King Jr Blvd (CR 574) shall be subject to FDOT review and approval.
- Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan:
 - Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan.
 - No development shall be permitted that causes cumulative development to exceed 4,627 gross average daily trips, 410 gross a.m. peak hour trips, or 336 gross p.m. peak hour trips.
 - Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip

generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the ~~remaining~~ number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- The project may be permitted and phased as two or more increments of development consistent with these conditions of approval.
- Permitted uses on Outparcel C shall be limited to (a) open space, (b) stormwater retention, and (c) parking in connection with development of Folios 64337.0000, 64338.0100, and 64338.0000 (“Adjacent Parcel”). In the event Outparcel C is proposed for development of minimum required parking to serve permitted uses on the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000), the Developer shall submit construction plans proposing to develop the overall land as a unified site development plan, in which case Outparcel C and the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) shall be considered part of the same Zoning Lot for purposes of on-site parking standards.
 - The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) to utilize the required parking.
 - Cross access between the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) and Outparcel C shall be permitted within the bounding box as generally depicted on the general site development plan.
- The developer shall construct a Shared Access Facility as shown on the PD site plan providing vehicular and pedestrian access/cross-access to Folio 64332.0300. The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for Folio 64332.0300 to utilize the Shared Access Facility.
- The internal pedestrian and vehicular circulation within the Residential Development Area shall be developed in substantial conformance with the ~~depicted~~ layout depicted on the general site plan. Minor deviations may be permitted when based upon engineering needs and subject to compliance with the County Land Development Code and Transportation Technical Manual. Continuous and safe pedestrian connectivity shall be provided between the Residential and Non-Residential Development Areas. The pedestrian connectivity shall connect to the external rights of way and be continuous.
- If PD 25-0579 is approved, the County Engineer will approve a Design Exception (dated October 27, 2025) which was found approvable by the County Engineer (on November 7, 2025) for the Highview Road substandard road improvements. As Highview Road is a substandard collector roadway, the developer shall make, or cause to be made, certain improvements consistent with the Design Exception, including:
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following intersection improvements at Highview Road and Martin Luther King Boulevard (South Section of Design Exception):
 - The existing northbound through lane shall remain a 10-foot travel lane.
 - Convert the existing southbound through lane to a 10-foot southbound left turn lane.

- Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper)
 - Prior to issuance of or concurrent with the final Certificate of Occupancy for the final increment of development, the developer shall make the following additional improvements to Highview Road (North Section of Design Exception):
 - Dedicate or cause the dedication of Tract “A” (+/- 9 Foot Right-of-Way Conveyance Area).
 - Widen the existing travel lanes from the western edge of pavement to create two (2) 10-footwide travel lanes.
 - Construct an F type curb at the eastern edge of payment.
 - Construct a 6-foot sidewalk with a +/- 1–2-foot clear zone behind the sidewalk
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following site access improvements with the initial increment of development, the developer shall construct the following site access improvements on Highview Road (~~Entrance~~Access Section of Design Exception):
 - Widen the existing northbound and southbound through lanes from 9-feet to 10-feet.
 - Construct a 10-foot wide, 95-foot-long (including the 50-foot taper) northbound right turn lane at the project driveway.
 - Construct a 6-foot sidewalk along the west side of Highview Road at the new back of curb; provided, the County Engineer shall authorize a sidewalk reduction to no less than 5 feet to accommodate engineering constraints.
 - On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.
- Notwithstanding anything on the PD general site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.

Other Conditions

- Prior to site plan certification, the PD Site Plan shall be revised to label the proposed access to the east as “Vehicular and Pedestrian Cross-Access.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 15.18-acre site from Planned Development (PD) (90-0012 & 85-0166) and Commercial, General (CG) to a new Planned Development (PD). The applicant is proposing 27,000 square feet of commercial uses and 304 multifamily residential units. A concurrent minor modification application (PRS 25-1377) has been submitted to remove two parcels (folios 64332.0300 & 64331.0100) from PD 90-0012.

The approved entitlements on the subject property would permit 75,544 square feet of commercial uses which the applicant is proposing to reduce to 27,000 square feet of commercial uses. In addition to the overall reduction in commercial entitlements, the applicant is also proposing a trip cap for the development which may further restrict the developer’s ability to construct the full 27,000 square feet of commercial entitlements proposed (discussed further below).

The existing access connections on Highview Rd and E Dr Martin Luther King Jr Blvd provide access to folio 64332.0300 on the northeast corner of the intersection with Highview Rd and E Dr Martin Luther King Jr Blvd through a Shared Access Facility. The subject PD is proposing to relocate those access connections but will retain the Share Access Facility for the corner parcel. If approved, the developer shall revise any easements necessary to effectuate the new access connections, retaining the Shared Access Facility to folio 64332.0300.

The applicant is proposing a mixed-use development with commercial parcels abutting E Dr Martin Luther King Jr Blvd and residential uses on the northern portion of the proposed PD. The applicant is proposing a private drive that is intended to connect Highview Rd to the easternmost PD boundary. Although not a part of this request, a Euclidean rezoning application requesting Commercial, General uses has been proposed on the adjacent three parcels to the east (RZ-STD 25-1316). It is the intention of the developer to have the proposed private drive connect to Pine St, creating a reverse frontage road that will allow vehicles to move between the proposed uses of the subject PD and the Euclidian zoned properties without having to access E Dr Martin Luther King Jr Blvd. If approved, this private drive will assist in separating local traffic accessing the proposed uses from the through traffic on E Dr Martin Luther King Jr Blvd. To effectuate this private drive, the applicant is providing vehicular and pedestrian cross access on the east of the subject PD to connect to the three parcels abutting Pine St.

As noted above, it is the intent of the developer to create a unified site plan for the commercial properties on the north side of E Dr Martin Luther King Jr Blvd between Highview Rd and Pine St. If approved, the subject PD will be permitted to provide off-street parking for the proposed commercial properties to the east (RZ-STD 25-1316).

As Highview Rd is a substandard roadway, approved PD 90-0012 would be required to make roadway improvements on Highview Rd from the proposed access connection(s) to the intersection with E Dr Martin Luther King Jr Blvd. Transportation Review Section staff had initial concerns with the removal of the northernmost parcel from the PD (folio 64331.0100) as the remnant parcel would not have the ability to make roadway improvements to Highview Rd due to a lack of sufficient right of way. Through the requested Design Exception (discussed in further detail below) the applicant has provided a 9-foot-wide strip of land that is to be dedicated to Hillsborough County so future roadway improvements can be made by other applicants.

Trip Generation Analysis

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not represent a worst-case scenario which represents maximum potential trip impacts of the wide range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, a condition has been included restricting development to the number of trips studied in the applicant's transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 13,000 s.f. of fast-foot restaurant uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied to

develop the cap may or may not be representative of the uses which are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine if generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

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

Staff 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:

Zoning, Land Use/Size (75,544 SF)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 12,000 SF Fast-Food Restaurant with Drive-Through (ITE Code 934)	5,378	398	379
PD, 7,000 SF Convenience Store with Gas Station; 2-8 Vehicle Fueling Positions (ITE Code 945)	3,552	260	304
PD, 2,000 SF Drive-in Bank (ITE Code 912)	198	20	42
PD, 2,000 SF of Coffee/Donut Shop with Drive-Through (ITE Code 937)	1,202	171	78
PD, 38,544 SF Supermarket (ITE LUC 850)	3,650	114	352

AR, 2,000 SF Liquor Store (ITE LUC 899)	450	1	68
PD-H, 12,000 Strip Retail (ITE LUC 9)	736	47	86
PD, 24 Single-Family Detached dwelling units (ITE LUC 210)	460	22	26
Total	15,626	1,033	1,335

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Development Pursuant to Trip Cap	4,627	410	336

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	- 10,999	- 623	- 999

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on E Dr Martin Luther King Jr Blvd and Highview Rd.

E Dr Martin Luther King Jr Blvd is a 4-lane, divided, urban principal arterial roadway. The roadway is owned and maintained by the Florida Department of Transportation (FDOT) and is characterized by +/- 12-foot-wide travel lanes in average condition, +/- 4-foot-wide bike lanes, +/- 5-foot-wide sidewalks along the north and south sides of the roadway in the immediate vicinity of the proposed project, and within a range of +/-73 to +/-98-foot-wide right-of-way along the project's frontage.

While this segment of roadway is identified in the Hillsborough County Corridor Preservation Plan as future 4-lane roadway, the improvement was completed in 2016.

Highview Rd is a 2-lane, undivided, substandard collector roadway characterized by +/- 9-foot-wide lanes average condition, and +/- 5-foot-wide to +/- 6-foot-wide sidewalks along a portion of both sides of the roadway within the vicinity of the project. The roadway lies within a varying +/- 33-foot-wide to +/- 53-foot-wide of right of way in the vicinity of the proposed project.

REQUESTED DESIGN EXCEPTION, SUBSTANDARD ROAD: Highview Rd.

Given that Highview Rd is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 27, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception Request, the County Engineer found the Design Exception approvable (on November 7, 2025) authorizing deviations from the 2023 Transportation Technical Manual (TTM) Type TS-4 Typical Section (for 2-lane, Undivided Collector Urban Roads) including:

Southern Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,

- The developer shall convert the southbound through lane to a 10-foot-wide southbound left turn lane; and,
- The developer shall be permitted to construct a 10-foot-wide, +/- 135-foot-long (including 50-taper) southbound shared through/right turn lane on Highview Rd at the intersection with Dr Martin Luther King Jr Blvd; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb except for areas where, due to pinch points, the sidewalk will be permitted to be reduced to 5 feet. The existing 5-foot-wide sidewalk on the east side of Highview Rd will remain.

Access Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,
- The developer shall be permitted to provide a 10-foot-wide, 95-foot-long northbound right turn lane at the project's Highview Rd access; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb except for areas where, due to pinch points, the sidewalk will be permitted to be reduced to 5 feet. The existing 5-foot-wide sidewalk on the east side of Highview Rd will remain; and,

Northern Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,
- The developer shall dedicate a 9-foot-wide area (Tract A) along Highview Rd to accommodate the F type curve, sidewalk, and a 2-foot-wide strip behind the sidewalk; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb. A sidewalk along the west side of Highview Rd will be constructed as part of MM 25-0265.

If 25-0579 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above-referenced Design Exception.

SITE ACCESS AND CONNECTIVITY

The project proposes full access connections to Highview Rd and E Dr Martin Luther King Jr Blvd. As noted above, the developer is proposing to construct a southbound through/right turn lane and convert the existing southbound through lane to a southbound left turn lane on Highview Rd at the intersection with E Dr Martin Luther King Jr Blvd. Additionally, a northbound right turn lane at the project's Highview Rd access is proposed to support the project's anticipated traffic impacts.

As E Dr Martin Luther King Jr Blvd is an FDOT roadway, the presence, location and design of any proposed connection will be subject to review and approval by FDOT. Any off-site improvements to E Dr Martin Luther King Jr Blvd required by FDOT, including turn lanes, shall be provided by the developer.

Although relocating the existing access connections to Highview Rd and E Dr Martin Luther King Jr Blvd, the applicant is proposing to maintain the Shared Access Facility with the parcel on the northeast corner of the intersection at Highview Rd and E Dr Martin Luther King Jr Blvd (folio 64332.0300). Additionally, the developer intends to submit a unified site plan for the commercial properties along the north side of E Dr Martin Luther King Jr Blvd and proposed a vehicular and pedestrian cross access to the east of the PD.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

This segment of Highview Rd is not included in the 2024 Hillsborough County Level of Service (LOS) Report.

The roadway level of service provided below for E Dr Martin Luther King Jr Blvd and the segment of Highview Rd south of E Dr Martin Luther King Jr Blvd is for informational purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
E Dr Martin Luther King Jr Blvd (CR 574)	Highview Road	Parsons Avenue	D	C
Highview Road	Windhorst Road	E Dr Martin Luther King Jr Blvd (CR 574)	D	C

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



FW: RZ RZ-PD 25-0579 - Design Exception Review

From Williams, Michael <WilliamsM@hcfl.gov>

Date Fri 11/7/2025 8:21 AM

To Michael Yates <myates@palmtraffic.com>; Vicki Castro <vcastro@palmtraffic.com>

Cc Michael Brooks <mbrooks@brclaw.com>; McKaig, Logan <McKaigL@hcfl.gov>; Kowal, Jessica <KowalJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

 1 attachment (13 MB)

25-0579 Rev DEAddInf 10-28-25.pdf;

Vicki/Michael,

I have found the attached Design Exception (DE) for PD 25-0579 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 County601 E. Kennedy Blvd., Tampa, FL 33602

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-

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Thursday, November 6, 2025 5:54 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Kowal, Jessica <KowalJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ RZ-PD 25-0579 - Design Exception Review

Hello Mike,

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

myates@palmtraffic.com
vcastro@palmtraffic.com
mbrooks@brclaw.com
mckaigl@hcfl.gov
kowalj@hcfl.gov
drapacha@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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Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. DE-Substandard Rd - Highview Road <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Revised DE <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Altera Mango Square
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)	064331-0000, 064331-0050, 064331-0025, 064332-0000, 064332-0100, 064332-0050, 064332-0200, 064310-0010, 064333-0000, 064335-0000, 064334-0000
	<input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Vicki Castro, 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	PD, CG
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 25-0579
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)	
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".	

Revised October 27, 2025
October 08, 2025

Mr. Michael Williams, P.E.
Hillsborough County
Development Services Department
Development Review Director
County Engineer
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

RE: Altera Mango Square (PD 25-0579)
Folios: 064331-0000, 064331-0050, 064331-0025, 064332-0000, 064332-0100,
064332-0050, 064332-0200, 064310-0010, 064333-0000, 064335-0000, 064334-0000
Design Exception Request – Highview Road
Palm Traffic Project No. T24092

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed project located north of SR 574 and east of Highview Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on October 03, 2025, with Hillsborough County staff.

The approximately 15-acre property is mostly vacant, with four (4) residential dwelling units and two (2) small office/retail buildings on the property. The project is to rezone the site for no more than 305 multi-family dwelling units and approximately 27,000 square feet of retail.

The access for the project will remain unchanged as follows:

- One (1) full access to SR 574
- One (1) full access to Highview Road.

Highview Road is identified in the Hillsborough County Comprehensive Plan as a collector roadway and was identified during our meeting as a substandard road. Highview Road has a posted speed limit of 25 mph. For this request, Highview Road will be divided into three sections, a northern section, an access section and a southern section. For the southern section (at SR 574), Highview Road currently has an urban section with 12-foot travel lanes, no turn lanes, F type curb and a 5-foot sidewalk on both sides of Highview Road within approximately 54 feet of right of way. No bike lanes currently exist on either side of Highview Road. For the access section (at the existing project driveway), Highview Road currently has an urban section with 9-foot lanes, no turn lanes, F type curb and a 5-foot sidewalk on both sides of Highview Road within approximately 36 feet of right of way. No bike lanes currently exist on either side of Highview Road. For the northern section (to the northern property line) Highview Road currently has a suburban section with 9-foot lanes, no turn lanes, no curb and no sidewalk on either side of Highview Road within approximately 33 feet of right of way. No bike lanes currently exist on either side of Highview Road.

Southern Section

This request is a design exception to the TS-4 typical section of the Hillsborough County Transportation Technical Manual for Highview Road at SR 574. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.
2. The existing southbound through lane would be converted to a 10-foot southbound left turn lane.
3. A new approximate 135-foot (including the 50-foot taper) 10-foot wide southbound shared through / right turn lane would be constructed. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot auxiliary lanes may be used. The post speed limit on Highview Road is 25 mph.
4. A 6-foot sidewalk will be provided along the west side of Highview Road at the back of curb. There may be a few pinch points where the sidewalk will be reduced to no less than 5 feet. On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

Access Section

This request is a design exception to the Hillsborough County Transportation Technical Manual for Highview Road at the approach to the project driveway. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.
2. Provide a 10-foot wide, 95-foot-long northbound right turn lane at the project driveway. The length includes a 50-foot taper. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot auxiliary lanes may be used. The post speed limit on Highview Road is 25 mph.
3. A 6-foot sidewalk will be provided along the west side of Highview Road at the back of curb. There may be a few pinch points where the sidewalk will be reduced to no less than 5 feet. On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

Northern Section

This request is a design exception to the Hillsborough County Transportation Technical Manual for Highview Road north of the project driveway to the northern property line. The requested exceptions to the TS-4 typical section and the justification are as follows:

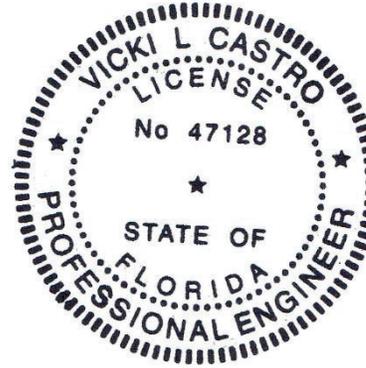
1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.

2. A 9-foot area (Tract A) will be dedicated to accommodate the F type curb, sidewalk and a 2-foot strip behind the sidewalk.
3. A 6-foot sidewalk will be provided along the east side of Highview Road at the back of curb. On the west side of Highview Road, a sidewalk will be constructed as part of MM 25-0265.

The proposed typical sections and the proposed improvements are shown in Figure 2.

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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

_____ Disapproved _____ Approved with Conditions _____ Approved

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

Sincerely,
Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP

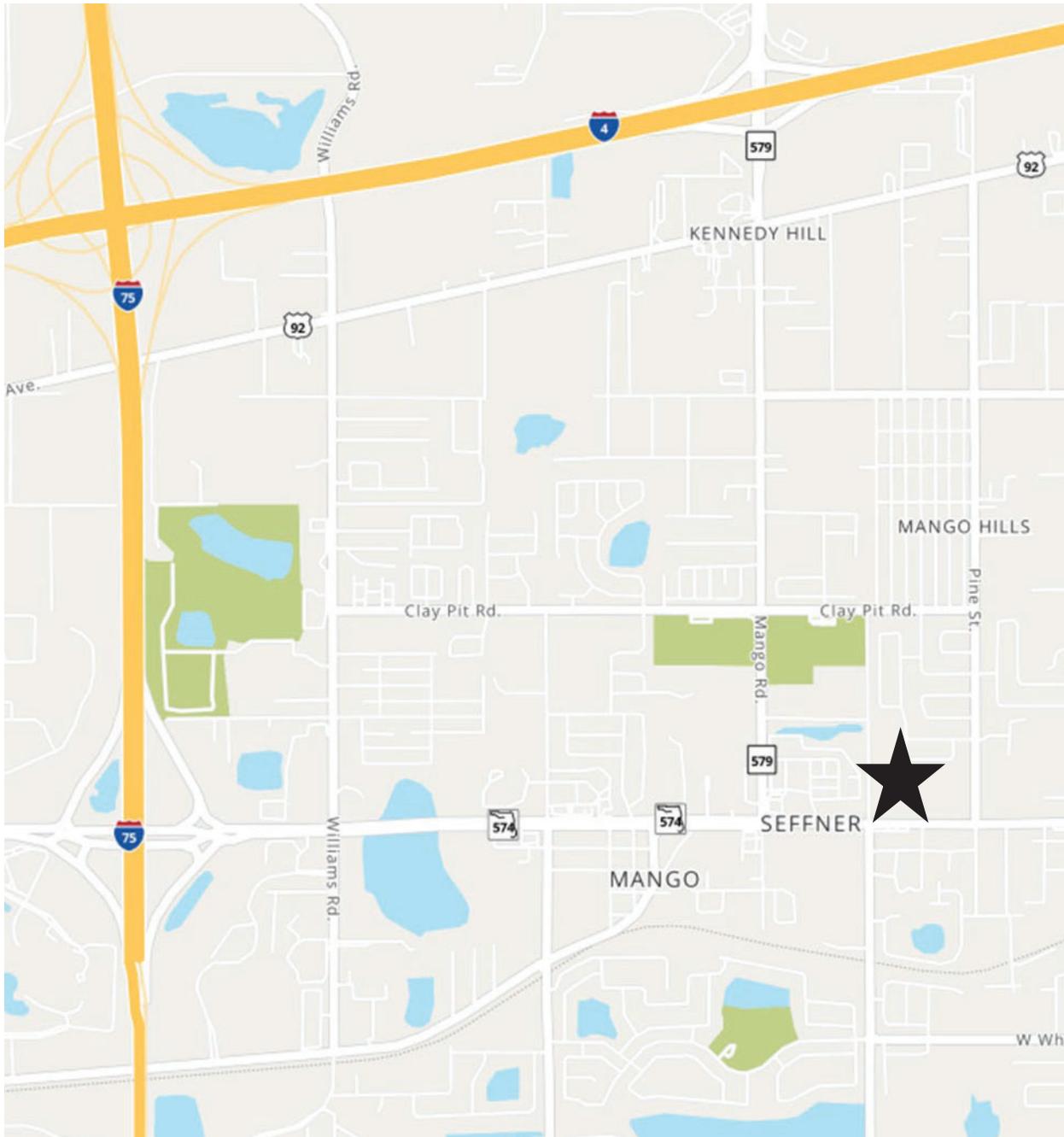
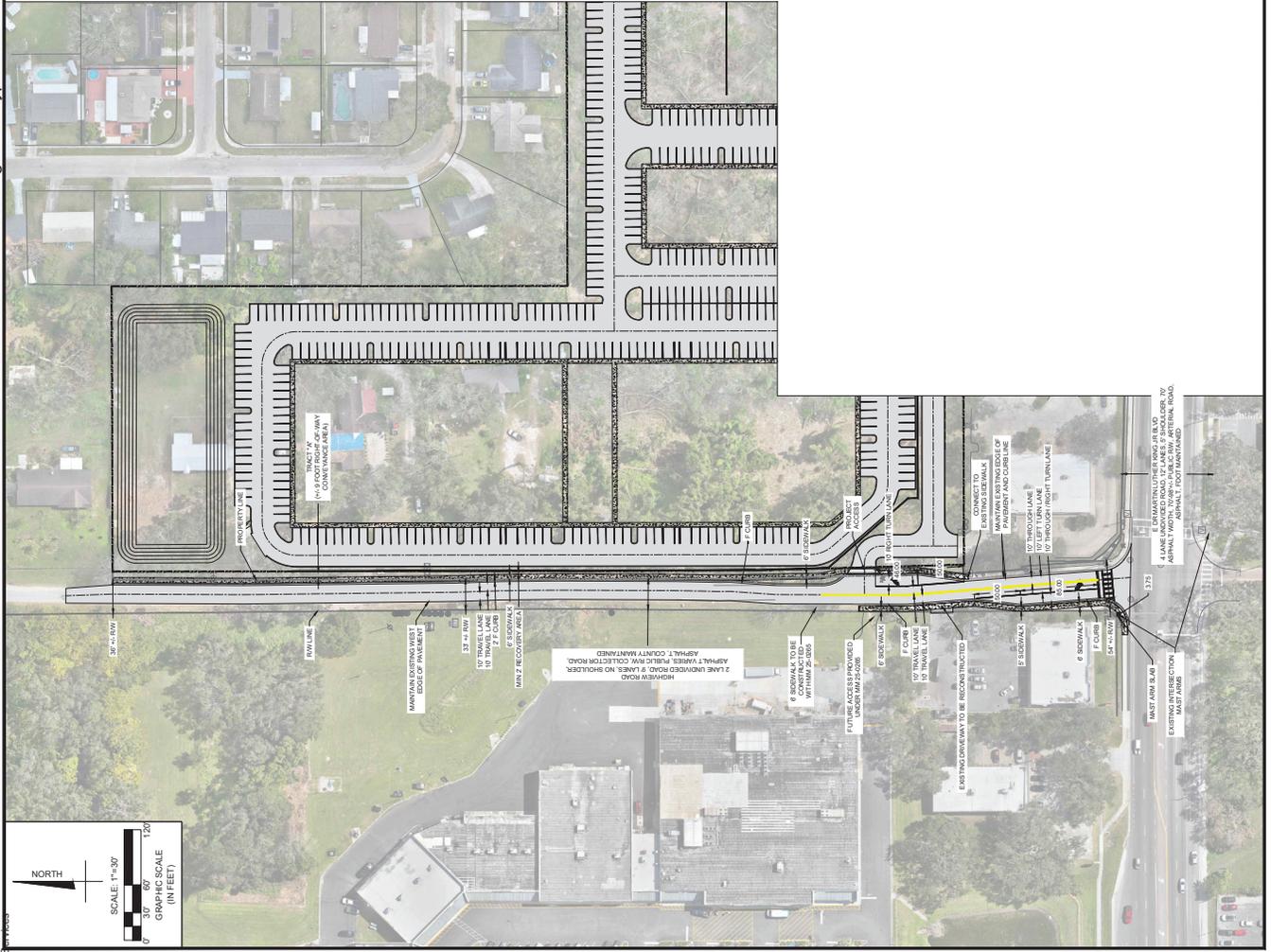
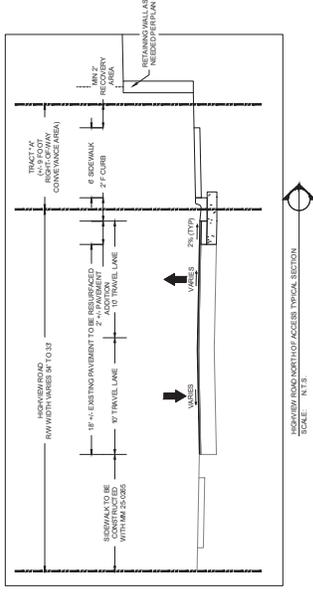


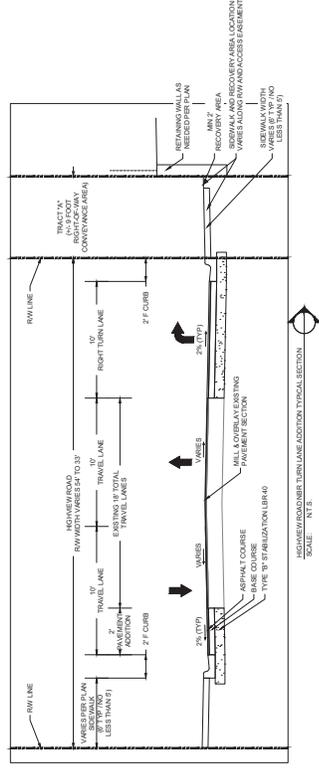
Figure 2: Typical Section



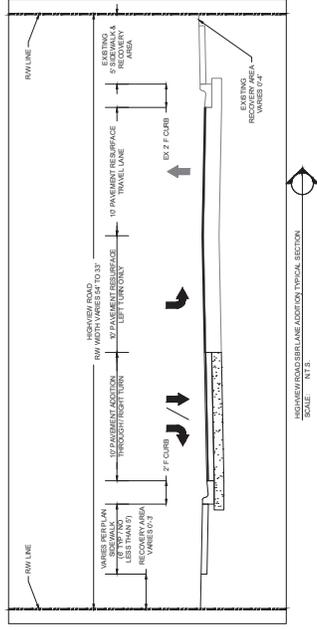
Northern Section



Access Section



Southern Section



TAMPA CIVIL DESIGN
17937 HUNTING BOW CIR. S-102
LUTZ, FL 33558
(813) 920-0008 PHONE
(813) 482-2128 FAX
WWW.TAMPCIVIL.COM
COA 28971

PROJECT: 878
ML&H/VIEW
NE CORNER OF MLK JR BLVD & HIGHWAY RD
TAMPA, FL 33604

CLIENT:
WOOD PARTNERS
4427 W ENDEAVOR BLVD SUITE 100
TAMPA, FL 33605

NO.	DATE	DESCRIPTION
1	10/28/2025	ISSUED FOR PERMIT
2	10/28/2025	ISSUED FOR PERMIT
3	10/28/2025	ISSUED FOR PERMIT
4	10/28/2025	ISSUED FOR PERMIT
5	10/28/2025	ISSUED FOR PERMIT
6	10/28/2025	ISSUED FOR PERMIT
7	10/28/2025	ISSUED FOR PERMIT
8	10/28/2025	ISSUED FOR PERMIT
9	10/28/2025	ISSUED FOR PERMIT
10	10/28/2025	ISSUED FOR PERMIT

DATE: 10/28/2025
DRAWN BY: J.C.
CHECKED BY: D.P.



REVISIONS:
TYPICAL SECTIONS
SHEET NO. C-1

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:

Travel Lanes:

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
 - Dual left turn lanes
 - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

Received 10/28/2025 Development Services



NOTE: THIS LAND USE TABULATION IS BEING PROVIDED FOR THE SOLE PURPOSE OF FACILITATING REVIEW OF THE PROPOSED DENSITY AND INTENSITY FOR PD-25-0579 AND SHALL NOT BE INTERPRETED NOR USED FOR ANY OTHER PURPOSES

SCALE: 1"=60'
GRAPHIC SCALE (IN FEET): 0 30 60 120

NORTH

PROJECT #78

ML&H/VIEW
427 W KENNEDY BLVD SUITE 100
TAMPA, FL 33609
ME CORNER OF DR MLK JR BLVD & HIGHWAY RD
SEFFNER, FL 33584

WOOD PARTNERS

427 W KENNEDY BLVD SUITE 100
TAMPA, FL 33609

DATE: 10/28/2025
BY: JAC
CHK: JAC
APP: JAC

STATE OF FLORIDA
No. 77069
Professional Seal of a Professional Engineer
JACOB A. COOPER, P.E.
No. 12000
JACOB A. COOPER, P.E.
No. 12000
JACOB A. COOPER, P.E.
No. 12000

LAND USE TABULATION

SHEET NO. C-1

WWW.TAMPACIVIL.COM
(813) 920-9288 FAX
(813) 920-0008 PHONE
17171, FL 33558
17937 HUNTING BOW CR. S-102
TAMPA CIVIL DESIGN

COA: 28971

Highway Rd, Pine Street, E Dr Martin Luther King Jr Blvd



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

JARED W. PERDUE, P.E.
SECRETARY

MEMORANDUM

DATE: September 26, 2025

TO: Michael Brooks, Brooks, Rocha, Colby & Rice PLLC

FROM: Lindsey Mineer, FDOT

COPIES: Daniel Santos, FDOT
Allison Carroll, FDOT
David Ayala, FDOT
Richard Perez, Hillsborough County

SUBJECT: **RZ-STD 25-1316**, 12020 & 12008 E Dr Martin Luther King Jr Blvd (MLK)
Folios: 64337.0000, 64338.0000, 64338.0100

PRS 25-1377, NE quadrant of Highview Road and MLK
Folios: 64331.0000, 64331.0050, 64331.0025, 64332.0000, 64332.0100,
64332.0050, 64332.0200, 64310.0010, 64333.0000

RZ-PD 25-0579, NE quadrant of Highview Road and MLK
Folios: 64332.0000, 64310.0010, 64331.0000, 64331.0025, 64331.0050,
64332.0500, 64332.0100, 64332.0200, 64333.0000, 64334.0000,
64335.0000

These projects are on a state road, E Dr Martin Luther King Jr Blvd. The parcels in RZ-STD 25-1316 were reviewed at a Pre-Application meeting with FDOT on 1/23/24 for a quick serve restaurant with drive through. The FDOT Pre-Application Finding is attached.

RZ-PD 25-0579 was reviewed at a Pre-Application meeting with FDOT on 3/18/25 for multi-family, fast food restaurant with drive through and coffee shop with drive through. The FDOT Agency Comment Sheet is attached.

Page 2
Michael Brooks
September 26, 2025

These rezonings are adjacent to each other, show cross access connections and shared parking, as well as appear to have the same property owner. It is recommended that the applicant meet with FDOT before zoning approval to discuss access, drainage and right of way.

Pre-application meetings may be made through Ms. Allison Carroll at the District Seven Tampa Operations offices of the Florida Department of Transportation. She can be reached at 813-245-1680 or at Allison.Carroll@dot.state.fl.us.

Thank you for the opportunity to comment.

END OF MEMO



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

January 23rd 2024

QSR E MLK Jr Dr (SR 574) & Pine St, Seffner Pre App Meeting

SR 574
10 090 000
MP 4.618
Class 5 @ 45MPH
Connection/signal spacing – 245'/1320'
Directional/full median opening spacing – 660'/1320'
Folio # 064338-0100

RE: Pre-Application Meeting

THIS DOCUMENT IS NOT A PERMIT APPROVAL

THE COMMENTS AND FINDINGS FROM THIS PRE-APPLICATION MEETING MAY BE SUBJECT TO CHANGE AND MAY NOT BE USED AS A BASIS OF APPROVAL AFTER 7/23/2024

Attendees:

Guests: Kyle Morel, Michael Yates, Christine Hughes, Emma Zions, Nate Rizzo, Stacey Bridenback, William Garner, Sheida Tirado, Richard Perez

FDOT: Mecale Roth, Todd Croft, Nancy Porter, Allison Carroll, Tom Allen, Leanna Schail, Lindsey Mineer, Luis Mejia, Dan Santos, and Justin An

Proposed Conditions:

Proposing to redevelop the parcel with a quick-serve restaurant with drive-through.

SR 574 is a **class 5** roadway with a posted speed limit of **45 MPH**. Florida Administrative Code, Rule Chapter 14-97, requires **245'** driveway spacing, **660'** directional, **1320'** full median opening spacing, and **1320'** signal spacing requirements.

FDOT Recommendations:



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

1. SR 574 is a Class 5 45 MPH roadway section, with 245' driveway spacing.
2. Proposing a 5400 sq ft QSR with drive-thru generating 175 peak hour trips.
 - a. The project appears to be a Chick-fil-A which generates significant traffic.
3. A right-in/right-out access to the state roadway will not be permitted by the Department as shown and will be required to be modified to a right-in only access.
4. The Department will also require the applicant to address any potential conflicts as a result of the internal cross access within the internal drive aisle. The potential for conflicts with inbound vehicles for either uses on the parcel.
5. The proposed access connection does not meet spacing requirements and is considered non-conforming and will be required to include a cross-access with the property to the west.
6. The cross-access agreement is required to be complete, and court-recorded prior to issuance of the approved permit.
7. Please include complete site development plans.
8. Please include complete roadway development plans.
9. Please provide a complete Traffic Impact Analysis including the entire property under ownership. The existing retail use is to be included in the evaluation impacts. A traffic study is required to be included evaluating the impacts to the signal, including the evaluation of the NB left turn movements from Pine St into the parcel to ensure that there is no potential for queueing into the intersection, which may become blocked by the SB queue at the signal. The study will be required to include the lunchtime peak trips as well as to determine the impacts to the signal.
10. Please provide an Auto-Turn exhibit for the site using the largest anticipated vehicle expected to enter and exit the site. Please show the inbound and outbound movements and internal site circulation.
11. The proposed improvements to Pine St will be required to be included in the access permit.
12. A Letter of Authorization will be required from the maintaining agency (i.e., Hillsborough County) of Pine St to be included in the permit application package.
13. The permit application for the site development will be required to include a Letter of Authorization from the property owner.
14. A construction agreement will be required for all roadway improvements.
15. The proposed development will require the submittal of an Access Connection Permit, a Construction Agreement for all proposed improvements in the FDOT right of way, and a Drainage Connection Permit.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

16. The property consists of two parcels that are being combined and purchased, but it is currently leased.
 - a. Submit lease information.
17. Existing buildings will be demolished and rebuilt.
18. Proposing to remove existing driveways at the western edge of the parcel and sharing access with the western property via a single driveway.
19. The shopping plaza on the adjacent parcel will remain.
20. A complete Traffic Impact Analysis, including ICE analysis, will be required for review. Please provide all relevant and necessary information for the Department to have a clear understanding of the proposed use(s).
 - a. Include all users of the driveway to be included in the TIA.
21. A right-in only as far west as possible is the only driveway option on MLK.
22. Access to Pine St will require a southbound right-turn lane.
23. FDOT is concerned about illegal U-turns at nearest western median opening. People need to go to the intersection at CR 579.
24. Provide the existing AM and PM peak hour and ADT trips and proposed AM and PM peak hour and ADT trips.
25. Provide the Truck-turning template for all movements to and from the site. Use the largest anticipated vehicle expected to access the property.
26. The cross-access easement to the west is required to be recorded.
27. There is a HART bus stop that will need to be relocated. Please contact HART about relocation.
28. The existing fire hydrant will need to be relocated.
29. There is a TMSO study recommending a signal head change at the intersection of MLK and Pine St.
30. The entire turn lane needs to be in FDOT right of way; sidewalk can be in an easement.
31. Provide 6' sidewalk connection to the state roadway.
32. Drainage:
 - a. A Drainage Connection Permit will be required, including a full set of plans and stormwater report.
 - b. Will need SUE to ensure there are no conflicts with existing utilities.
 - c. Will need a Right of Way dedication (property donation) for the turn lane, and an easement for the sidewalk.
 - d. Provide SWFWMD permit.
 - e. Provide photos of the site.
 - f. Provide pre/post drainage maps with elevations and flow arrows to verify the drainage patterns.
 - g. See the DCP checklist for additional requirements.



Florida Department of Transportation

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GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

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SECRETARY

33. May need utility permits.
 - a. Submit utility permits via OSP, one utility per permit.
34. Local Government approval is required prior to issuance of FDOT approval.
35. Please verify utility conflicts and identify before and after locations of existing utilities on the plans.
36. Please note there are no existing FDOT projects in design for this section of SR 574.
37. If a utility permit is needed, please refer to the Utility Accommodation Manual (UAM) or contact Genesis Zambrano at Genesis.zambrano@dot.state.fl.us or 813-612-3200.
38. Contact Leanna Schaille or Tammer Alturk for any traffic or access related questions at leanna.schaille@dot.state.fl.us, tammer.alturk@dot.state.fl.us, or at 813-975-6000.
39. Contact Nancy Porter or Mecale' (makayla) Roth for permit, pre app, or general questions at nancy.porter@dot.state.fl.us, mecale.roth@dot.state.fl.us, or 813-612-3200.

Summary:

After reviewing and discussing the information presented in this meeting, the Department has determined we are

- in favor (considering the conditions stated above)
- not in favor
- willing to revisit a revised plan

The access, as proposed in this meeting, would be considered

- conforming
- non-conforming
- N/A (no access proposed)

in accordance with the rule chapters 1996/97 for connection spacing. The following state permits will need to be applied for by visiting our One Stop Permitting website (osp.fdot.gov):

- access-category A or B
 - access-category C, D, E, or F
 - traffic study required
 - access safety upgrade
 - drainage
- or



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

- drainage exception
- construction agreement
- utility
- general Use
- other _____

Thank you for allowing us the opportunity to review and discuss this project in advance. Please feel free to contact me with any questions. We look forward to working with you again.

Respectfully,

Nancy Porter

Permit Coordinator II
2822 Leslie Rd.
Tampa, Fl. 33619
Office - 813-612-3205
M-F 7:30 AM – 4:00 PM





Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

Additional Comments/Standard Information:

(These comments may or may not apply to this project, they are standard comments)

1. Document titles need to reflect what the document is before it is uploaded into OSP, and please do not upload unnecessary documents.
2. Documents need to be signed and sealed or notarized.
3. Include these notes with the application submittal.
4. Permits that fall within the limit of a FDOT project must contact project manager, provide a work schedule, and coordinate construction activities prior to permit approval. Ask Mecale' for information if not provided in the notes.
5. Plans shall be per the current Standard Plans and FDM.
6. All the following project identification information must be on the Cover Sheet of the plans:
 - a. all associated FDOT permit #'s
 - b. state road # (& local road name) and road section ID #
 - c. mile post # and left (Lt) or right (Rt) side of the roadway (when facing north or east)
 - d. roadway classification # and posted speed limit (MPH)
7. All typical driveway details are to be placed properly:
 - a. 24" thermoplastic white stop bar equal to the lane width placed 4' behind crosswalk or a minimum of 25' in front of it
 - b. 36" stop sign mounted on a 3" round post, aligned with the stop bar
 - c. if applicable, a "right turn only" sign mounted below the stop sign (FTP-55R-06 or FTP-52-06)
 - d. double yellow 6" lane separation lines
 - e. 6' wide, high emphasis, ladder style crosswalk straddling the detectable warning mats
 - f. warning mats to be red in color unless specified otherwise
 - g. directional arrow(s) 25' behind the stop bar
 - h. all markings on concrete are to be high contrast (white with black border)
 - i. all striping within and approaching FDOT ROW shall be thermoplastic
8. Maintain 20' x 20' pedestrian sight triangles and draw the triangles on the plans to show there are no obstructions taller than 24" within the triangles. Also, no parking spaces can be in these triangles Measure 20' up the sidewalk and 20' up the driveway from the point at which the sidewalk meets the driveway. Here is an example of what these triangles look like and how they are positioned.



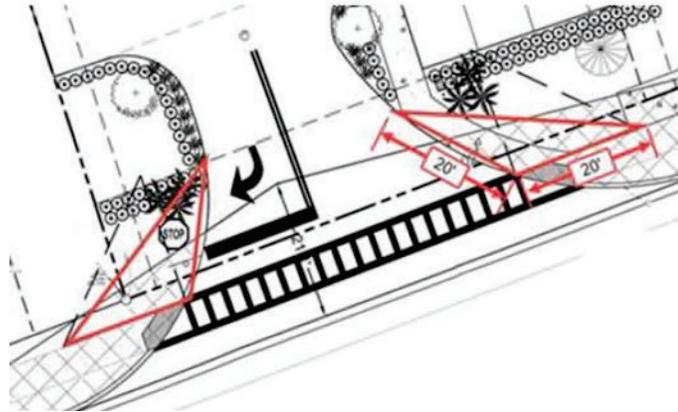


Florida Department of Transportation

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Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY



9. Any relocation of utilities, utility poles, signs, or other agency owned objects must be coordinated with the Department and the **existing and proposed location** must be clearly labeled on the plans. Contact the Permits Department for more details and contact information.
10. Make note on plans that it is the responsibility of the contractor to not only restore the ROW, but they are also responsible for maintaining the ROW for the duration of the project.

Context Classification:

Here is the link to find information about context classification to see what class standards the proposed project needs to be built to. Below is the standard table for sidewalk width for each class:

<https://kai.maps.arcgis.com/apps/webappviewer/index.html?id=b5ecc163fe04491dafeb44194851ba93>



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 222.1.1 Standard Sidewalk Widths

Context Classification	Sidewalk Width (feet)
C1 Natural	5
C2 Rural	5
C2T Rural Town	6
C3 Suburban	6
C4 Urban General	6
C5 Urban Center	10
C6 Urban Core	12

Notes:

- (1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
- (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
- (3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.
- (4) See **FDM 260.2.2** for sidewalk width requirements on bridges.

Provide the following minimum unobstructed sidewalk width (excluding the width of the curb) when there is no practical alternative to placing a pole within the sidewalk:

- 36 inches for aboveground utilities. This 36 inch width may be reduced to 32 inches, not exceeding 24 inches in length, when there is no practical alternative available to avoid an obstruction.
- 48 inches for signal, light, sign poles

When used for plantings and street furniture, the area between the back of curb and the sidewalk should be 5 feet or greater in width. Consider providing treewells in areas where on-street parking is provided.

Lighting:

Lighting of sidewalks and/or shared paths must be to current standards (FDM section 231). Newly implemented FDOT Context classifications updated the required sidewalk widths (FDM section 222.2.1.1). Where sidewalk is being added and/or widened, the lighting will be analyzed to ensure sidewalks are properly lit per FDOT FDM standards. Reference the following link and table for details:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf_2



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 231.2.1 Lighting Initial Values

Roadway Classification Or Project Type	Illumination Level Average Foot Candle		Illumination Uniformity Ratios		Veiling Luminance Ratio
	Horizontal (H.F.C.)	Vertical (V.F.C.)	Avg./Min.	Max./Min.	$L_{V(MAX)}/L_{AVG}$
Conventional Lighting					
Limited Access Facilities	1.5	N/A	4:1 or Less	10:1 or Less	0.3:1 or Less
Major Arterials	1.5				
Other Roadways	1.0				
High Mast Lighting					
All Roadway Classifications	0.8 to 1.0	N/A	3:1 or Less	10:1 or Less	N/A
Signalized Intersection Lighting					
New Reconstruction	3.0	2.3	4:1 or Less	10:1 or Less	N/A
Lighting Retrofit	1.5 Std. 1.0 Min.	1.5 Std. 1.0 Min.			
Midblock Crosswalk Lighting					
Low Ambient Luminance	N/A	2.3	N/A	N/A	N/A
Medium & High Ambient Luminance		3.0			
Sidewalks and Shared Use Paths					
Facilities Separated from the Roadway	2.5	N/A	4:1 or Less	10:1 or Less	N/A
Sign Lighting					
Low Ambient Luminance	15-20	N/A	N/A	6:1	N/A
Medium & High Ambient Luminance	25-35				
Rest Area Lighting					
All Roadways and Parking Areas	1.5	N/A	4:1 or Less	10:1 or Less	N/A

231-Lighting



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 North McKinley Drive
Tampa, FL 33612

JARED W. PERDUE, P.E.
SECRETARY

AGENCY COMMENT SHEET

DATE: April 2, 2025
FROM: Lindsey Mineer, FDOT
PETITION NO.: PRS 25-0579
LOCATION: 4021 Highview Rd, Seffner
FOLIOS: 64332.0000, 64310.0010, 64331.0000, 64331.0025, 64331.0050,
64332.0500, 64332.0100, 64332.0200, 64333.0000, 64334.0000,
64335.0000

- 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.

This project is on a state road, Dr. Martin Luther King Jr. Blvd., (SR 574). This site was reviewed at a Pre-Application meeting with FDOT on 3/18/25. The following comments are based on the site plan provided at that meeting and are not legally binding. These requirements and recommendations can be modified at any time at the department's discretion.

- This section of SR 574 is a Class 5, 45 mph roadway with 240' driveway spacing.
- A traffic study will be required for the proposed development and is to include the intersection of Highview Rd and impacts to the state roadway.
- Please include the AM and PM peak hour traffic and distribution of trips.
- Please include the redirection of the trips to the south of SR 574 as a result of modification to the state road and need for U-turn movements.
- The department will also require an evaluation of the impacts to the southbound leg of the intersection as a result of local government requirements.

- Any addition of a left turn lane to the existing signalized intersection may require an ICE analysis to evaluate the impacts to the intersection.
- Include the Parts store as background trips and future development trips.
- Please note that all proposed improvements on the state roadway are required to be designed for the design speed standards per FDM.
- The proposed development will require a permit application and construction agreement for review and approval.

If you have any questions, please reach out to Ms. Mecale' Roth in the District Seven Tampa Operations offices. Ms. Roth can be reached at Mecale.Roth@dot.state.fl.us or 813-612-3237.

Thank you for the opportunity to comment.

COMMISSION

Gwendolyn “Gwen” W. Myers CHAIR
 Harry Cohen VICE-CHAIR
 Chris Boles
 Donna Cameron Cepeda
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 Christine Miller
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 Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: June 16, 2025</p> <p>PETITION NO.: 25-0579</p> <p>EPC REVIEWER: Liam Huxhold</p> <p>CONTACT INFORMATION: (813) 627-2600 x 1247</p> <p>EMAIL: huxholdl@epchc.org</p>	<p>COMMENT DATE: April 2, 2025</p> <p>PROPERTY ADDRESS: 4021, 4201 Highview Rd, 11924, 12002, 12006 E Dr Martin Luther King Jr Blvd, Seffner, FL 33584</p> <p>FOLIO #: 064310.0010, 064331.0000, 064331.0025, 064331.0050, 064332.0000, 064332.0050, 064332.0100, 064332.0200, 064333.0000, 064334.0000, 064335.0000</p> <p>STR: 03-29S-30E</p>
<p>REQUESTED ZONING: PD</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	No wetlands on site per site history and aerial review
<p>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.</p> <p>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.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p>	

REZ 25-0579
April 2, 2025
Page 2 of 2

Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a "WDR30 - Delineation Request Application". Once approved, the formal wetland delineation would be binding for five years.

Lh/dc

ec: Brooks, Rocha, Colby, Rice, PLLC; mbrooks@brclaw.com | rkert@brclaw.com
GHS MLK 11, LLC; chris@hfoinvestments.com
Dinora Tavera; dinoratavera@gmail.com
Kevin S. Rennick Life Estate; danieller@floridaexecutiveirealty.com



Adequate Facilities Analysis: Rezoning

Date: April 4, 2025

Acreage: 15.4 (+/- acres)

Jurisdiction: Hillsborough County

Proposed Zoning: Planned Development

Case Number: 25-0579

Future Land Use: RES-20 & RES-4

HCPS #: RZ-683

Maximum Residential Units: 330

Address: NE Corner of MLK and Highview

Residential Type: Multifamily

Parcel Folio Number(s): 64331.0000
 064331.0050 064331.0025 064332.0000
 064332.0100 064332.0050 64332.0200
 64310.0010 64333.0000 64335.0000 64334.0000

School Data	Mango Elementary	Burnett Middle	Armwood High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	793	1200	2524
2024-25 Enrollment K-12 enrollment on 2024-25 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	712	663	2293
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	90%	55%	91%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 4/4/2024	43	165	98
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	38	14	17
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	100%	70%	95%

Notes: At this time, adequate capacity exists at Burnett Middle, and Armwood High schools for the residential impact of the proposed rezoning. Although Mango Elementary School is projected to be at capacity given existing approved development and the proposed rezoning, state law requires the school district to consider whether capacity exists in adjacent concurrency service areas (i.e., school attendance boundaries). At this time, additional capacity exists in adjacent concurrency service areas 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.

Andrea A. Stingone

Andrea A. Stingone, M.Ed.
 Department Manager, Planning & Siting
 Growth Management Department

Hillsborough County Public Schools

E: andrea.stingone@hcps.net

P: 813.272.4429 C: 813.345.6684

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: RZ-PD 25-0579 REVIEWED BY: Clay Walker, E.I. DATE: 3/14/2025

FOLIO NO.: 64331.0000, 64331.0050, 64331.0025, 64332.0000, 64332.0100

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 12 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 East Martin Luther King Boulevard. 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 4 inch wastewater forcemain exists (approximately ___ feet from the project site), (adjacent to the site) and is located west of the subject property within the west Right-of-Way of Highview Road. 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 potable water and wastewater systems. The subject area is located within the Hillsborough County Wastewater Service Area and will be served by the Valrico Water Reclamation Facility.



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: 07/21/2025

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: GHS MLK 11, LLC

PETITION NO: 25-0579

LOCATION: 4021 Highview Rd

FOLIO NO: multiple (see below)

Estimated Fees:

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

Mobility: \$6,661 * 330 units = \$2,198,130

Parks: \$1,555 * 330 units = \$ 513,150

School: \$3,891 * 330 units = \$1,284,030

Fire: \$249 * 330 units = \$ 82,170

Total Multi-Family (1-2 story) = \$4,077,480

Retail - Shopping Center
(Per 1,000 s.f.)

Bank w/Drive Thru
(Per 1,000 s.f.)

Retail - Fast Food w/Drive Thru
(Per 1,000 s.f.)

Mobility: \$13,562.00

Mobility: \$20,610.00

Mobility: \$104,494.00

Fire: \$313.00

Fire: \$313.00

Fire: \$313.00

Project Summary/Description:

Urban Mobility, Northeast Park/Fire - 330 multi-family units; 27,000 sf CG (excluding churches, adult daycare, daycare, schools, event halls/chapels, etc.)

Folios: 64331.0025 64332.0000 34332.0100 64332.0050 64332.0200 64310.0010 64333.0000
64335.0000 64334.0000

AGENCY COMMENT SHEET

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

FROM: **Reviewer: Andria McMaugh** **Date: 04/04/2025**

Agency: Natural Resources **Petition #: 25-0579**

- 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. 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.
2. 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.
3. 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.



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:** 3/12/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 3/26/2025

PROPERTY OWNER: Kevin S. And Linda Elyce Rennick **PID:** 25-0579
Life Estate, Cesar And Dinora Tavera,
GHS MLK 11 LLC

APPLICANT: GHS MLK 11 LLC

LOCATION: 4209 Highview Rd. Seffner, FL 33584
4205 Highview Rd. Seffner, FL 33584
4201 Highview Rd. Seffner, FL 33584
4021 Highview Rd. Seffner, FL 33584

FOLIO NO.: 64331.0000, 64331.0050, 64331.0025, 64332.0000 and 64332.0100

AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site is not located within a Wellhead Resource Protection Area (WRPA), Potable Water Wellfield Protection Area (PWWPA) and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

At this time, Hillsborough County EVSD has no objections to the applicant's request.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 19 Mar. 2025

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

APPLICANT: Michael Brooks

PETITION NO: RZ-PD 25-0579

LOCATION: Tampa, FL 33584

**FOLIO NO: 64331.0000, 64331.0025, 64331.0050,
64332.0000, 64332.0100, 64332.0050, 64332.0200,
64310.0010, 64333.0000, 64335.0000, 64334.0000**

SEC: 03 TWN: 29 RNG: 20

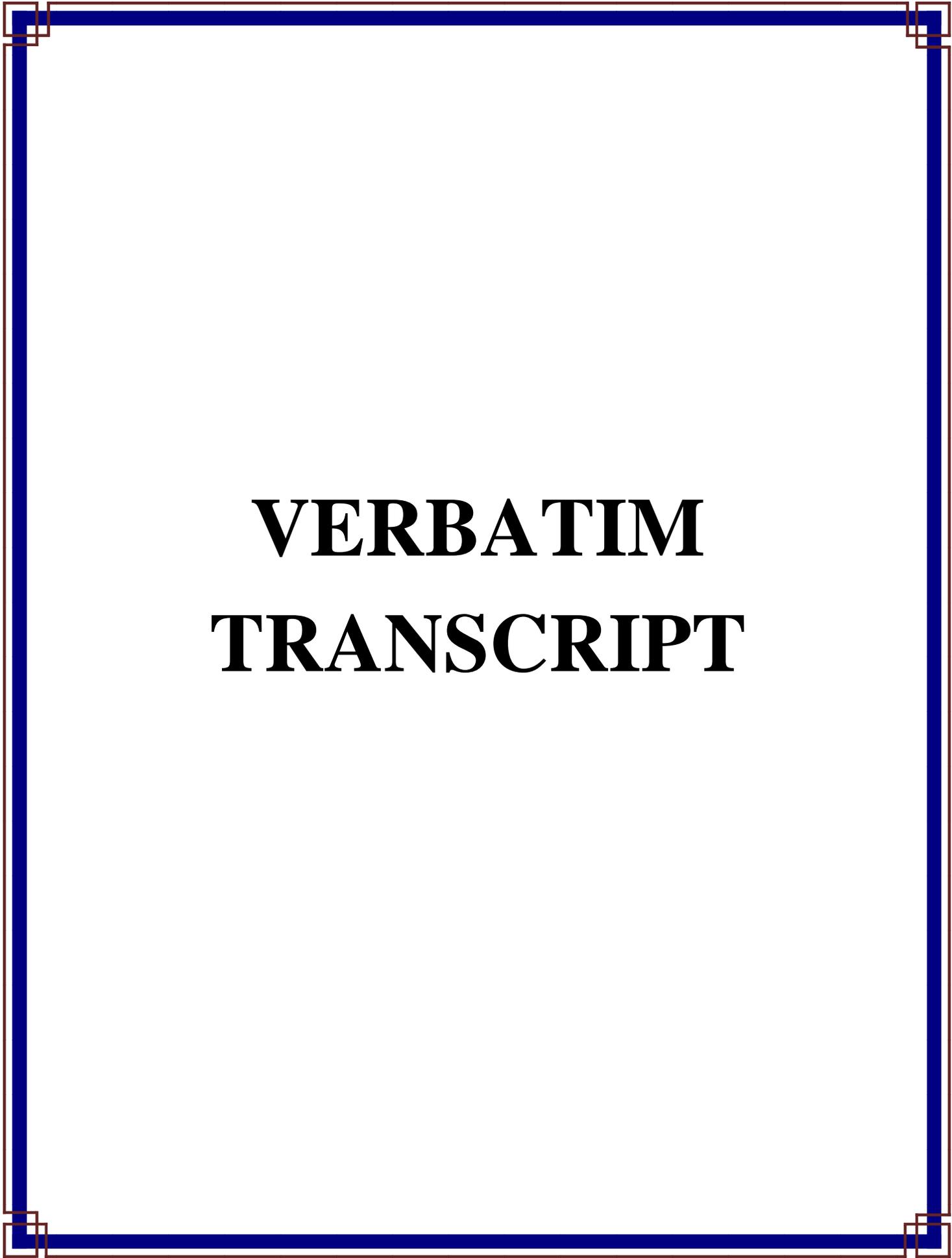
- This agency has no comments.

- 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

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

IN RE:

ZONING HEARING MASTER MEETING

ZONING HEARING MASTER MEETING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: Susan Finch
Zoning Hearing Master

DATE: Monday, November 17, 2025

TIME: Commencing at 6:00 p.m.
Concluding at 10:26 p.m.

LOCATION: Hillsborough County BOCC -
Development Services Dept.
(LUHO, ZHM, Phosphate)
601 East Kennedy Boulevard
Second Floor Boardroom
Tampa, Florida 33601

Reported by:
Diane DeMarsh, AAERT No. 1654
Notary Public for the State of Florida

1 MS. HEINRICH: The next application is PD 25-0579
2 which is Item D.2. The applicant is requesting to rezone
3 property that's currently PD and CG to a New Plan Development.
4 Carolanne Peddle with Development Services will provide staff
5 findings after the applicant's presentation.

6 HEARING MASTER: Good evening.

7 MR. BROOKS: Good evening, Madam Hearing officer. I
8 didn't even get a chance to sit down.

9 I'm going to try to keep my portion of presentation
10 brief. This is a much more involved presentation in 1316, as
11 you might imagine from some of the comments you heard and having
12 two North Carolinians on this panel, I'm going to try to go as
13 quickly as I can. This piece of property is owned by --

14 THE CLERK: Can you says your name and address for the
15 record.

16 MR. BROOKS: Yes, Michael -- yes. Sorry about that.

17 Michael Brooks, 400 North Tampa Street, 33602, Suite
18 1910, and I have been sworn.

19 So this is a property that is owned by the Gonzalez
20 family. Madam Hearing Officer, you may remember (indiscernible)
21 Gonzalez. This is his son and his family. Dr. Greg Henderson.
22 I'm not going to run through all the rest of the consultant team
23 but we have the development partner, Tampa Civil, is here, the
24 planner, of course. And Michael Yates for transportation.

25 So a quick overview. The site is next to 1361. It's

1 the larger -- larger site. It is also in the Seffner-Mango
2 area. It's a combination of RES-4 and RES-20 Land Use
3 categories. And the RES-20, which comprises roughly about eight
4 acres of this site, was approved as CPA-2304 for the very
5 purpose of coming back and presenting this application for a
6 mixed-use development.

7 Real quick, so to tell you what's going on here,
8 the -- the land that's being rezoned is a combination, an
9 assemblage of land from PD 90012 which is the primary portion of
10 this site, a smaller PD out of MLK, 850166, and a general
11 commercial parcel. And so the proposal is for a mixed-use
12 project, as I mentioned that earlier, revitalizing the subject
13 area, we believe consistent with the comp plan from the
14 development of residential and commercial uses that are both
15 integrated and appropriate in scale and intensity for the area.

16 There is a companion PRS, of course, which is not
17 before you tonight that will go directly to the Board. Just to
18 give you an overview of what it is that's happening here. So
19 this is the site plan for -- it is approved in 1990. It was a
20 planned development for a shopping center 65,000 square feet,
21 two out parcels. There was a PDH portion to the north. I will
22 tell you, this graphic is not to scale. The site plan was not
23 at that time. And there are 20 units that were approved in that
24 yellow area for dwelling units.

25 In 1991 -- or 1999, not to date myself, Keith Berkle

1 (phonetic) I came back and we rezone this just the PDC portion
2 of this site for a grocery store. At the time, this was going
3 to be a Food Lion. And so that did not include the -- the major
4 by 99. It did not include the developed out parcel on the
5 corner, which is a new Advanced Auto. And it did not include
6 the portion to the PDH north.

7 The last slide that I'm going to address -- I just
8 wanted to give you an overview of what's happening with regard
9 to the remainder of -- that will be subject to the PRS. You can
10 see there's two remnant parcels. There's one PDH to the north.
11 They'll be receiving, on a proportionate basis, for dwelling
12 units. The ability we are providing for commercial intensity
13 consistent with the out parcel. And we're also created what is
14 labeled as Tract A, it's a nine foot wide right-of-way
15 conveyance area that Michael Yates will give you much more
16 description on what we're going to be doing in that area that
17 will help alleviate some of the comments that you heard.

18 So with that, I'm going to hand this over to Stephen.

19 MR. SPOSATO: Thank you, Michael.

20 Yeah, it's Stephen Sposato, I love consulting here in
21 Tampa. So I'd like to show the subregional context with the
22 project of this size. It has access east and west via I-4 and
23 north south along I-75 and is at a signalized intersection, and
24 a county collector in the state arterial. And of course, MLK
25 itself is a major commercial corridor.

1 Relatively recent updates to the plan added the
2 Centers and Connections map, which promotes development
3 intensification along certain major corridors, including MLK,
4 sorry, MLK, in which we have frontage. The PD site plan, the
5 sort of the general architecture of the PD site plan includes
6 residential, multifamily, which is the tangerine light color.
7 It's capped at 304 units. It's separated by east west shared
8 access facility and interconnection to -- to the east. And then
9 there's the commercial portion of the property that has A, B,
10 and C parcel. The A and B parcels allow up to 27,000 square
11 feet of commercial building area. And the parcel C again in the
12 southeast corner will be parking and or retention.

13 The residential portion utilizes both the infill
14 density bonus from FLU Policy 496. It meets all five
15 requirements that are included on the slide. It also applies
16 the Blend Provision in Policy 2.25. And again, that facilitates
17 comprehensive and efficient site utilization when you have more
18 than one future land designation, which is the case for this
19 property.

20 The plan comprehensively addresses access and
21 interconnectivity. It maintains the existing access to the
22 Advanced Auto. It closes, the red Xs, closes seven existing
23 access points. We have only one on Highview and one on MLK. It
24 also provides pedestrian connectivity both within the PD and to
25 the adjacent right of way.

1 I'm going to, like before I pass the baton to Mr.
2 Yates.

3 THE CLERK: Can I just get you state your name and
4 address one more time for the record, please.

5 MR. SPOSATO: I'm sorry. Stephen Sposato, 505 East
6 Jackson Street here in Tampa. Thank you.

7 So similar to the previous case that we talked about
8 for -- along Pine, we are also restricting the uses again on the
9 screen, and they're also providing a cap on trips as well.

10 I'm sorry.

11 MR. YATES: Michael Yates of Palm Traffic and I have
12 been sworn. Again, we did a trip generation comparison here
13 from the previous approved shopping center. We are a net
14 decrease in a.m. peak hour trips. Just slightly less than the
15 a.m. but a significant decrease in trips -- in the p.m. peak
16 hour. And then, as Stephen alluded to in the previous slide we
17 are agreeing to a trip cap related to those trip reductions from
18 the previous approval. And that is what is reflected in the
19 slide in the trip caps there.

20 Now, I want to get into a little bit of the discussion
21 related to access and the modifications on Highview. In these
22 next few slides to address the comments we received under 1316.
23 So we are proposing to relocate the driveway on MLK to the east
24 of where it is today. You can see that in the red X just to the
25 west of where you see the dark arrow there. And so what this

1 does, this was based on a preempt meeting with FDOT. This will
2 allow for that eastbound left-turn lane into the site to be
3 extended, but it also allows for the westbound left-turn lane on
4 Highview to be extended. So it accomplishes a couple of things.
5 And then at -- the DOT had indicated that the potential to add
6 the westbound left-turn lane to serve the south properties there
7 as well. And we are anticipating they will require a westbound
8 right-turn lane. But as we get through -- the DOT, we'll figure
9 that part out. But this is what is reflective of conversations
10 with DOT, at least on a preempt basis.

11 So now on to the modifications on Highview. We've broken
12 this up into three sections. And so this is the southern
13 section. This is dealing with more of the intersection at
14 Highview and MLK. So on this south side of MLK northbound on
15 Highview there is an existing northbound left-turn lane and a
16 shared-through right. So what we are proposing to do is match
17 that geometry. So provide an exclusive southbound left and then
18 a shared-through right. So we're adding an additional lane that
19 is not there today. They will be 10-foot travel lanes.

20 The other important part of this is that the -- there will
21 be six-foot sidewalks added to a multi-use path along the west
22 side of Highview here. There are a few pinch points where they
23 may reach down to five feet. All that's covered within the
24 design exception, but we're trying to work within the existing
25 right of way and add an additional lane. But for the majority

1 of that section, they will be six foot sidewalks roadway.

2 So the next section is where we're proposing the project to
3 access. The access location was relocated slightly north. This
4 was to align with the driveway associated with the redevelopment
5 of the Mango Plaza that is immediately to the west where Walmart
6 is. They will have an exit only driveway connection to
7 Highview. And so what we were doing with the proposed
8 modification was to align with that driveway. And in this
9 section we will be adding a northbound right-turn lane at the
10 project driveway. And then we will also again be providing that
11 six-foot sidewalk, five foot minimum in constrained areas. And
12 it's relatively small, but there are a couple of constraint
13 areas.

14 And then the last part is partly of what the comments we
15 received is that on the previous case, we are also doing
16 Highview north of our project driveway. And typically what we
17 what we're trying to do is even though it's not normally part of
18 the typical design exception process, the road as the previous
19 case went, they are nine-foot lanes out there. So a relatively
20 tight roadway. And so what we agreed to do is do 10-foot travel
21 lanes all the way to our northern property line, and that will
22 provide an F-Type curve on the east side. And then we will also
23 have a six-foot sidewalk along the east side, all the way along
24 the project frontage. And then the Walmart case to our west has
25 a condition to provide sidewalk along their frontage as well.

1 So you will also have that sidewalk continue all the way
2 associated with that project.

3 So with that, I'm going to turn it back over to Stephen to
4 finish up. If you have any questions, I'll be happy to answer
5 them.

6 HEARING MASTER: Not this time. Thank you.

7 MR. SPOSATO: Thank you, Michael.

8 The proposed buffering for the project is -- is
9 responsive to adjacent uses, site conditions, including
10 topography, and design goals, generally. Dark green on the --
11 on the exhibit, that L-shaped is a Type-E enhanced buffer with
12 double the required evergreen shade trees. The internal
13 buffering is designed to create effective edges, privacy, and
14 security, but it's -- but they're not designed to wall off or
15 separate the residential and commercial uses. That was one of
16 goals that we have discussed, one of the design goals, is to
17 provide interconnectivity and walkability within the mix of
18 uses.

19 The -- to do that, we have two variations, one along
20 Highview Road. It reduces the width and provides for
21 architecturally finished wall, open rail or picket-type fences,
22 which you can kind of see as an example in the slide. And then
23 evergreen shrubs. Along the east west road, which has the
24 bottom third of the property with the BUA, and then the Type-E
25 buffer. On the BUA it mimics what is being proposed in terms of

1 the design that -- that was -- that we show on Highview, so it
2 creates a unity of design within the project. And then the
3 modified Type-E buffer on the south side, which is the lighter
4 green that allows for sidewalk and average width with a minimum
5 of 10 feet and then reduced screening.

6 We wanted to detail our setbacks primarily along the
7 portion of the site that abuts the residential. It's 160 feet
8 from the north. We have a 60 foot minimum setback from the
9 buffer, which is 20 feet. So it's 80 feet from the property
10 line, and the project site complies with the two to one setback
11 requirement generally.

12 I won't go into detail here, but discussed under the
13 previous case, 1316, but the use of that parcel for parking is
14 accommodated in this -- in this PD. The firm -- the firm, the
15 consistency findings in the Planning Commission staff report.
16 And I have just eight seconds, so I will again, just say that
17 I'm pleased to report that there are no objections. We're
18 compatible, consistent, and approvable.

19 HEARING MASTER: Thank you. I appreciate it. All
20 right. Then we will go with the applicant's presentation. Then
21 we'll go back to Development Services.

22 Good evening.

23 MS. PEDDLE: Carolanne Peddle, Development Services.
24 There was a change. That had I'll provide to you.

25 So again this is Rezoning 25-0579. Unfortunately,

1 Transportation review Section staff report was not available
2 when the staff report was filed with the first -- with this
3 first Transportation Review section staff report submittal.
4 There were changes made to the conditions initially given to
5 zoning staff to provide clarification. Those changes can be
6 found in conditions number 7, 9 under the third bullet, 12 and
7 13 under the third bullet.

8 With respect to condition number 7, language was added
9 to clarify the developer's obligation to construct offsite
10 improvements, including turn lanes and specific -- or excuse me,
11 specified in the requested design exception. The applicant
12 requests to rezone this property under a new plan development to
13 allow a mixed-use development of a maximum of 27,000 square feet
14 of general commercial uses, and a maximum of 304 multifamily
15 dwelling units as proposed density of 26.3 dwelling units per
16 acre.

17 This required -- this request includes a density bonus
18 request under Comprehensive Plan Policy 4.9.6 Residential
19 Density Bonus for infill development. The companion minor
20 modification to PD 900012, accompanies this PD request. The
21 applicant did request PD variations to LDC Section 606 for
22 landscape and buffering. The proposed plan development is
23 located on the northeastern corner of Highview Road and Dr.
24 Martin Luther King Boulevard intersection, east of Interstate
25 75.

1 The surrounding areas comprised of majority
2 residential uses at various lot sizes, with commercial
3 development to the west and south. Due to the surrounding
4 development, staff finds the combination of multifamily
5 residential uses and commercial elements within the out parcels
6 to the south compatible with the surrounding area.

7 Furthermore, the proposal will meet the two to one
8 setback or increase so that additional setback increase of two
9 feet shall be provided for every one foot of building height
10 over 20 feet. The proposed building height is 60 feet at roof
11 peak requires a hundred foot setback to consist of a 20-foot
12 buffer and additional 80-foot of setback. This will help to
13 reduce the impact of the proposed building on the surrounding
14 residential properties to the north. Moreover, a 20-foot buffer
15 with Type-E grading as required by the Land Development Code
16 will be provided surrounding the multifamily residential
17 portion.

18 The PD separating it from the adjacent residential
19 properties and the commercial portion within the proposed PD.
20 Portions of the buffer will be enhanced with tree plantings.
21 Staff finds the request approvable subject to conditions.

22 HEARING MASTER: Let me ask you a quick question.
23 The -- Mr. Sposato just went over their PD variation, the two
24 one on Highview to reduce the buffer width, and the second the
25 east west road regarding vehicular use area. And I note in the

1 first page of your staff report that there's a request, but I
2 don't see any narrative describing it or what staff's position
3 is in your report.

4 MS. PEDDLE: So we were -- I'm sorry?

5 MS. HEINRICH: Is that the financial resources request
6 for the vehicular use areas?

7 MS. PEDDLE: I believe so.

8 So we were in support and I did contact the natural
9 resource reviewer. And she did approve that. She didn't have
10 any issues with the changes.

11 MS. HEINRICH: All right. And then staff also
12 supports that reduction of buffer width along Highview?

13 MS. PEDDLE: Yes, ma'am.

14 HEARING MASTER: Okay. Thank you so much. I
15 appreciate it.

16 MS. PEDDLE: Thank you.

17 HEARING MASTER: Planning Commission.

18 MS. MASSEY: Jillian Massey with Planning Commission
19 staff. The subject site is located in the Residential-4 and the
20 Residential-20 Future Land Use designations. It's in the urban
21 service area and within the limits of this Seffner-Mango
22 Community Plan. The applicant also seeks to use the residential
23 density bonus for infill development as part of their proposal.

24 The proposed mixed-use development is compatible with
25 the existing mixed-use character and density of the surrounding

1 area. Additionally, the proposal meets the intent of the
2 neighborhood protection policies in the Future Land Use section
3 under objective 4.4, which requires new development to be
4 compatible with the surrounding neighborhood. With 14.99 acres,
5 the subject site can be considered for up to 303 dwelling units,
6 with the residential density bonus and the blending policies
7 under 2.2.5 in the Future Land Use Section.

8 Policy 4.9.6 incentivizes higher density and intensity
9 development along major corridors and within mixed-use
10 developments through the residential density bonus for infill
11 development. State Road 574 is an arterial roadway and a major
12 corridor in this area. Therefore, the residential density bonus
13 is suitable for the site. The site qualifies for the bonus
14 because it's in the urban service area, located along the
15 collector or arterial street, and the requested bonuses within
16 660 foot distance perpendicular from the arterial or the
17 collector road.

18 The site's within the Seffner-Mango Community Plan.
19 Goal 2 of the plan is to enhance community character and ensure
20 quality residential and nonresidential development. One of the
21 strategies under this goal is to support infill development and
22 redevelopment within the urban service area, while providing a
23 compatibility with existing uses. Therefore, the proposal meets
24 the intent of the goal outlined in the Community Plan.

25 Based on these considerations, Planning Commission

1 staff finds the proposed plan development consistent with the
2 Unincorporated Hillsborough County Comprehensive Plan, subject
3 to the conditions proposed by the Development Services
4 Department.

5 HEARING MASTER: Thank you so much.

6 Is there anyone in the room or online that would like
7 to speak in support? Anyone in favor?

8 Seeing no one. Anyone in opposition to this request.

9 I waiting for you, Ms. McComas.

10 MS. MCCOMAS: I'm not sure what she said.

11 HEARING MASTER: While she's coming up, is there
12 anyone else that would like to speak in opposition?

13 Yes, sir. All right. So I have two people, is that
14 correct?

15 THE CLERK: That's it.

16 HEARING MASTER: All right. So Allison we'll do seven
17 and a half, apiece.

18 Good evening.

19 MS. MCCOMAS: This plan, 0579 is an intense
20 enterprise. It sounds good when you first hear it to have
21 stores, and a bank, and eatery, and every kind of thing you can
22 think of right where you could walk to from your apartment would
23 be wonderful. But the intensity is not appropriate in Seffner-
24 Mango.

25 Highview, we've already discussed what kind of a mess

1 that is. It's probably the worst road in Seffner and all the
2 things that they guarantee that they're going to do doesn't make
3 the rest of it any easier to swallow.

4 Flooding it from this -- off this property has been
5 reported even by the farmers to the south of 574, and flooding
6 is never -- not even addressed in this site plan. There's no
7 retention pond that I could see anywhere. If you all seen it,
8 I'd like to know where it's at.

9 They talk about the parking. Well, if they have 600
10 cars and they're calling the -- the distance between the
11 buildings as a recreational area, I don't know where all this
12 parking is going to come from. But I know there was a CPA that
13 was approved two years ago. We don't get notified of CPAs long
14 before the activity is going to occur. So there's no way we can
15 fight anything we don't know about. But just because they were
16 given a RES 20 designation doesn't demand that they build to
17 that requirement.

18 50 foot stores and 60 foot buildings in our urban
19 suburban area is not compatible. I don't care, I'm sorry,
20 Planning commissioner -- Commission. I usually agree with
21 everything you say. But it's not compatible with our area. The
22 entire area is the stores that are there. Which are all -- all
23 stores. Guaranteed. The new Walmart's coming in, but they --
24 I'm just upset about this. The height of the buildings is just
25 not conceivable in Seffner-Mango.

1 We'd have nothing like this. And we don't need
2 anything in this -- we're just an urban suburban area. And I
3 don't know what all this talk about. Like I said, I can't back
4 there. The additional travel lanes, they're going to take
5 property away from AutoZone to make another lane to come into.
6 I don't understand that. But I it's -- simply I don't
7 understand it. And it's not your job to tell me about it. I
8 just -- I'm completely opposed to this situation -- to this
9 plan, which I really wanted to support because it had homes, and
10 had stores, and had everything in a community area that people
11 would enjoy. But the height of these buildings is my main
12 concern, and I don't think they should be approved, and I don't
13 think they have to be upheld just because they have a CPA.
14 Somewhere along the line, there has to be a way to get that down
15 to something more reasonable. A lot more reasonable for
16 Seffner-Mango. Thank you.

17 HEARING MASTER: Thank you. I appreciate it. Don't
18 forget to sign in.

19 Yes, sir.

20 MR. MAGGARD: Grover Maggard, Terry Lane. I want to
21 make a correction that I come up here earlier on 25-0579 which
22 the pictures I submitted, if I can apply them to that. We were
23 doing 25-1316. If I could get that applied.

24 Also I appreciate that the developer is wanting to go
25 to the end of their property on fixing the road with curbs. But

1 they realized that Highview Road is a problem. We talked to it
2 in the community meetings, and they realize it's a problem. The
3 nine foot might be over there by the properties, but as it goes
4 north, it gets narrower. It's very narrow. And -- as in my
5 pictures. The problem is still there.

6 If it's addressed by the County, if it's addressed by
7 whoever, like I say, it's just a matter of time for safety here
8 needs to be addressed. And yeah, I just want to get that
9 correction. Thank you.

10 HEARING MASTER: Thank you.

11 Allison, the gentleman that -- he submitted pictures
12 under 1316. He would like to change those to this case.

13 THE CLERK: Yes, ma'am.

14 HEARING MASTER: Thank you so much. I appreciate it,
15 all right. Just to make sure no one else in opposition that
16 would like to speak. All right. Seeing no one, Development
17 Services.

18 MS. HEINRICH: Nothing further.

19 HEARING MASTER: All right. Mr. Ratliff, did you have
20 anything you wanted to add? Just because I asked you on the
21 other case.

22 MR. RATLIFF: No, I think the record is clear. Unless
23 you have any questions.

24 HEARING MASTER: No questions at this time. Thank you
25 so much. And we'll go back to the applicant, who has five

1 minutes for rebuttal.

2 MR. BROOKS: Yes, ma'am. Madam Hearing Officer, for
3 the record again, Michael Brooks. I want to address one thing
4 personally. We did hold, as is required, a community meeting
5 for the CPA in 2023 with -- and we did a 500 foot notice buffer.
6 Just to avoid inconsistencies, we use that same 500 foot for the
7 notice of all these hearings, and for two community meetings
8 that we have held in the last six months or so. So there have
9 been three community meetings. And I just wanted to get that on
10 the record. And I'm going to ask Jeremy Couch from Tampa Civil
11 to come up and talk about drainage.

12 HEARING MASTER: All right. Thank you. Good evening.

13 MR. COUCH: Good evening, Hearing Officer. Jeremy
14 Couch with Tampa Civil, 17937 Hunting Bow Circle. I'm a
15 professional engineer and the engineer on this project. There
16 was a question about the property having proper retention.

17 So this project, if approved, would need to meet the
18 County requirements, which this is a volume sensitive area. So
19 significantly larger amount of retention for a project like
20 this. In addition, we would have to get a permit from the
21 Southwest Florida Water Management District. And because we
22 abut and drain into an FDOT right of way, we would have to get a
23 permit from the DOT. So three separate municipal agencies
24 reviewing this project.

25 HEARING MASTER: Thank you so much for that

1 clarification, I appreciate it.

2 THE CLERK: Sir, can you sign in for me, please?

3 MR. SPOSATO: Thank you. Again, Stephen Sposato.

4 Just briefly I did include an exhibit in our presentation
5 regarding building height, and that was a concern raised where
6 we do have specific height restrictions, including the -- on the
7 north and the side of the property that abuts the single-family
8 residential, we have a minimum setback of 60 feet from the
9 buffer, 80 feet in total. And then any -- any -- at that 80
10 feet, any additional foot of increase in height, we'll have to
11 setback that building two additional feet. And so -- and so if
12 it gets beyond that, then the building gets further and further
13 from those residentially zoned parcels.

14 HEARING MASTER: So there's no request to waive that,
15 you're --

16 MR. SPOSATO: We are not waiving the two to one.
17 Yeah.

18 HEARING MASTER: All right.

19 MR. SPOSATO: So we were sensitive to that and did
20 provide those minimum setbacks plus meeting that two to one
21 setback.

22 HEARING MASTER: Understood. Thank you so much.

23 MR. SPOSATO: Thank you.

24 MR. YATES: And Michael Yates from Palm Traffic. I
25 just wanted to address the comment on the right of way. On the

1 southern section and the middle section. In this there is
2 sufficient right-of-way out there to accommodate the
3 improvements. The right-of-way is actually out there on the
4 west side of the roadway, so we are not taking any right away
5 from any of the existing parcels.

6 However, on the section north of our driveway, we are
7 donating nine feet of additional right-of-way on the east side
8 to accommodate the improvements that we described.

9 HEARING MASTER: Thank you so much. I appreciate it.

10 Mr. Brooks, does that conclude your rebuttal?

11 MR. BROOKS: That does. Madam Hearing Officer, I
12 appreciate your patience and listening to all of our
13 consultants. And that concludes our presentation.

14 HEARING MASTER: All right. Thank you so much. Then
15 with that we'll close Rezoning 25-0579.

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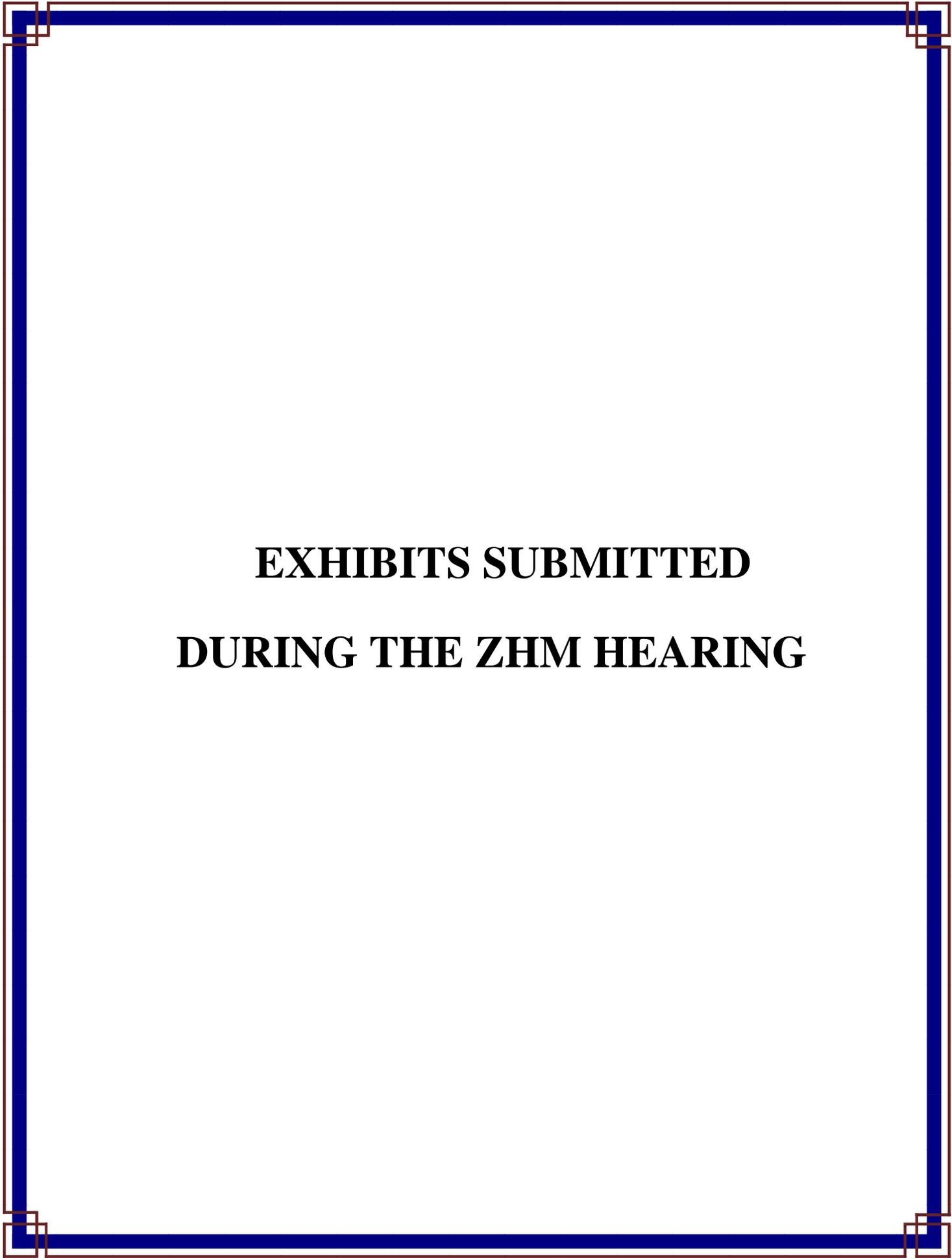
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**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

DATE/TIME: 11/17/2025 6pm HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ 25 1350</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd South #451</u> CITY <u>St Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>727-176</u>
APPLICATION # <u>RZ 25-1111</u>	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd South #451</u> CITY <u>St Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u></u>
APPLICATION # <u>RZ 25-1111</u> <u>VS</u>	PLEASE PRINT NAME <u>Howard Owens</u> MAILING ADDRESS <u>11217 Andy Dr.</u> CITY <u>Riverview</u> STATE <u>FL</u> ZIP <u>33578</u> PHONE <u></u>
APPLICATION # <u>RZ 25-1111</u>	PLEASE PRINT NAME <u>Johnny Soape</u> MAILING ADDRESS <u>11118 Hannaway Drive</u> CITY <u>Riverview</u> STATE <u>FL</u> ZIP <u>33578</u> PHONE <u>813-399-4651</u>
APPLICATION # <u>RZ 25-1316</u>	PLEASE PRINT NAME <u>Rebecca Kert</u> MAILING ADDRESS <u>400N Tampa St Suite 1910</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33604</u> PHONE <u>813-368-3004</u>
APPLICATION # <u>RZ 25-1316</u>	PLEASE PRINT NAME <u>Stephan Sposato</u> MAILING ADDRESS <u>505 E Jackson St</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>818 375-0610</u>

DATE/TIME: 11/17/2025 6pm HEARING MASTER: Susan Finch

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APPLICATION # RZ 25-1316	PLEASE PRINT NAME <u>MICHAEL YATES</u> MAILING ADDRESS <u>PAUM TRAFFIC 4006 S MACDILL AVE</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33611</u> PHONE <u>8132058057</u>
APPLICATION # RZ 25-1316	PLEASE PRINT NAME <u>Grace E McComas</u> MAILING ADDRESS <u>805 Old Darky St</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33554</u> PHONE <u>813 240 3907</u>
APPLICATION # RZ 25-1316	PLEASE PRINT NAME <u>Glover Maggard</u> MAILING ADDRESS <u>PO. Box 183</u> CITY <u>Mango</u> STATE <u>Fla</u> ZIP <u>33550</u> PHONE <u>813 318-150x</u>
APPLICATION # RZ 25-1319	PLEASE PRINT NAME <u>Patricia Ortiz AICP</u> MAILING ADDRESS <u>2810 N Central Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>8138178492</u>
APPLICATION # RZ 25-1319 VS	PLEASE PRINT NAME <u>Cheryl Harris</u> MAILING ADDRESS <u>205 Louise Ave</u> CITY <u>Brandon</u> STATE <u>FL</u> ZIP <u>33510</u> PHONE _____
APPLICATION # RZ 25-1390	PLEASE PRINT NAME <u>Todd Pressman</u> MAILING ADDRESS <u>200 2nd Ave South #451</u> CITY <u>St Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE _____

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<p>APPLICATION # RZ 05-1390</p>	<p>PLEASE PRINT NAME <u>Nicholas West</u> MAILING ADDRESS <u>717 E B7th Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33613</u> PHONE <u>850-252-5920</u></p>
<p>APPLICATION # RZ 05-1390</p>	<p>PLEASE PRINT NAME <u>Robinson Castro</u> MAILING ADDRESS <u>722 EAST 137TH AVE.</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33613</u> PHONE <u>813-464-1400</u></p>
<p>APPLICATION # RZ 25-0579</p>	<p>PLEASE PRINT NAME <u>Michael Brooks</u> MAILING ADDRESS <u>400 N. TAMPA ST. / STE 1910</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE _____</p>
<p>APPLICATION # RZ 25-0579</p>	<p>PLEASE PRINT NAME <u>Stephen Sposato</u> MAILING ADDRESS <u>505 E Jackson St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813-375-0816</u></p>
<p>APPLICATION # RZ 25-0579</p>	<p>PLEASE PRINT NAME <u>MICHAEL YATES, PALM TRAFFIC</u> MAILING ADDRESS <u>4006 S. MacDILL AVE</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33611</u> PHONE <u>813 205 8057</u></p>
<p>APPLICATION # RZ 25-0579</p>	<p>PLEASE PRINT NAME <u>Grace McComas</u> MAILING ADDRESS <u>805 0100 darby st</u> CITY <u>Seffner</u> STATE <u>FL</u> ZIP <u>33844</u> PHONE <u>813 240 3907</u></p>

DATE/TIME: 11/7/2025 6pm HEARING MASTER: Susan FinchPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>RZ</u> <u>25-0579</u>	PLEASE PRINT NAME <u>Crover Maggard</u> MAILING ADDRESS <u>P.O. Box 138</u> CITY <u>Mango</u> STATE <u>FLA</u> ZIP <u>33550</u> PHONE <u>813-318-0501</u>
APPLICATION # <u>RZ</u> <u>25-0579</u>	PLEASE PRINT NAME <u>Jeremy Couch</u> MAILING ADDRESS <u>17937 Huntingdon Circle</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33558</u> PHONE <u>8139202005</u>
APPLICATION # <u>MM</u> <u>25-0648</u>	PLEASE PRINT NAME <u>Isabelle Albert</u> MAILING ADDRESS <u>1000 Washley Dr</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-331-0876</u>
APPLICATION # <u>MM</u> <u>25-0648</u>	PLEASE PRINT NAME <u>Jonathan Ellis</u> MAILING ADDRESS <u>1511 N. Westshore Blvd</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-754-8454</u>
APPLICATION # <u>MM</u> <u>25-0648</u>	PLEASE PRINT NAME <u>Karla Llanos</u> MAILING ADDRESS <u>1645 SunCityCenter PL2 ^{unit 5066}</u> CITY <u>SunCity Center</u> STATE <u>FL</u> ZIP <u>33571</u> PHONE <u>813-7846272</u>
APPLICATION # <u>MM</u> <u>25-0648</u>	PLEASE PRINT NAME <u>CRAIG MAJER</u> MAILING ADDRESS <u>6408 MARGARITA SHORES LN</u> CITY <u>Apalachicola</u> STATE <u>FL</u> ZIP <u>33577</u> PHONE <u>2054221369</u>

DATE/TIME: 11/17/2025 6PM HEARING MASTER: SUSAN FINCHPLEASE **PRINT CLEARLY**, THIS INFORMATION WILL BE USED FOR MAILING

APPLICATION # <u>MM</u> <u>25-0648</u>	PLEASE PRINT NAME <u>BRYAN M'GEE</u> MAILING ADDRESS <u>6422 MARGARITA SHORES LANE</u> CITY <u>APOLO BEACH</u> STATE <u>FL</u> ZIP <u>37572</u> PHONE <u>402.215.1834</u>
APPLICATION # <u>MM</u> <u>25-0648</u>	PLEASE PRINT NAME <u>William Molloy</u> MAILING ADDRESS <u>325 S Blvd</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33604</u> PHONE <u>8-254-7152</u>
APPLICATION # <u>MM</u> <u>250932</u>	PLEASE PRINT NAME <u>William J Molloy</u> MAILING ADDRESS <u>325 S RLM</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33604</u> PHONE <u>254-7157</u>
APPLICATION # <u>MM</u> <u>25-0932</u>	PLEASE PRINT NAME <u>Isabelle Albert</u> MAILING ADDRESS <u>1000 W Ashley Drive # 700</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE <u>813 331 0976</u>
APPLICATION # <u>MM</u> <u>25-0932</u>	PLEASE PRINT NAME <u>Casey VanLaurenbergh vanvaerenbergh</u> MAILING ADDRESS <u>11009 Fern Hill Drive</u> CITY <u>Review</u> STATE <u>FL</u> ZIP <u>33584</u> PHONE <u>813-323-4549</u>
APPLICATION # <u>MM</u> <u>25-0932</u>	PLEASE PRINT NAME <u>David Van Laevenbergh</u> MAILING ADDRESS <u>11207 Fernhill Drive</u> CITY <u>Review</u> STATE <u>FL</u> ZIP <u>33578</u> PHONE <u>813-340-9888</u>

DATE/TIME: 11/17/2025 4 PM HEARING MASTER: SUSAN FINCH

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APPLICATION # MM 250932	PLEASE PRINT NAME Mitchell Thompson MAILING ADDRESS 11055 Sage Canyon Dr CITY Riverview STATE FL ZIP 33575 PHONE 813 447 0052
APPLICATION # MM 25-0932	PLEASE PRINT NAME Samantha Vazara MAILING ADDRESS 11053 Sage Canyon Dr CITY Riverview STATE FL ZIP 33518 PHONE 813-598-8848
APPLICATION # MM 25 0932	PLEASE PRINT NAME Chad Thompson MAILING ADDRESS 20710 Sage Canyon Dr. CITY Riverview STATE FL ZIP 33579 PHONE 813-422-4336
APPLICATION # MM 25-0932	PLEASE PRINT NAME MICHAEL YATES, PAWR TRAFFIC MAILING ADDRESS 4006 S. MacDill Ave. CITY TAMPA STATE FL ZIP 33611 PHONE 813 205 8057
APPLICATION # MM 25-1081	PLEASE PRINT NAME Linda Stewart, Morris Eng. MAILING ADDRESS 6901 Professional Pkwy CITY Sarasota STATE FL ZIP PHONE 941-444-6644
APPLICATION # MM 25-1242	PLEASE PRINT NAME Addie Clark MAILING ADDRESS 400 N. Ashley Dr. Ste 1100 CITY Tampa STATE FL ZIP 33602 PHONE 813-319-4759

DATE/TIME: 11/17/2025 6 PM HEARING MASTER: Susan Finch

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

<p>APPLICATION # MM 25-1243</p>	<p>PLEASE PRINT NAME <u>Isabelle Albert</u></p> <p>MAILING ADDRESS <u>1000 W Ashley Dr. # 900</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE ⁸¹³ <u>331 0976</u></p>
<p>APPLICATION # RZ 25-1244</p>	<p>PLEASE PRINT NAME <u>Anne Pollack</u></p> <p>MAILING ADDRESS <u>200 Central Ave #1600</u></p> <p>CITY <u>St. Pete</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>927-820-3989</u></p>
<p>APPLICATION # RZ 25-1246</p>	<p>PLEASE PRINT NAME <u>Isabelle Albert</u></p> <p>MAILING ADDRESS <u>1000 W Ashley Dr # 900</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33602</u> PHONE ⁸¹³ <u>331 0976</u></p>
<p>APPLICATION # RZ 25-0383 VS</p>	<p>PLEASE PRINT NAME <u>Bassam Dammak</u></p> <p>MAILING ADDRESS <u>6820 Rosemary Dr</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33625</u> PHONE _____</p>
<p>APPLICATION # RZ 25-0383 VS</p>	<p>PLEASE PRINT NAME <u>Tyseer Kourdi</u></p> <p>MAILING ADDRESS <u>26307 Mountain Lake Rd</u></p> <p>CITY <u>Brooksville</u> STATE <u>FL</u> ZIP <u>34602</u> PHONE _____</p>
<p>APPLICATION # RZ 25-0383</p>	<p>PLEASE PRINT NAME <u>Susan Dennis</u></p> <p>MAILING ADDRESS <u>13109 N Hammer Av</u></p> <p>CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33612</u> PHONE ⁸¹³ <u>373-9779</u></p>

DATE/TIME: 11/17/2025 6pm HEARING MASTER: Susan Finch

PLEASE PRINT CLEARLY, THIS INFORMATION WILL BE USED FOR MAILING

<p>APPLICATION # RZ 25-0383</p>	<p>PLEASE PRINT NAME <u>Sheryl LaRue</u> MAILING ADDRESS <u>13109 N. OIA Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33612</u> PHONE <u>813-787-7709</u></p>
<p>APPLICATION # RZ 25-0383</p>	<p>PLEASE PRINT NAME <u>ERIC Flasferstein</u> MAILING ADDRESS <u>13106 N. OIA Ave</u> CITY <u>YAMMA</u> STATE <u>FL</u> ZIP <u>33612</u> PHONE <u>(813) 390-5325</u></p>
<p>APPLICATION # RZ 25-0383</p>	<p>PLEASE PRINT NAME <u>Tim Hall</u> MAILING ADDRESS <u>13109 N OIA</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33612</u> PHONE _____</p>
<p>APPLICATION # RZ 25-0383 US</p>	<p>PLEASE PRINT NAME <u>Beverly Kiery</u> MAILING ADDRESS <u>10902 N. Edison Ave</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP _____ PHONE <u>33612</u></p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____ MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____</p>
<p>APPLICATION #</p>	<p>PLEASE PRINT NAME _____ MAILING ADDRESS _____ CITY _____ STATE _____ ZIP _____ PHONE _____</p>

HEARING TYPE:

ZHM, PHM, VRH, LUHO

DATE: 11/17/2025

HEARING MASTER:

Susan Finch

PAGE: 1 of 1

APPLICATION #	SUBMITTED BY	EXHIBITS SUBMITTED	HRG. MASTER YES OR NO
RZ 25-1111	Logan McKaig	1. Revised Staff Report	Yes (Copy)
RZ 25-1111	Todd Pressman	2. Applicant Presentation Packet – Thumb Drive	No
RZ 25-1316	Logan McKaig	1. Revised Staff Report	Yes (Copy)
RZ 25-1316	Stephen Sposato	2. Applicant Presentation Packet	Yes (Copy)
RZ 25-1316	Grover Maggard	3. Opposition Presentation Packet	No
RZ 25-1319	Michelle Montalbano	1. Revised Staff Report	Yes (Copy)
RZ 25-1319	Patricia Ortiz	2. Applicant Presentation Packet	No
RZ 25-1390	Cierra James	1. Revised Staff Report	Yes (Copy)
RZ 25-1390	Todd Pressman	2. Applicant Presentation Packet – Thumb Drive	No
RZ 25-0383	Ashley Rome	1. Revised Staff Report	Yes (Copy)
RZ 25-0383	Sheryl LaRue	2. Opposition Presentation Packet	No
RZ 25-0383	Susan Dennis	3. Opposition Presentation Packet	No
RZ 25-0579	Carolanne Peddle	1. Revised Staff Report	Yes (Copy)
RZ 25-0579	Stephen Sposato	1. Applicant Presentation Packet	No
RZ 25-0579	Grover Maggard	3. Opposition Presentation Packet	No
MM 25-0648	Carolanne Peddle	1. Revised Staff Report	Yes (Copy)
MM 25-0648	Isabelle Albert	2. Applicant Presentation Packet – Thumb Drive	No
RZ 25-0932	Carolanne Peddle	1. Revised Staff Report	Yes (Copy)
RZ 25-0932	Isabelle Albert	2. Applicant Presentation Packet – Thumb Drive	No
RZ 25-0932	Casey Vanvaerenbergh	3. Opposition Presentation Packet – Thumb Drive	No
MM 25-1081	Ashley Rome	1. Revised Staff Report	Yes (Copy)
MM 25-1242	Chris Grandlienard	1. Revised Staff Report	Yes (Copy)
MM 25-1243	Isabelle Albert	1. Applicant Presentation Packet – Thumb Drive	No
RZ 25-1244	Carolanne Peddle	1. Revised Staff Report	Yes (Copy)
RZ 25-1244	Anne Pollack	2. Applicant Presentation Packet	No
RZ 25-1246	Isabelle Albert	1. Applicant Presentation Packet – Thumb Drive	No

NOVEMBER 17, 2025 - ZONING HEARING MASTER

The Zoning Hearing Master (ZHM), Hillsborough County, Florida, met in Regular Meeting, scheduled for Monday, November 17, 2025, at 6:00 p.m., in the Boardroom, Frederick B. Karl County Center, Tampa, Florida, and held virtually.

 Susan Finch, 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.

 Susan Finch, ZHM, overview of ZHM process.

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

 Susan Finch, ZHM, Oath.

B. REMANDS

B.1. RZ 25-0500

 Michelle Heinrich, DS, called RZ 25-0500.

 Susan Finch, ZHM, continued RZ 25-0500 to December 15, 2025, ZHM hearing.

C. REZONING STANDARD (RZ-STD):

C.1. RZ 25-1111

 Michelle Heinrich, DS, called RZ 25-1111.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1111.

C.2. RZ 25-1316

 Michelle Heinrich, DS, called RZ 25-1316.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1316.

MONDAY, NOVEMBER 17, 2025

C.3. RZ 25-1319

 Michelle Heinrich, DS, called RZ 25-1319.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1319.

C.4. RZ 25-1350

 Michelle Heinrich, DS, called RZ 25-1350.

 Testimony provided.

 Susan Finch, ZHM, continued RZ 25-1350 to January 26, 2026, ZHM hearing.

C.5. RZ 25-1390

 Michelle Heinrich, DS, called RZ 25-1390.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1390.

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

D.1. RZ 25-0383

 Michelle Heinrich, DS, called RZ 25-0383.

 Susan Finch, ZHM, continued RZ 25-0383 until the end of the hearing.

 Susan Finch, ZHM, recalled RZ 25-0383.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-0383.

D.2. RZ 25-0579

 Michelle Heinrich, DS, called RZ 25-0579.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-0579.

MONDAY, NOVEMBER 17, 2025

D.3. MM 25-0648

 Michelle Heinrich, DS, called MM 25-0648.

 Testimony provided.

 Susan Finch, ZHM, closed MM 25-0648.

D.4. RZ 25-0932

 Michelle Heinrich, DS, called RZ 25-0932.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-0932.

D.5. MM 25-1081

 Michelle Heinrich, DS, called MM 25-1081.

 Testimony provided.

 Susan Finch, ZHM, closed MM 25-1081.

D.6. MM 25-1242

 Michelle Heinrich, DS, called MM 25-1242.

 Testimony provided.

 Susan Finch, ZHM, closed MM 25-1242.

D.7. MM 25-1243

 Michelle Heinrich, DS, called MM 25-1243.

 Testimony provided.

 Susan Finch, ZHM, closed MM 25-1243.

D.8. RZ 25-1244

 Michelle Heinrich, DS, called RZ 25-1244.

 Testimony provided.

MONDAY, NOVEMBER 17, 2025

 Susan Finch, ZHM, closed RZ 25-1244.

D.9. RZ 25-1246

 Michelle Heinrich, DS, called RZ 25-1246.

 Testimony provided.

 Susan Finch, ZHM, closed RZ 25-1246.

E. ZHM SPECIAL USE - None

ADJOURNMENT

 Susan Finch, ZHM, adjourned the meeting at 10:26 p.m.

Rezoning Application: RZ-PD 25-0579

Zoning Hearing Master Date: November 17, 2025

BOCC Land Use Meeting Date: January 13, 2026



Hillsborough County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: GHS MLK 11, LLC
 FLU Category: R-20 & R-4
 Service Area: Urban
 Site Acreage: 14.99 AC
 Community Plan Area: Seffner Mango
 Overlay: None
 Request: PD



Application No. 25-0579
 Name: Carolanne Peddle
 Entered at Public Hearing: 24m
 Exhibit # 1 Date: 11/17/2025

Introduction Summary:

The applicant requests to rezone the properties under a new Planned Development (PD) to allow for a mixed-use development of a maximum of 27,000 square feet of general commercial uses and a maximum of 304 multi-family dwelling units at a proposed density of +/- 26.3 dwelling units per gross acre. This request includes a density bonus request under Comprehensive Plan Policy 4.9.6 (Residential Density Bonus for Infill Development). A companion Minor Modification to PD 90-0012 accompanies this PD rezoning request.

Zoning:	Existing			Proposed
District(s)	PD 85-0166	CG	PD 90-0012	PD 25-0579
Typical General Use(s)	Commercial	General Commercial	General Commercial, Office and Personal Services	Multi-Family Residential, Commercial
Acreage	0.4 acres	0.54 acres	14.99 <u>05</u> acres	14.99 acres (11.55 residential and 3.44 commercial)
Density/Intensity	NA DU per GA/ FAR: <u>NA 0.16</u>	NA DU per GA/ FAR: 0.27	NA DU per GA/ FAR: <u>0.13 .20</u>	26DU per GA (11.55/304) FAR: 0.18 (3.44/27,000)
Mathematical Maximum*	<u>NA 2,846 sf</u>	6,351 Sq. Ft.	<u>12565,000</u> Sq. Ft.	304 DU / 27,000 Sq. Ft.

*number represents a pre-development approximation

Development Standards:	Existing			Proposed	
District(s)	PD 85-0166	CG	PD 90-0012	PD 25-0579	
				Residential	Commercial
Lot Size / Lot Width	NA	10,000/ 75'	NA	NA	10,000 Sq. Ft./70'
Setbacks/Buffering and Screening	Front: 30 Side East: 2' Rear West: 20' Buffering/Screening : Per PD Condition 9	Front: 30'/ Buffering and Screening: NA	Front setback: 30' Side setback: 20' / Buffering and Screening per code	Perimeter Setbacks: 20' (Min)* Interior Setbacks: N/A Min Building Separation: 30' Max Building Height: 60'	Min Front Setback: 30' Min Side and Rear Setback: Use Dependent
Height	35' - 2 stories	50'	35'	60'	50'

Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
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APPLICATION NUMBER: PD 25-0579

ZHM HEARING DATE: November 17, 2025

BOCC LUM MEETING DATE: January 13, 2026

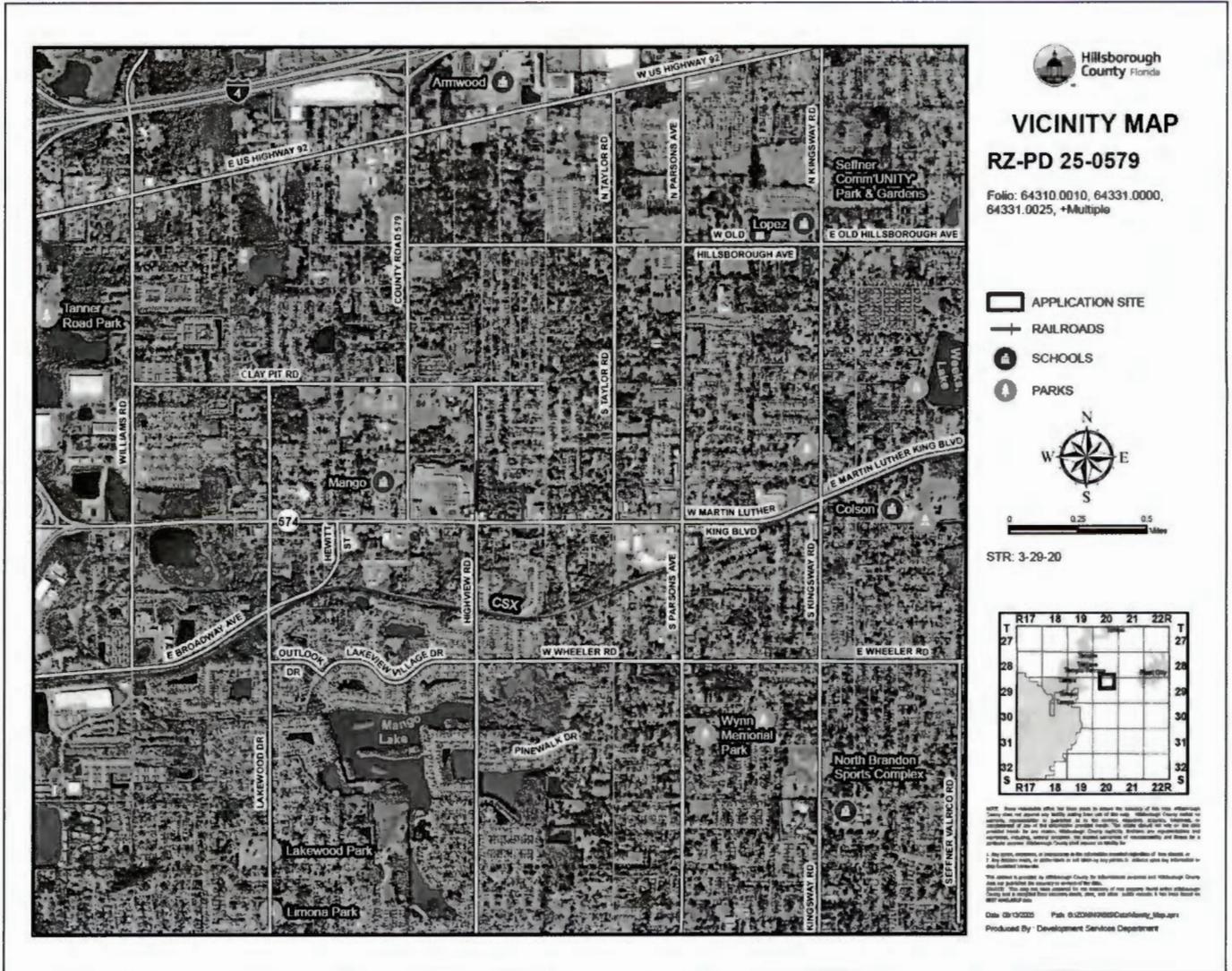
Case Reviewer: Carolanne Peddle

Waiver(s) to the Land Development Code	None
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Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

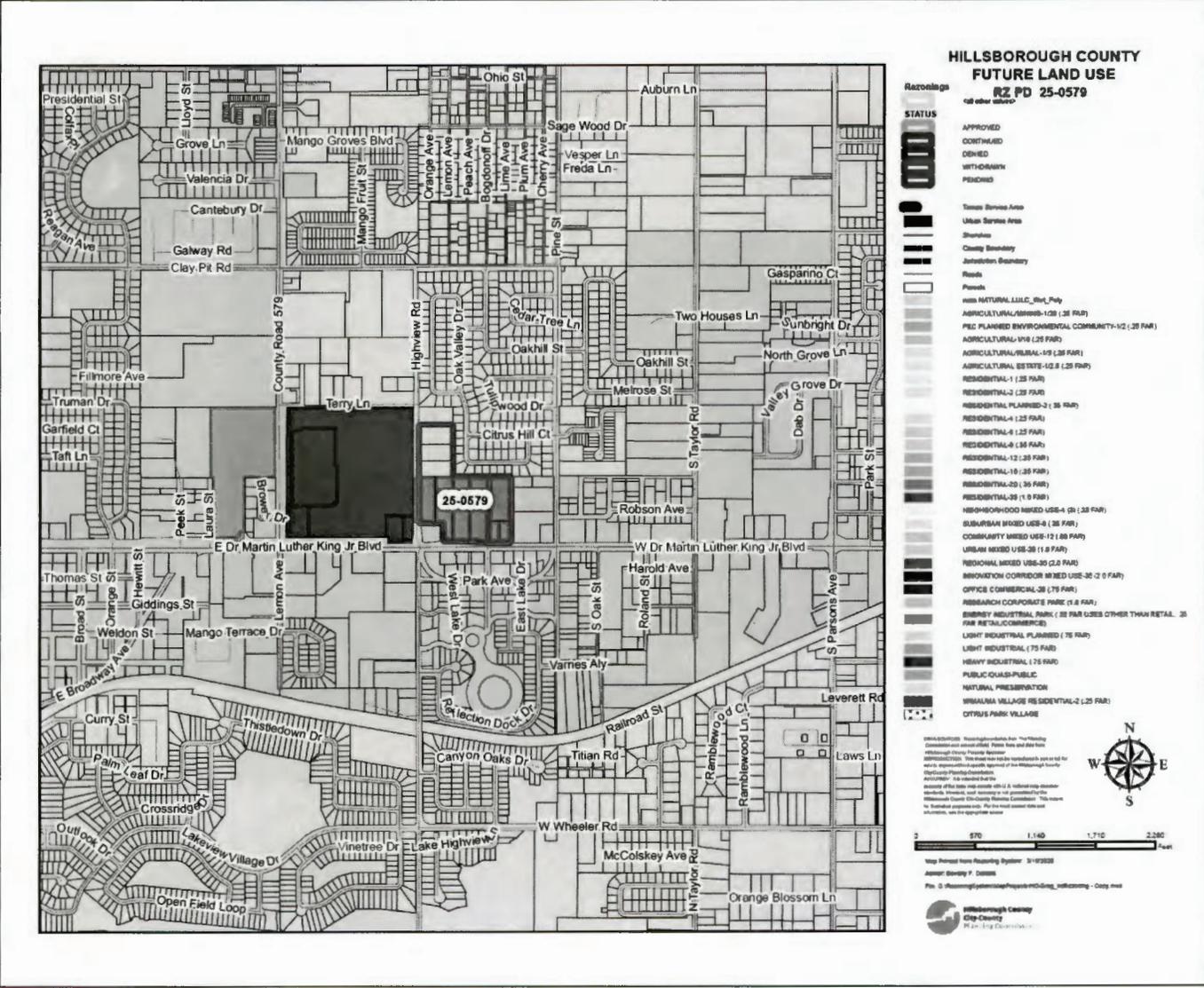
2.1 Vicinity Map



Context of Surrounding Area:

The proposed Planned Development is located on the northeastern corner of Highview Road and E. Dr. Martin Luther King Boulevard intersection, east of Interstate 75. The surrounding area is comprised of a majority of residential uses at various lot sizes to the north, east, south, and west. The adjacent PD to the west is developed with a shopping center and commercial uses. Additionally, to the south of the property there are a variety of commercial uses.

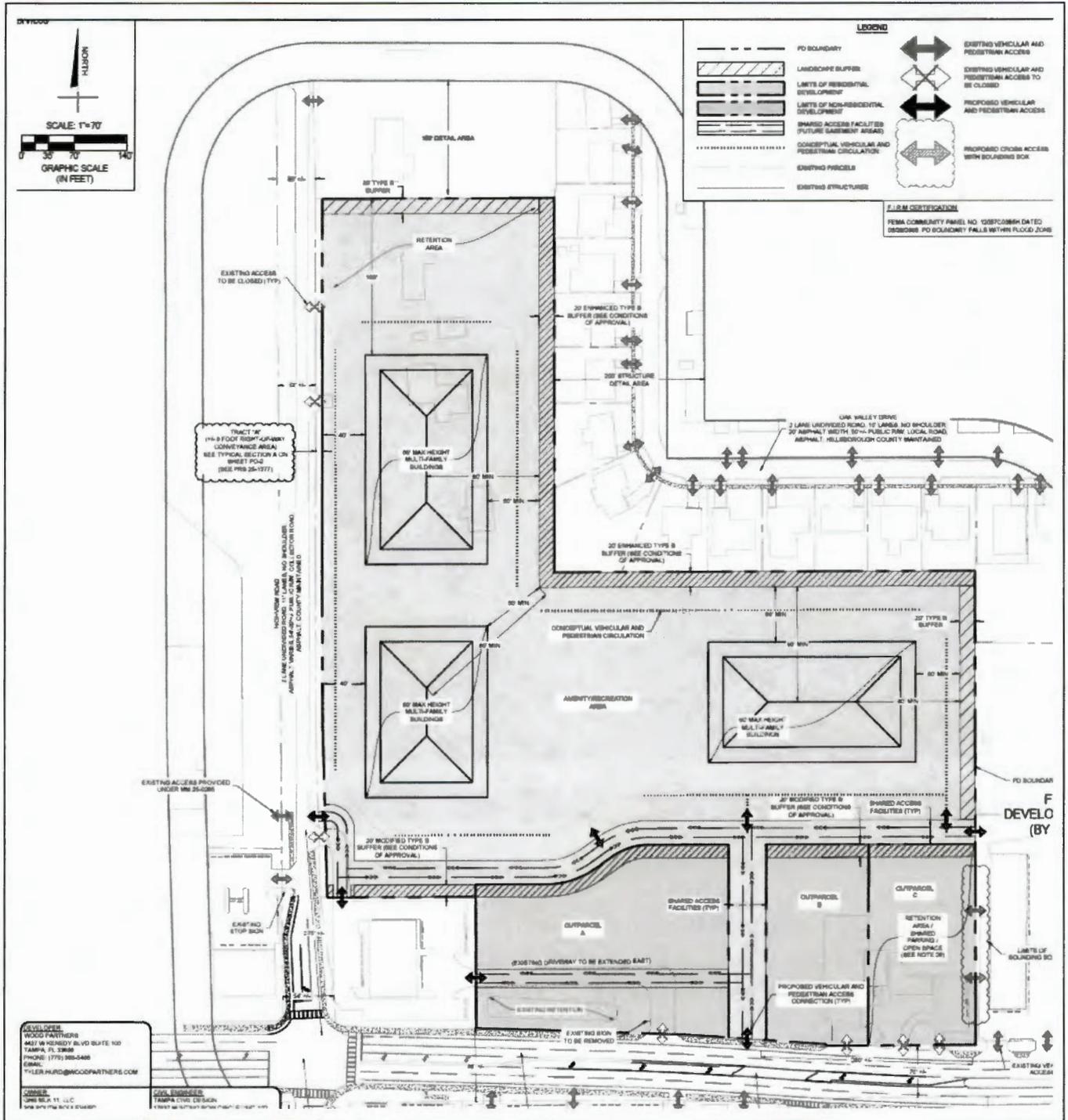
2.0 LAND USE MAP SET AND SUMMARY DATA
2.2 Future Land Use Map



Subject Site Future Land Use Category:	R-4 & R-20
Maximum Density/F.A.R.:	R-4: 4 du/ga/0.25 FAR R-20: 20 du/ga/0.75 FAR
Typical Uses:	R-4: Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. R-20: Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments. Non-residential uses, not part of a vertically integrated building, shall meet established locational criteria.

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)



APPLICATION NUMBER: PD 25 0579

ZHM HEARING DATE: November 17, 2025

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
<u>E Dr Martin Luther King Jr Blvd (CR 574)</u>	<u>FDOT Principal Arterial - Urban</u>	<u>4 Lanes</u> <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> <u>Corridor Preservation Plan</u> <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
<u>Highview Road</u>	<u>County Collector - Rural</u>	<u>2 Lanes</u> <input checked="" type="checkbox"/> <u>Substandard Road</u> <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> <u>Substandard Road Improvements</u> <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	<u>15,626</u>	<u>1,033</u>	<u>1,335</u>
Proposed	<u>4,627</u>	<u>410</u>	<u>336</u>
Difference (+/-)	<u>-10,999</u>	<u>-623</u>	<u>-999</u>

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

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

Notes:

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
<u>Highview Road/Substandard Roads</u>	Administrative Variance Requested	Approvable
Notes:	Design Exception Requested	Previously Approved Approved with Conditions

APPLICATION NUMBER: PD 25-0579

ZHM HEARING DATE: November 17, 2025

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY													
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments									
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No										
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										
Check if Applicable: <ul style="list-style-type: none"> <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 													
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments									
Transportation <input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No										
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No										
Impact/Mobility Fees (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) Mobility: \$6,661 * 330 units = \$2,198,130 Parks: \$1,555 * 330 units = \$ 513,150 School: \$3,891 * 330 units = \$1,284,030 Fire: \$249 * 330 units = \$ 82,170 Total Multi-Family (1-2 story) = \$4,077,480 <table style="width: 100%; border: none;"> <tr> <td style="width: 33%;">Retail - Shopping Center (Per 1,000 s.f.)</td> <td style="width: 33%;">Bank w/Drive Thru (Per 1,000 s.f.)</td> <td style="width: 33%;">Retail - Fast Food w/Drive Thru (Per 1,000 s.f.)</td> </tr> <tr> <td>Mobility: \$13,562.00</td> <td>Mobility: \$20,610.00</td> <td>Mobility: \$104,494.00</td> </tr> <tr> <td>Fire: \$313.00</td> <td>Fire: \$313.00</td> <td>Fire: \$313.00</td> </tr> </table>					Retail - Shopping Center (Per 1,000 s.f.)	Bank w/Drive Thru (Per 1,000 s.f.)	Retail - Fast Food w/Drive Thru (Per 1,000 s.f.)	Mobility: \$13,562.00	Mobility: \$20,610.00	Mobility: \$104,494.00	Fire: \$313.00	Fire: \$313.00	Fire: \$313.00
Retail - Shopping Center (Per 1,000 s.f.)	Bank w/Drive Thru (Per 1,000 s.f.)	Retail - Fast Food w/Drive Thru (Per 1,000 s.f.)											
Mobility: \$13,562.00	Mobility: \$20,610.00	Mobility: \$104,494.00											
Fire: \$313.00	Fire: \$313.00	Fire: \$313.00											
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments									

APPLICATION NUMBER: PD 25-0579

ZHM HEARING DATE: November 17, 2025

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development is located on the northeastern corner of Highview Road and E. Dr. Martin Luther King Boulevard intersection, east of Interstate 75. The surrounding area is comprised of a majority of residential uses at various lot sizes with commercial developments to the west and south. Due to the surrounding development staff finds the combination of multi-family residential uses and commercial elements within the out parcels to the south compatible with the surrounding area.

Furthermore, the proposal will meet the 2:1 setback increase so that an additional setback increase of 2 feet shall be provided for every 1 foot of building height over 20 feet. The proposed building height of 60 feet (at roof peak) requires a 100 foot setback, to consist of the 20-foot buffer and an additional 80 feet of setback. This will help to reduce the impact of the proposed buildings on the surrounding residential properties to the north. Moreover, a 20 foot buffer with type B screening, as required by the Land Development Code, will be provided surrounding the multi-family residential portion of the PD separating it from the adjacent residential properties and the commercial portion within the proposed PD. Portions of the buffer will be enhanced with tree plantings on 10-foot centers, rather than 20-foot centers.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:

- Prior to site plan certification, the PD Site Plan shall be revised to label the proposed access to the east as "Vehicular and Pedestrian Cross-Access."

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted October 28, 2025.

1. The PD shall permit a maximum of 304 multi-family units and a maximum of 27,000 sf of commercial uses (as further specified in condition 3).
2. The following conditions shall apply to multi-family portion of the Development Plan:
 - The development shall be permitted a maximum of 304 multi-family dwelling units at a proposed density of +/- 26.3 dwelling units per gross acre.
 - The project shall be subject to the following development standards:

Front yard setback:	40 feet (Highview Road)
Northern setback from Folio 64331.0100:	160 feet
Remaining Northern setback:	60 feet
Eastern setbacks:	60 feet
Minimum Building Separation:	30 feet
Maximum height:	60 feet

32. The following conditions shall apply to commercial portion of the Development Plan.

- a. The development shall permit a maximum of 27,000 square feet of general commercial CG (Commercial General) zoning district uses, unless otherwise restricted.
 - The following CG uses shall be prohibited: Churches/Synagogues (with 301 seats or more), Pre-K, Day Care, Child Care and Child Nurseries; Adult Care Centers; Schools, Private and Charter Schools (K-12); Public Schools (K-12); Banquet and Reception Halls; and Wedding Chapels, General Indoor/Outdoor Recreational Uses, and Membership Organizations.
- b. Permitted uses on Outparcel C shall be limited to (a) open space, (b) stormwater retention, and (c) parking in connection with development of Folios 064337-0000 064338-0100, and 064338-0000("Adjacent Parcel"). In the event Outparcel C is proposed for development of minimum required parking to serve permitted uses on the Adjacent Parcel (Folios 064337-0000 064338-0100, and 064338-0000), it shall be in compliance with the Land Development Code.
- c. Order boxes used in the ordering of food or beverages from a drive through window shall be permitted within 200 feet of residentially zoned property.
- d. The project shall be subject to the following development standards:

Minimum Lot Area:	10,000 square feet
Minimum lot width:	70'
Maximum FAR	0.18
Front yard setback from Martin Luther King Boulevard:	30 feet
Minimum Building Separation:	30 feet
Maximum height:	50 feet

43. Buffers and screening shall be provided as specifically shown on the general site plan, and as supplemented below:
- The 20-foot wide buffer with screening adjacent to the north and east property boundary shall contain enhanced screening consisting of evergreen shade trees which are not less than ten feet high at the time of planting, a minimum two-inch caliper, and spaced not more than 10 feet apart.
 - A 20-foot wide buffer with Type B screening shall be provided on the south side of the east-west segment of the Shared Access Facilities; provided,
 - a) The required sidewalk by these conditions of approval may be collocated within the buffer.
 - b) The buffer shall not be required in those areas where the buffer intersects with a project driveway or other paved access area.
 - c) To accommodate final engineering, the buffer width may be satisfied by using an average width provided in no event shall the buffer be reduced to less than 10-foot.
 - d) Minimum screening standards shall be reduced to three feet in height and be 75 percent opaque within two years of installation.
 - The required vehicular use area buffer adjacent to Highview Road shall be reduced to 4-feet in width with screening from the adjacent right-of-way provided by a decorative retaining wall, a 6-foot open rail fencing, and evergreen plants, which shall within two years of installation reach a minimum of three feet in height and be 75 percent opaque.
 - The required vehicular use area buffer north of the east-west segment of the Shared Access Facilities shall be reduced to 4-feet in width with screening provided by a decorative retaining wall, a 6-foot open rail fencing, and evergreen plants, which shall within two years of installation reach a minimum of three feet in height and be 75 percent opaque.
 - Except as specifically shown on the general site plan, and supplemented by these conditions of approval, no buffering and screening between uses within the project shall be required.
54. 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.
65. 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.
76. 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.
87. The development shall be permitted one (1) vehicular access connection to Highview Road and one (1) vehicular access connection to E Dr Martin Luther King Jr Blvd (CR 574). The developer shall construct all off-site improvements necessary to serve the development.
98. Notwithstanding the above, the addition/removal/relocation/reconfiguration of access to E Dr Martin Luther King Jr Blvd (CR 574) shall be subject to FDOT review and approval.

109. Permitted uses and entitlements are outlined herein are subject to the following:

~~Development shall be limited to (1) a maximum of 304 multi family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan:~~

- ~~• Development shall be limited to (1) a maximum of 304 multi family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan.~~
- No development shall be permitted that causes cumulative development to exceed 4,627 gross average daily trips, 410 gross a.m. peak hour trips, or 336 gross p.m. peak hour trips.
- Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the remaining number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
- The project may be permitted and phased as two or more increments of development consistent with these conditions of approval.

1110. ~~Permitted uses on Outparcel C shall be limited to (a) open space, (b) stormwater retention, and (c) parking in connection with development of Folios 64337.0000, 64338.0100, and 64338.0000 ("Adjacent Parcel").~~ In the event Outparcel C is proposed for development of minimum required parking to serve permitted uses on the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000), the Developer shall submit construction plans proposing to develop the overall land as a unified site development plan, in which case Outparcel C and the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) shall be considered part of the same Zoning Lot for purposes of on-site parking standards.

- The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) to utilize the required parking.
- Cross access between the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) and Outparcel C shall be permitted within the bounding box as generally depicted on the general site development plan.

1244. The developer shall construct a Shared Access Facility as shown on the PD site plan providing vehicular and pedestrian access/cross-access to Folio 64332.0300. The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for Folio 64332.0300 to utilize the Shared Access Facility.

1342. The internal pedestrian and vehicular circulation within the Residential Development Area shall be developed in substantial conformance with the depicted layout ~~depicted~~ on the general site plan. Minor deviations may be permitted when based upon engineering needs and subject to compliance with the County Land Development Code and Transportation Technical Manual. Continuous and safe ~~P~~ pedestrian connectivity shall be provided between the Residential and Non-Residential Development Areas. The pedestrian connectivity shall connect to the external rights of way and be continuous.

- 1413.** If PD 25-0579 is approved, the County Engineer will approve a Design Exception (dated October 27, 2025) which was found approvable by the County Engineer (on November 7, 2025) for the Highview Road substandard road improvements. As Highview Road is a substandard collector roadway, the developer shall make, or cause to be made, certain improvements consistent with the Design Exception, including:
- Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following intersection improvements at Highview Road and Martin Luther King Boulevard (South Section of Design Exception):
 - The existing northbound through lane shall remain a 10-foot travel lane.
 - Convert the existing southbound through lane to a 10-foot southbound left turn lane.
 - Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).
 - ~~The existing northbound through lane shall remain a 10-foot travel lane. Convert the existing southbound through lane to a 10-foot southbound left turn lane. Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).~~ Prior to issuance of or concurrent with the final Certificate of Occupancy for the final increment of development, the developer shall make the following additional improvements to Highview Road (North Section of Design Exception):
 - ~~△ The existing northbound through lane shall remain a 10-foot travel lane.~~
 - ~~△ Convert the existing southbound through lane to a 10-foot southbound left turn lane.~~
 - ~~○ Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).~~
 - ~~△ The existing northbound through lane shall remain a 10-foot travel lane.~~
 - ~~△ Convert the existing southbound through lane to a 10-foot southbound left turn lane.~~
 - ~~○ Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper).~~
 - Dedicate or cause the dedication of Tract "A" (+/- 9 Foot Right-of-Way Convenience Area).
 - Widen the existing travel lanes from the western edge of pavement to create two (2) 10-footwide travel lanes.
 - Construct an F type curb at the eastern edge of payment.
 - Construct a 6-foot sidewalk with a +/- 1-2-foot clear zone behind the sidewalk
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following site access improvements with the initial increment of development, the developer shall construct the following site access improvements on Highview Road (Entrance Access Section of Design Exception):
 - Widen the existing northbound and southbound through lanes from 9-feet to 10-feet.

- Construct a 10-foot wide, 95-foot-long (including the 50-foot taper) northbound right turn lane at the project driveway.
- Construct a 6-foot sidewalk along the west side of Highview Road at the new back of curb; provided, the County Engineer shall authorize a sidewalk reduction to no less than 5 feet to accommodate engineering constraints.
- On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

1514. Notwithstanding anything on the PD general site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.

1615. 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 the regulations in effect at the time of preliminary site plan/plat approval.

1716. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, recertification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:



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.

APPLICATION NUMBER: PD 25-0579

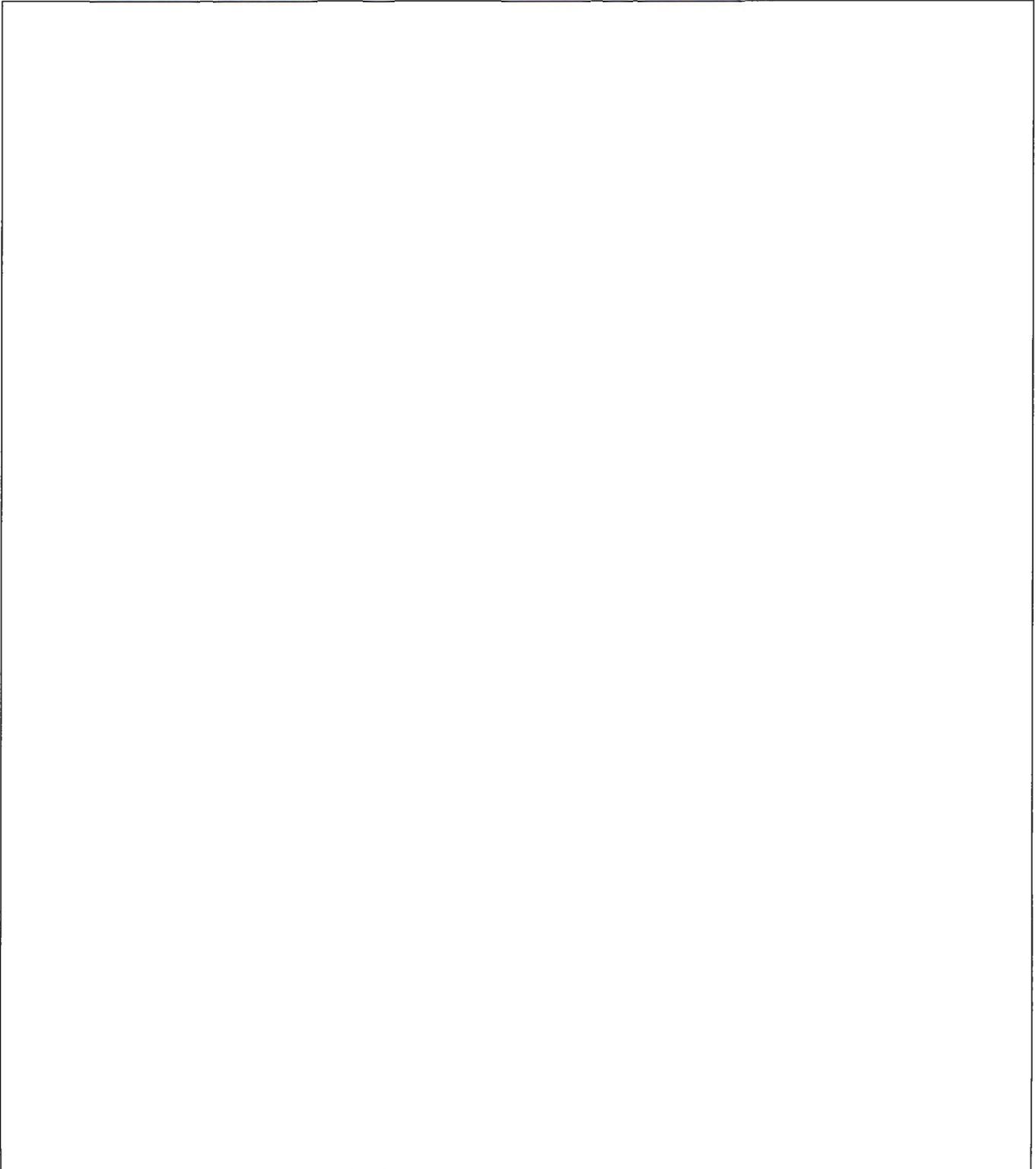
ZHM HEARING DATE: November 17, 2025

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



PROJECT NO. 25-0579

DATE: 08/20/2025

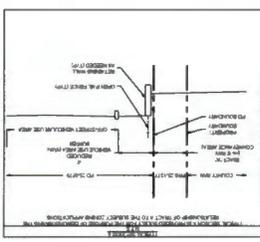
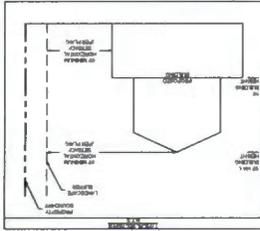
PROJECT: TAMPA CIVIL DESIGN

7927 N. HUNTING BOW CEM. S-428

1801 S. DICKSON PLACE

MIAMI, FL 33135

WWW.TAMPACIVILD.COM

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

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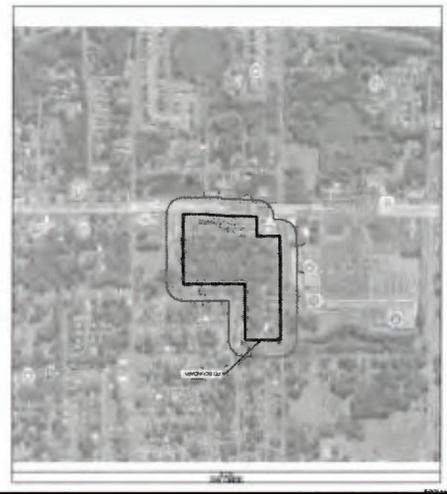
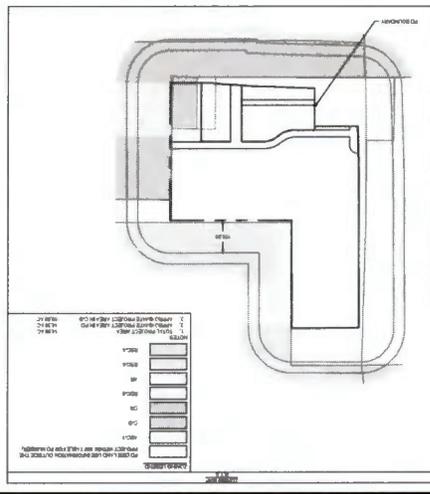
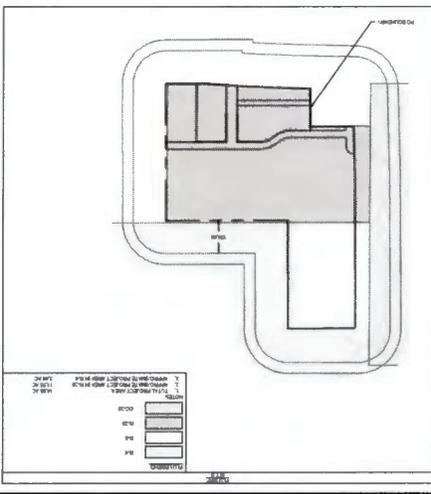
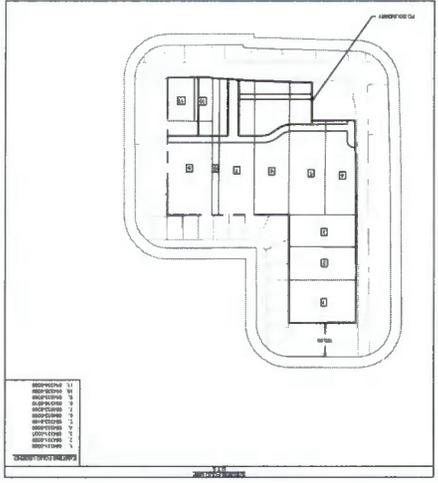
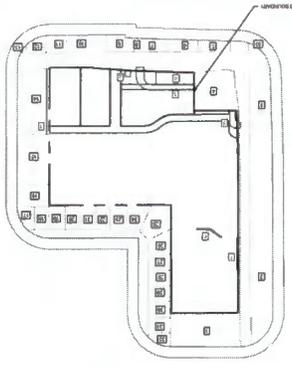
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131. FINISH FLOOR TO FINISH HUNDRED



APPLICATION NUMBER: PD 25-0579

ZHM HEARING DATE: November 17, 2025

BOCC LUM MEETING DATE: January 13, 2026

Case Reviewer: Carolanne Peddle

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/12/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Seffner

PETITION NO: PD 25-0579

- 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

- The development shall be permitted one (1) vehicular access connection to Highview Road and one (1) vehicular access connection to E Dr Martin Luther King Jr Blvd (CR 574). The developer shall construct all off-site improvements necessary to serve the development.
- Notwithstanding the above, the addition/removal/relocation/reconfiguration of access to E Dr Martin Luther King Jr Blvd (CR 574) shall be subject to FDOT review and approval.
- Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan:
 - Development shall be limited to (1) a maximum of 304 multi-family units within the Residential Development Area as generally shown on the general site plan, together with (2) a maximum of 27,000 square feet of Commercial General (CG) uses (except as prohibited below) on Outparcels A and B within the Non-Residential Development Area as generally shown on the general site plan.
 - No development shall be permitted that causes cumulative development to exceed 4,627 gross average daily trips, 410 gross a.m. peak hour trips, or 336 gross p.m. peak hour trips.
 - Additionally, concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within modification area. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if not Project Identification number exists a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip

generation impacts for that increment of development, and source for the data used to develop such estimates. Calculations showing the ~~remaining~~ number of trips remaining for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.

- The project may be permitted and phased as two or more increments of development consistent with these conditions of approval.
- Permitted uses on Outparcel C shall be limited to (a) open space, (b) stormwater retention, and (c) parking in connection with development of Folios 64337.0000, 64338.0100, and 64338.0000 (“Adjacent Parcel”). In the event Outparcel C is proposed for development of minimum required parking to serve permitted uses on the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000), the Developer shall submit construction plans proposing to develop the overall land as a unified site development plan, in which case Outparcel C and the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) shall be considered part of the same Zoning Lot for purposes of on-site parking standards.
 - The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) to utilize the required parking.
 - Cross access between the Adjacent Parcel (Folios 64337.0000, 64338.0100, and 64338.0000) and Outparcel C shall be permitted within the bounding box as generally depicted on the general site development plan.
- The developer shall construct a Shared Access Facility as shown on the PD site plan providing vehicular and pedestrian access/cross-access to Folio 64332.0300. The Developer shall record in the Official Records of Hillsborough County such easements and other reciprocal agreements necessary for Folio 64332.0300 to utilize the Shared Access Facility.
- The internal pedestrian and vehicular circulation within the Residential Development Area shall be developed in substantial conformance with the ~~depicted~~ layout depicted on the general site plan. Minor deviations may be permitted when based upon engineering needs and subject to compliance with the County Land Development Code and Transportation Technical Manual. Continuous and safe Pedestrian connectivity shall be provided between the Residential and Non-Residential Development Areas. The pedestrian connectivity shall connect to the external rights of way and be continuous.
- If PD 25-0579 is approved, the County Engineer will approve a Design Exception (dated October 27, 2025) which was found approvable by the County Engineer (on November 7, 2025) for the Highview Road substandard road improvements. As Highview Road is a substandard collector roadway, the developer shall make, or cause to be made, certain improvements consistent with the Design Exception, including:
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following intersection improvements at Highview Road and Martin Luther King Boulevard (South Section of Design Exception):
 - The existing northbound through lane shall remain a 10-foot travel lane.
 - Convert the existing southbound through lane to a 10-foot southbound left turn lane.

- Construct a new 10-foot wide southbound shared through / right turn lane approximately 135-foot in length (including a 50-foot taper)
 - Prior to issuance of or concurrent with the final Certificate of Occupancy for the final increment of development, the developer shall make the following additional improvements to Highview Road (North Section of Design Exception):
 - Dedicate or cause the dedication of Tract “A” (+/- 9 Foot Right-of-Way Convenience Area).
 - Widen the existing travel lanes from the western edge of pavement to create two (2) 10-footwide travel lanes.
 - Construct an F type curb at the eastern edge of payment.
 - Construct a 6-foot sidewalk with a +/- 1–2-foot clear zone behind the sidewalk
 - Prior to or concurrent with the initial increment of development the developer shall make, or cause to be made, the following site access improvements with the initial increment of development, the developer shall construct the following site access improvements on Highview Road (~~Entrance~~Access Section of Design Exception):
 - Widen the existing northbound and southbound through lanes from 9-feet to 10-feet.
 - Construct a 10-foot wide, 95-foot-long (including the 50-foot taper) northbound right turn lane at the project driveway.
 - Construct a 6-foot sidewalk along the west side of Highview Road at the new back of curb; provided, the County Engineer shall authorize a sidewalk reduction to no less than 5 feet to accommodate engineering constraints.
 - On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.
- Notwithstanding anything on the PD general site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.

Other Conditions

- Prior to site plan certification, the PD Site Plan shall be revised to label the proposed access to the east as “Vehicular and Pedestrian Cross-Access.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 15.18-acre site from Planned Development (PD) (90-0012 & 85-0166) and Commercial, General (CG) to a new Planned Development (PD). The applicant is proposing 27,000 square feet of commercial uses and 304 multifamily residential units. A concurrent minor modification application (PRS 25-1377) has been submitted to remove two parcels (folios 64332.0300 & 64331.0100) from PD 90-0012.

The approved entitlements on the subject property would permit 75,544 square feet of commercial uses which the applicant is proposing to reduce to 27,000 square feet of commercial uses. In addition to the overall reduction in commercial entitlements, the applicant is also proposing a trip cap for the development which may further restrict the developer’s ability to construct the full 27,000 square feet of commercial entitlements proposed (discussed further below).

The existing access connections on Highview Rd and E Dr Martin Luther King Jr Blvd provide access to folio 64332.0300 on the northeast corner of the intersection with Highview Rd and E Dr Martin Luther King Jr Blvd through a Shared Access Facility. The subject PD is proposing to relocate those access connections but will retain the Share Access Facility for the corner parcel. If approved, the developer shall revise any easements necessary to effectuate the new access connections, retaining the Shared Access Facility to folio 64332.0300.

The applicant is proposing a mixed-use development with commercial parcels abutting E Dr Martin Luther King Jr Blvd and residential uses on the northern portion of the proposed PD. The applicant is proposing a private drive that is intended to connect Highview Rd to the easternmost PD boundary. Although not a part of this request, a Euclidean rezoning application requesting Commercial, General uses has been proposed on the adjacent three parcels to the east (RZ-STD 25-1316). It is the intention of the developer to have the proposed private drive connect to Pine St, creating a reverse frontage road that will allow vehicles to move between the proposed uses of the subject PD and the Euclidian zoned properties without having to access E Dr Martin Luther King Jr Blvd. If approved, this private drive will assist in separating local traffic accessing the proposed uses from the through traffic on E Dr Martin Luther King Jr Blvd. To effectuate this private drive, the applicant is providing vehicular and pedestrian cross access on the east of the subject PD to connect to the three parcels abutting Pine St.

As noted above, it is the intent of the developer to create a unified site plan for the commercial properties on the north side of E Dr Martin Luther King Jr Blvd between Highview Rd and Pine St. If approved, the subject PD will be permitted to provide off-street parking for the proposed commercial properties to the east (RZ-STD 25-1316).

As Highview Rd is a substandard roadway, approved PD 90-0012 would be required to make roadway improvements on Highview Rd from the proposed access connection(s) to the intersection with E Dr Martin Luther King Jr Blvd. Transportation Review Section staff had initial concerns with the removal of the northernmost parcel from the PD (folio 64331.0100) as the remnant parcel would not have the ability to make roadway improvements to Highview Rd due to a lack of sufficient right of way. Through the requested Design Exception (discussed in further detail below) the applicant has provided a 9-foot-wide strip of land that is to be dedicated to Hillsborough County so future roadway improvements can be made by other applicants.

Trip Generation Analysis

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not represent a worst-case scenario which represents maximum potential trip impacts of the wide range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, a condition has been included restricting development to the number of trips studied in the applicant's transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 13,000 s.f. of fast-foot restaurant uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied to

develop the cap may or may not be representative of the uses which are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or appropriate data exists to determine if generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

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

Staff 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:

Zoning, Land Use/Size (75,544 SF)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 12,000 SF Fast-Food Restaurant with Drive-Through (ITE Code 934)	5,378	398	379
PD, 7,000 SF Convenience Store with Gas Station; 2-8 Vehicle Fueling Positions (ITE Code 945)	3,552	260	304
PD, 2,000 SF Drive-in Bank (ITE Code 912)	198	20	42
PD, 2,000 SF of Coffee/Donut Shop with Drive-Through (ITE Code 937)	1,202	171	78
PD, 38,544 SF Supermarket (ITE LUC 850)	3,650	114	352

AR, 2,000 SF Liquor Store (ITE LUC 899)	450	1	68
PD-H, 12,000 Strip Retail (ITE LUC 9)	736	47	86
PD, 24 Single-Family Detached dwelling units (ITE LUC 210)	460	22	26
Total	15,626	1,033	1,335

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Development Pursuant to Trip Cap	4,627	410	336

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	- 10,999	- 623	- 999

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on E Dr Martin Luther King Jr Blvd and Highview Rd.

E Dr Martin Luther King Jr Blvd is a 4-lane, divided, urban principal arterial roadway. The roadway is owned and maintained by the Florida Department of Transportation (FDOT) and is characterized by +/- 12-foot-wide travel lanes in average condition, +/- 4-foot-wide bike lanes, +/- 5-foot-wide sidewalks along the north and south sides of the roadway in the immediate vicinity of the proposed project, and within a range of +/-73 to +/-98-foot-wide right-of-way along the project's frontage.

While this segment of roadway is identified in the Hillsborough County Corridor Preservation Plan as future 4-lane roadway, the improvement was completed in 2016.

Highview Rd is a 2-lane, undivided, substandard collector roadway characterized by +/- 9-foot-wide lanes average condition, and +/- 5-foot-wide to +/- 6-foot-wide sidewalks along a portion of both sides of the roadway within the vicinity of the project. The roadway lies within a varying +/- 33-foot-wide to +/- 53-foot-wide of right of way in the vicinity of the proposed project.

REQUESTED DESIGN EXCEPTION, SUBSTANDARD ROAD: Highview Rd.

Given that Highview Rd is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated October 27, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception Request, the County Engineer found the Design Exception approvable (on November 7, 2025) authorizing deviations from the 2023 Transportation Technical Manual (TTM) Type TS-4 Typical Section (for 2-lane, Undivided Collector Urban Roads) including:

Southern Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,

- The developer shall convert the southbound through lane to a 10-foot-wide southbound left turn lane; and,
- The developer shall be permitted to construct a 10-foot-wide, +/- 135-foot-long (including 50-taper) southbound shared through/right turn lane on Highview Rd at the intersection with Dr Martin Luther King Jr Blvd; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb except for areas where, due to pinch points, the sidewalk will be permitted to be reduced to 5 feet. The existing 5-foot-wide sidewalk on the east side of Highview Rd will remain.

Access Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,
- The developer shall be permitted to provide a 10-foot-wide, 95-foot-long northbound right turn lane at the project's Highview Rd access; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb except for areas where, due to pinch points, the sidewalk will be permitted to be reduced to 5 feet. The existing 5-foot-wide sidewalk on the east side of Highview Rd will remain; and,

Northern Section

- The developer shall be permitted to provide 10-foot-wide travel lanes rather than the 11-foot-wide travel lanes with 7-foot-wide buffered bicycle lanes required per TS-4; and,
- The developer shall dedicate a 9-foot-wide area (Tract A) along Highview Rd to accommodate the F type curve, sidewalk, and a 2-foot-wide strip behind the sidewalk; and,
- The developer shall be permitted to construct a 6-foot-wide sidewalk along the east side of Highview Rd at the back of curb. A sidewalk along the west side of Highview Rd will be constructed as part of MM 25-0265.

If 25-0579 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above-referenced Design Exception.

SITE ACCESS AND CONNECTIVITY

The project proposes full access connections to Highview Rd and E Dr Martin Luther King Jr Blvd. As noted above, the developer is proposing to construct a southbound through/right turn lane and convert the existing southbound through lane to a southbound left turn lane on Highview Rd at the intersection with E Dr Martin Luther King Jr Blvd. Additionally, a northbound right turn lane at the project's Highview Rd access is proposed to support the project's anticipated traffic impacts.

As E Dr Martin Luther King Jr Blvd is an FDOT roadway, the presence, location and design of any proposed connection will be subject to review and approval by FDOT. Any off-site improvements to E Dr Martin Luther King Jr Blvd required by FDOT, including turn lanes, shall be provided by the developer.

Although relocating the existing access connections to Highview Rd and E Dr Martin Luther King Jr Blvd, the applicant is proposing to maintain the Shared Access Facility with the parcel on the northeast corner of the intersection at Highview Rd and E Dr Martin Luther King Jr Blvd (folio 64332.0300). Additionally, the developer intends to submit a unified site plan for the commercial properties along the north side of E Dr Martin Luther King Jr Blvd and proposed a vehicular and pedestrian cross access to the east of the PD.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

This segment of Highview Rd is not included in the 2024 Hillsborough County Level of Service (LOS) Report.

The roadway level of service provided below for E Dr Martin Luther King Jr Blvd and the segment of Highview Rd south of E Dr Martin Luther King Jr Blvd is for informational purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
E Dr Martin Luther King Jr Blvd (CR 574)	Highview Road	Parsons Avenue	D	C
Highview Road	Windhorst Road	E Dr Martin Luther King Jr Blvd (CR 574)	D	C

Source: *2024 Hillsborough County Level of Service (LOS) Report*

 Outlook

FW: RZ RZ-PD 25-0579 - Design Exception Review

From Williams, Michael <WilliamsM@hcfl.gov>

Date Fri 11/7/2025 8:21 AM

To Michael Yates <myates@palmtraffic.com>; Vicki Castro <vcastro@palmtraffic.com>

Cc Michael Brooks <mbrooks@brclaw.com>; McKaig, Logan <McKaigL@hcfl.gov>; Kowal, Jessica <KowalJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

 1 attachment (13 MB)

25-0579 Rev DEAddInf 10-28-25.pdf;

Vicki/Michael,

I have found the attached Design Exception (DE) for PD 25-0579 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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Thursday, November 6, 2025 5:54 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Kowal, Jessica <KowalJ@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ RZ-PD 25-0579 - Design Exception Review

Hello Mike,

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

myates@palmtraffic.com
vcastro@palmtraffic.com
mbrooks@brclaw.com
mckaigl@hcfl.gov
kowalj@hcfl.gov
drapacha@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.

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. DE-Substandard Rd - Highview Road <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Revised DE <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<i>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.</i>	
Project Name/ Phase	Altera Mango Square
<i>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.</i>	
Folio Number(s)	064331-0000, 064331-0050, 064331-0025, 064332-0000, 064332-0100, 064332-0050, 064332-0200, 064310-0010, 064333-0000, 064335-0000, 064334-0000 <input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<i>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".</i>	
Name of Person Submitting Request	Vicki Castro, P.E.
<i>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.</i>	
Current Property Zoning Designation	PD, CG
<i>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 <u>Zoning Counselors</u> at the Center for Development Services at (813) 272-5600 Option 3.</i>	
Pending Zoning Application Number	PD 25-0579
<i>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</i>	
Related Project Identification Number (Site/Subdivision Application Number)	
<i>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".</i>	

Revised October 27, 2025
October 08, 2025

Mr. Michael Williams, P.E.
Hillsborough County
Development Services Department
Development Review Director
County Engineer
601 East Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

RE: Altera Mango Square (PD 25-0579)
Folios: 064331-0000, 064331-0050, 064331-0025, 064332-0000, 064332-0100,
064332-0050, 064332-0200, 064310-0010, 064333-0000, 064335-0000, 064334-0000
Design Exception Request – Highview Road
Palm Traffic Project No. T24092

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed project located north of SR 574 and east of Highview Road in Hillsborough County, as shown in Figure 1. This request is made based on our virtual meeting on October 03, 2025, with Hillsborough County staff.

The approximately 15-acre property is mostly vacant, with four (4) residential dwelling units and two (2) small office/retail buildings on the property. The project is to rezone the site for no more than 305 multi-family dwelling units and approximately 27,000 square feet of retail.

The access for the project will remain unchanged as follows:

- One (1) full access to SR 574
- One (1) full access to Highview Road.

Highview Road is identified in the Hillsborough County Comprehensive Plan as a collector roadway and was identified during our meeting as a substandard road. Highview Road has a posted speed limit of 25 mph. For this request, Highview Road will be divided into three sections, a northern section, an access section and a southern section. For the southern section (at SR 574), Highview Road currently has an urban section with 12-foot travel lanes, no turn lanes, F type curb and a 5-foot sidewalk on both sides of Highview Road within approximately 54 feet of right of way. No bike lanes currently exist on either side of Highview Road. For the access section (at the existing project driveway), Highview Road currently has an urban section with 9-foot lanes, no turn lanes, F type curb and a 5-foot sidewalk on both sides of Highview Road within approximately 36 feet of right of way. No bike lanes currently exist on either side of Highview Road. For the northern section (to the northern property line) Highview Road currently has a suburban section with 9-foot lanes, no turn lanes, no curb and no sidewalk on either side of Highview Road within approximately 33 feet of right of way. No bike lanes currently exist on either side of Highview Road.

Southern Section

This request is a design exception to the TS-4 typical section of the Hillsborough County Transportation Technical Manual for Highview Road at SR 574. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.
2. The existing southbound through lane would be converted to a 10-foot southbound left turn lane.
3. A new approximate 135-foot (including the 50-foot taper) 10-foot wide southbound shared through / right turn lane would be constructed. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot auxiliary lanes may be used. The post speed limit on Highview Road is 25 mph.
4. A 6-foot sidewalk will be provided along the west side of Highview Road at the back of curb. There may be a few pinch points where the sidewalk will be reduced to no less than 5 feet. On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

Access Section

This request is a design exception to the Hillsborough County Transportation Technical Manual for Highview Road at the approach to the project driveway. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.
2. Provide a 10-foot wide, 95-foot-long northbound right turn lane at the project driveway. The length includes a 50-foot taper. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot auxiliary lanes may be used. The post speed limit on Highview Road is 25 mph.
3. A 6-foot sidewalk will be provided along the west side of Highview Road at the back of curb. There may be a few pinch points where the sidewalk will be reduced to no less than 5 feet. On the east side of Highview Road, the existing 5-foot sidewalk at the back of curb will remain.

Northern Section

This request is a design exception to the Hillsborough County Transportation Technical Manual for Highview Road north of the project driveway to the northern property line. The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The request is to provide 10-foot travel lanes instead of the 11-foot travel lanes with 7-foot buffered bicycle lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot travel lanes may be used. The post speed limit on Highview Road is 25 mph.

2. A 9-foot area (Tract A) will be dedicated to accommodate the F type curb, sidewalk and a 2-foot strip behind the sidewalk.
3. A 6-foot sidewalk will be provided along the east side of Highview Road at the back of curb. On the west side of Highview Road, a sidewalk will be constructed as part of MM 25-0265.

The proposed typical sections and the proposed improvements are shown in Figure 2.

Sincerely,

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

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

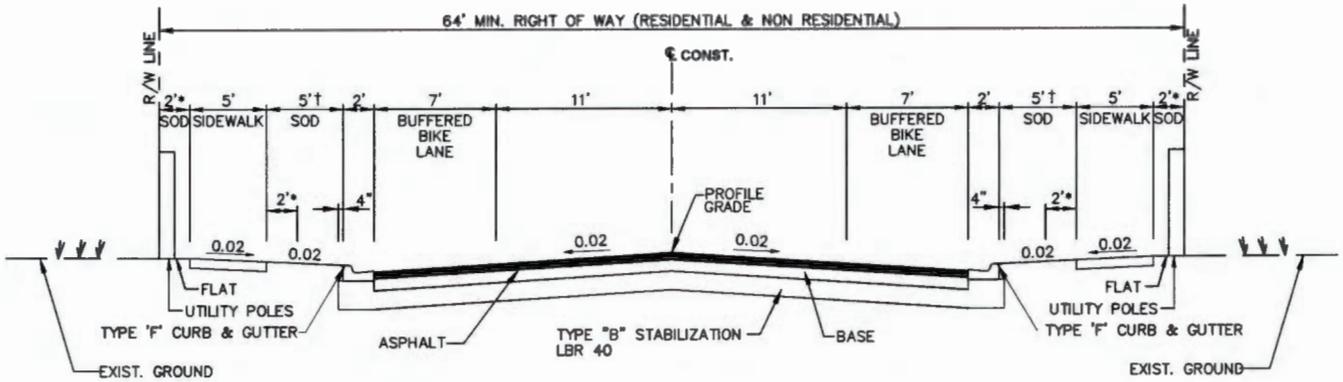
_____Disapproved_____Approved with Conditions_____Approved

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

Sincerely,
Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP





TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-4 SHEET NO. 1 OF 1
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Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:

Travel Lanes:

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
 - Dual left turn lanes
 - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

MLK & Highview PD

25-0579

Application No. 25-0579
Name: Stephen Spasato
Entered at Public Hearing: ZHM
Exhibit # 2 Date: 1/17/2025

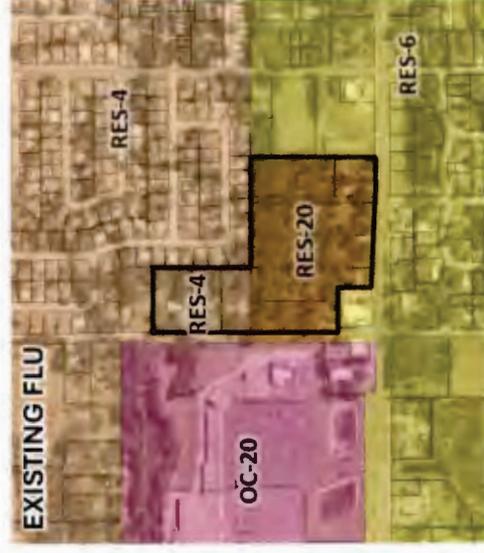
Stephen Spasato, AICP
Level 2UP

Applicant	MLK GHS 11, LLC Primary Principles: Richard Gonzales + Family Henderson Family Office
Development Partner	Shagbark Properties, LLC Michael J Leeds
Land Use Counsel	Brooks Rocha Colby Rice PLLC Michael Brooks, Esq. and Rebecca Kert, Esq.
Engineer	Tampa Civil Design, LLC Jeremy Couch, PE. and Daniel Ysaguirre
Planner	LevelUp Consulting, LLC Stephen Sposato, AICP
Transportation	Palm Traffic Michael Yates

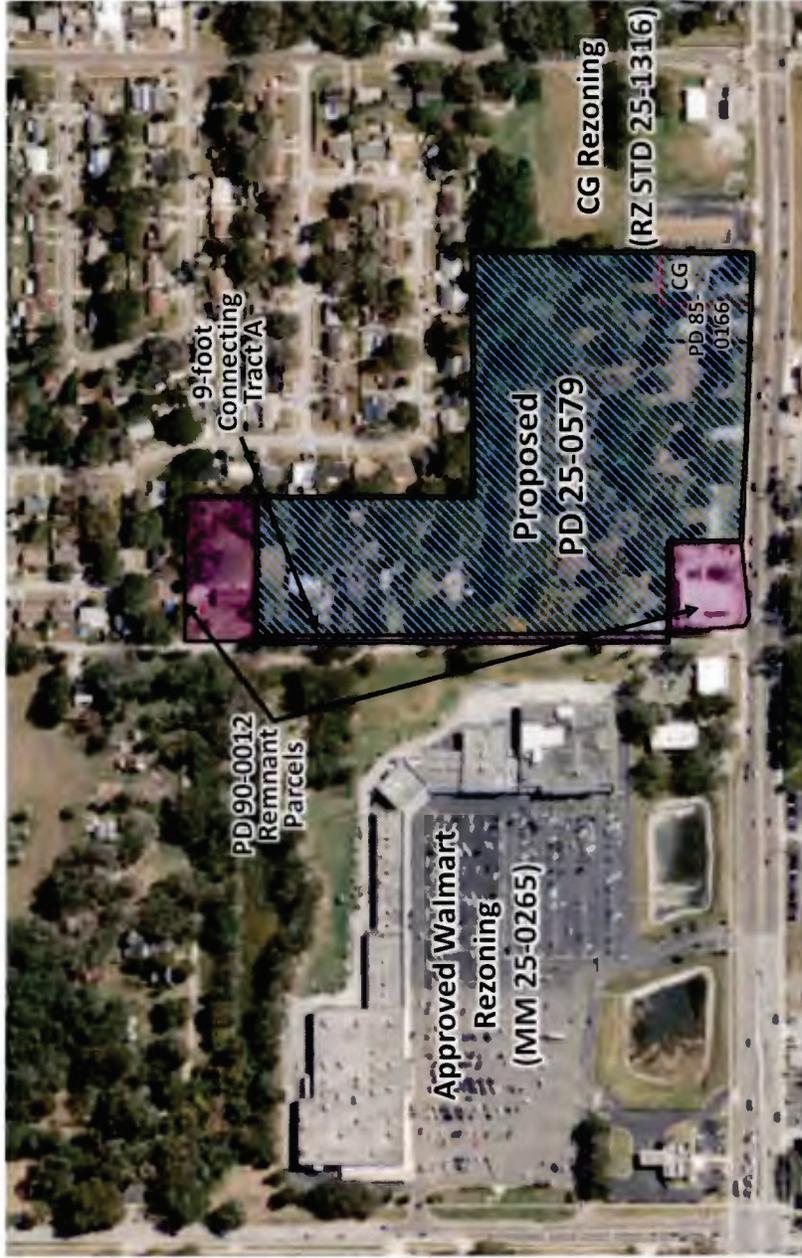
PROJECT TEAM



- Urban Service Area
- Seffner-Mango Planning Area
- FLU: Res-4 & Res-20 (CPA 23-04)



SUBJECT PROJECT LOCATION



REZONING

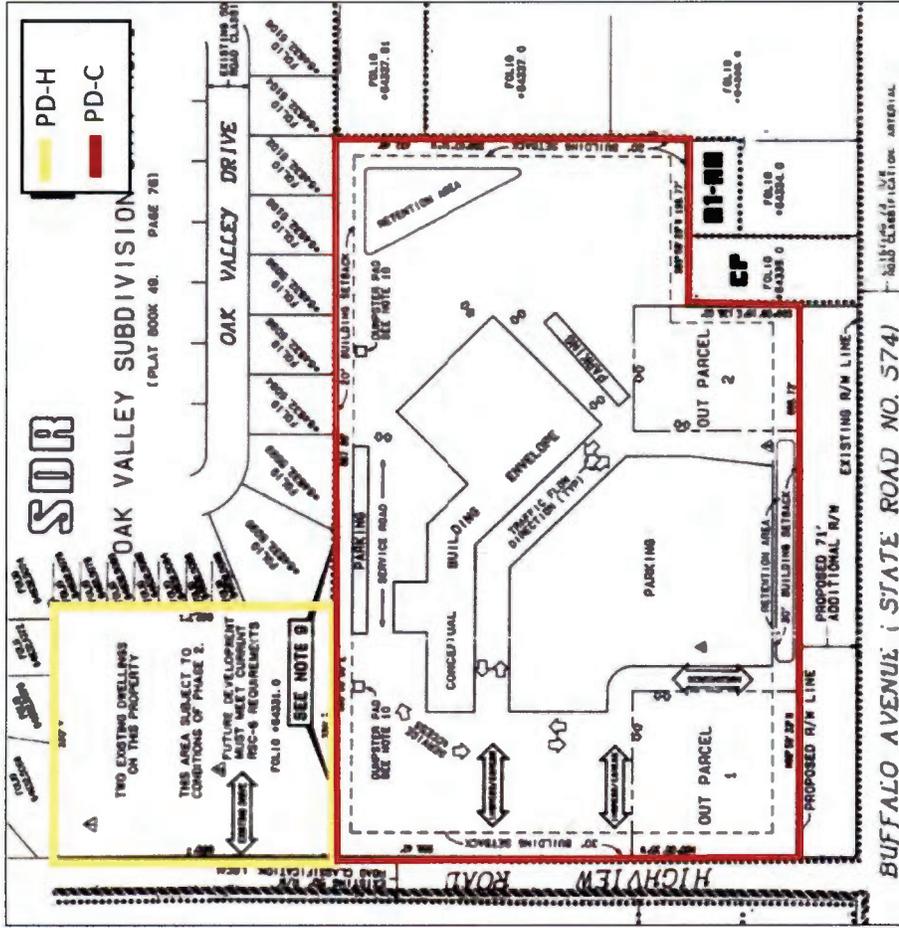
- Land from PD 90-0012, PD 85-0166, & Commercial General
- To PD 25-0579

Proposal is for a mixed-use project that will revitalize the subject area, consistent with the Comprehensive Plan, through development of residential and commercial uses, logically connected at an appropriate scale and intensity for the area.

COMPANION PRS

- Removes subject parcels from existing PD 90-0012
- Ensures contiguity between remnant parcels via Tract "A"

SUMMARY OF REQUEST



Approved in 1990

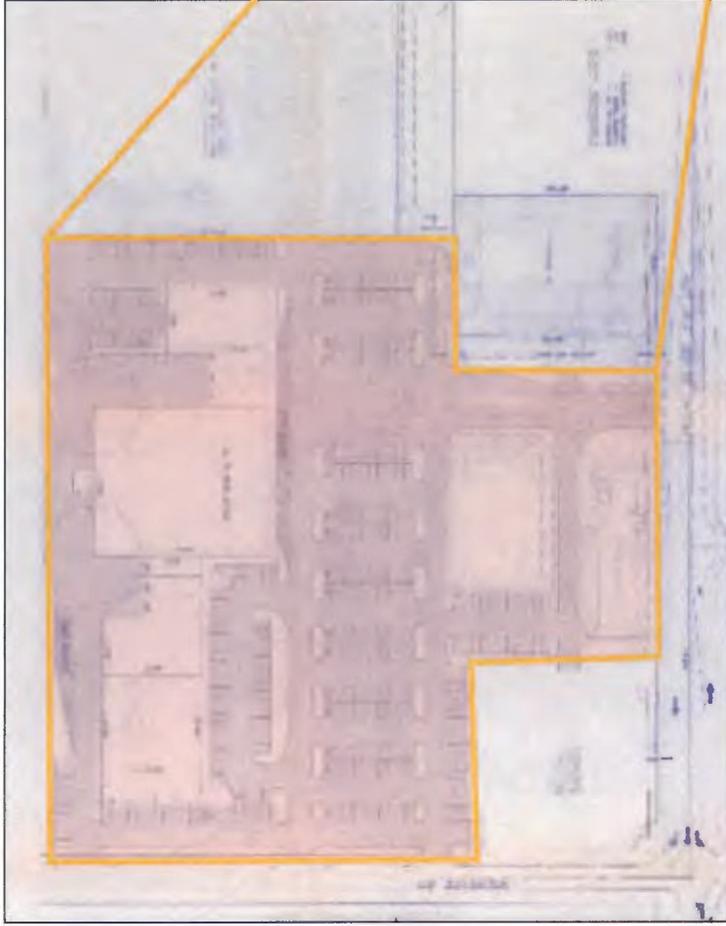
- Planned Development – Commercial (PD-C)
 - 65,000 SF Shopping Center
 - Outparcels: 10,000 SF
- Planned Development – Housing (PD-H)
 - 20 Single Family Dwelling Units
 - 4 du/ac

ANNOTATED APPROVED PD PLAN EXCERPT

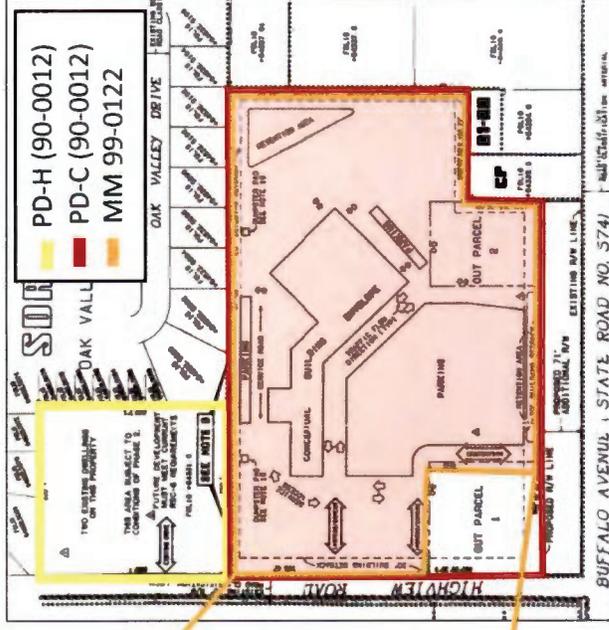
ORIGINAL PD 90-0012

MM 99-0122 Approved in 1999

- Only applicable to PD-C Portion
- PD-H Portion governed by PD 90-0012
- Planned Development – Commercial (PD-C)
 - 125,000 SF Non-Residential
 - Mix of CN and Mini Warehouse
 - Outparcels: 12,625 SF

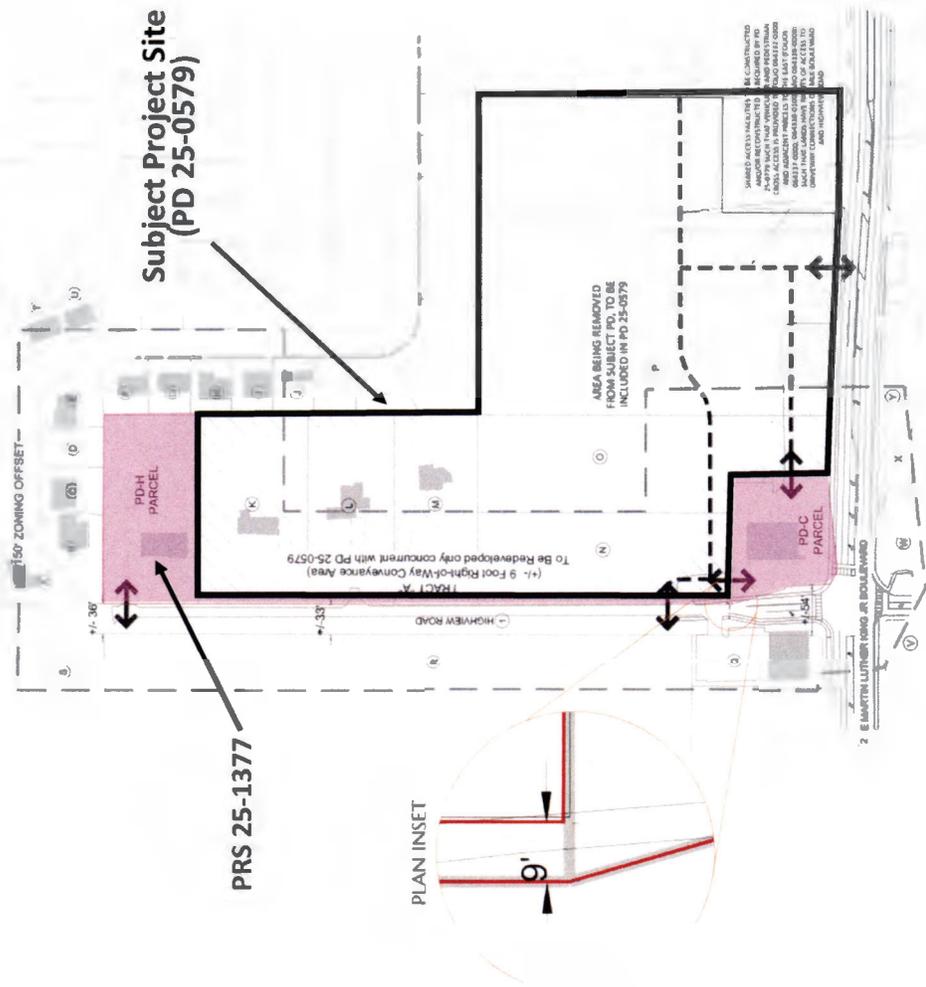


ANNOTATED APPROVED MM PLAN EXCERPT



ANNOTATED APPROVED PD PLAN EXCERPT

MODIFICATION MM 99-0122



Overview

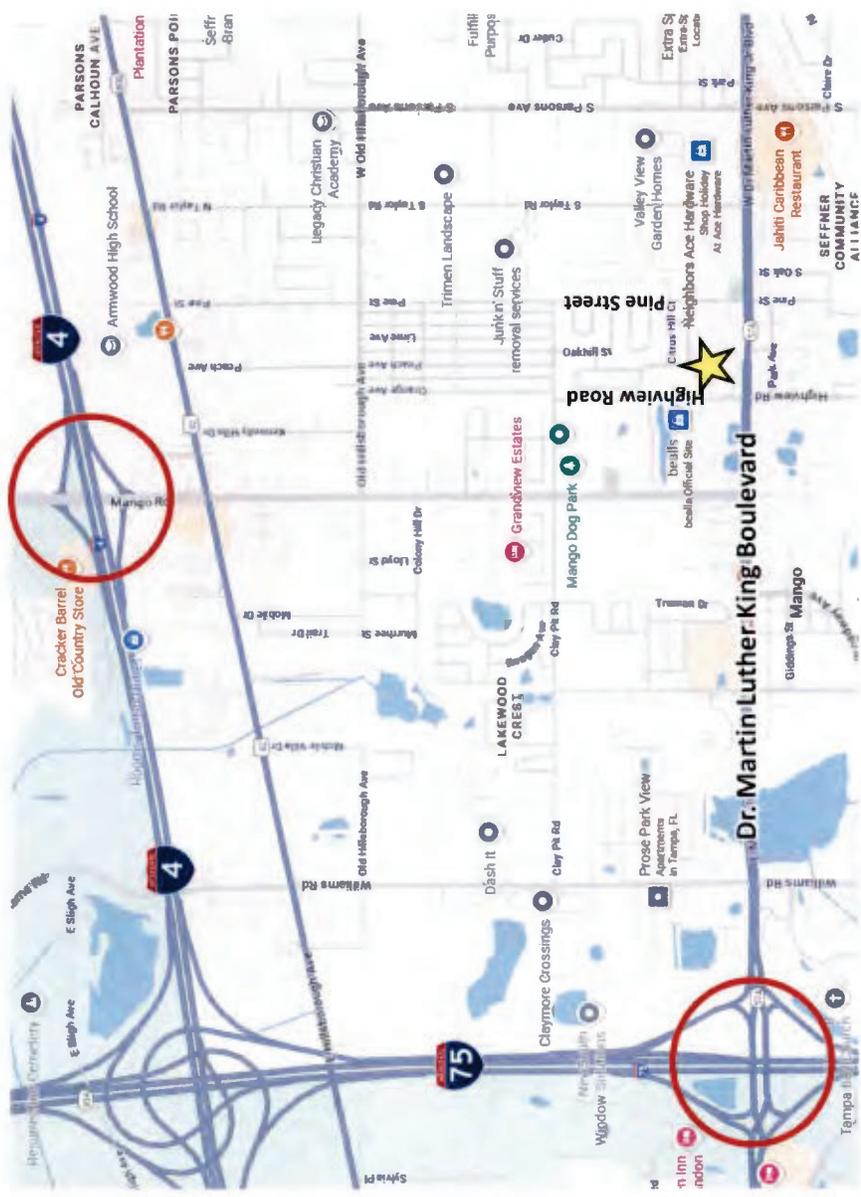
- Removing Subject Project parcels from PD 90-0012
- Ensuring contiguity via “Tract A”
 - +/- 9 Foot Right-of-Way Conveyance Area

Residential Density (Folio: 064331-0100)

- 4 units (4 du/ac)

Commercial Intensity (Folio: 064332-0300)

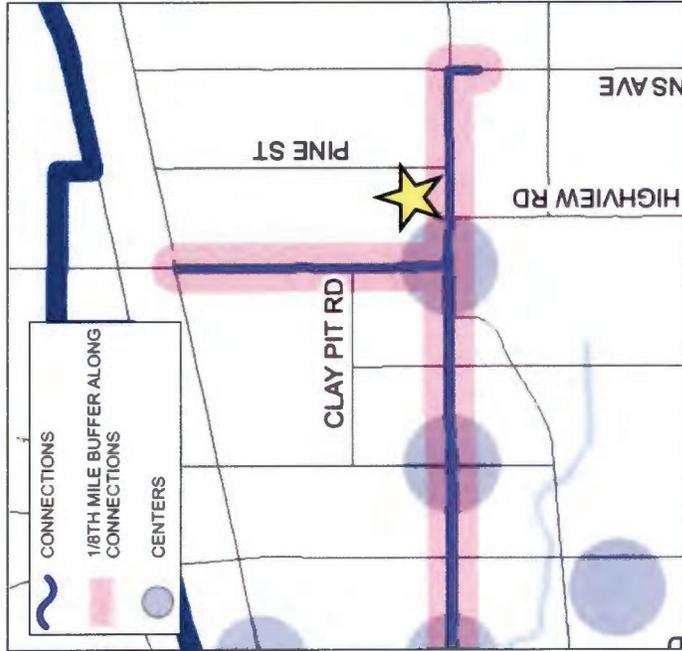
- 6,825 sf (Existing Advance Auto)



MLK Blvd is a significant commercial corridor

- Proximate to major interstates and interchanges
 - 1.5 miles east of I-75/MLK interchange
 - 2 miles south of I-4/Mango Road interchange
- Located on arterial roadway and collector (Centers and Connections)
- Existing commercial uses include:
 - Walmart
 - Advance Auto Parts
 - Restaurants
 - Banks

SUB-REGIONAL CONTEXT



Centers and Connections

Defined areas where greater levels of density and intensity of new development and redevelopment may be appropriate.

FLU Objectives 2.5 & 2.6 recommend mixed use development fronting designated connections as proposed

Project Fronts Centers and Connections

- MLK Boulevard: Connection

Infill Development Density Bonus

FLU Policy 4.9.6: Incentivize higher density and intensity along major corridors. Increases density to the next highest FLU category.

Site meets all requirements to qualify:

- Within the Urban Service Area
- Within 660 feet of an arterial (MLK) and collector (Highview)
- Located near current strip commercial
- Density bonus is applied through a rezoning application
- Proposed use promotes residential infill development

Blending Policy

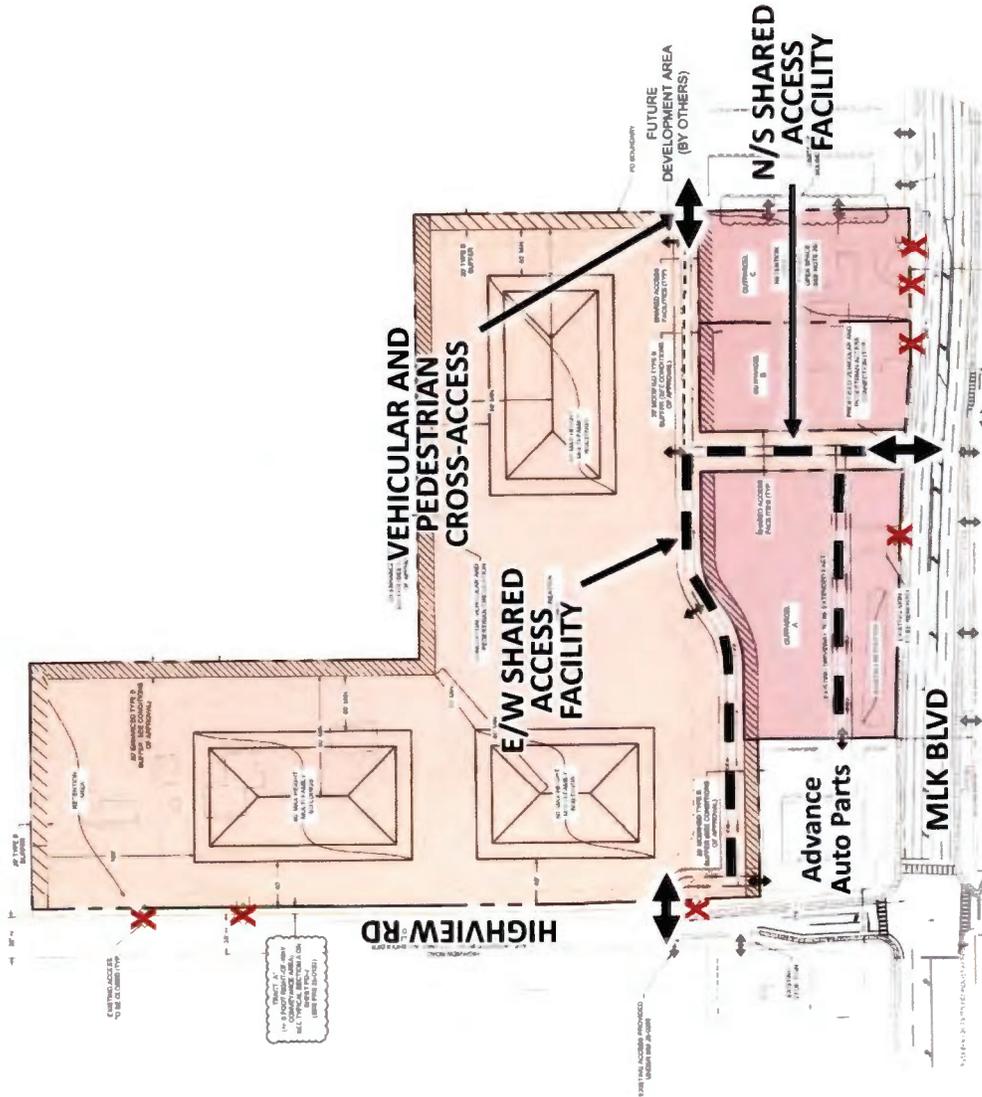
FLU Policy 2.2.5: allow for the blending of FLU across the entire project

Density Calculations

- Base density: 176 dwelling units (15.2 du/ga)
 - Utilizing density of 4 du/ac and 20 du/ac
- Density with bonus: 304 dwelling units (26.3 du/ga)
 - Utilizing bonus density of 6 du/ac and 35 du/ac

DENSITY BONUS





ANNOTATED SITE PLAN EXCERPT

- Maintain existing access to Advance Auto
- Close 7 existing access points
- Shift access on Highview Rd
- Relocate access on MLK Blvd
- Establish Vehicular and Pedestrian Cross-Access to east
- Provide internal pedestrian connectivity
 - Shared access facility
 - Cross access
 - External rights of way

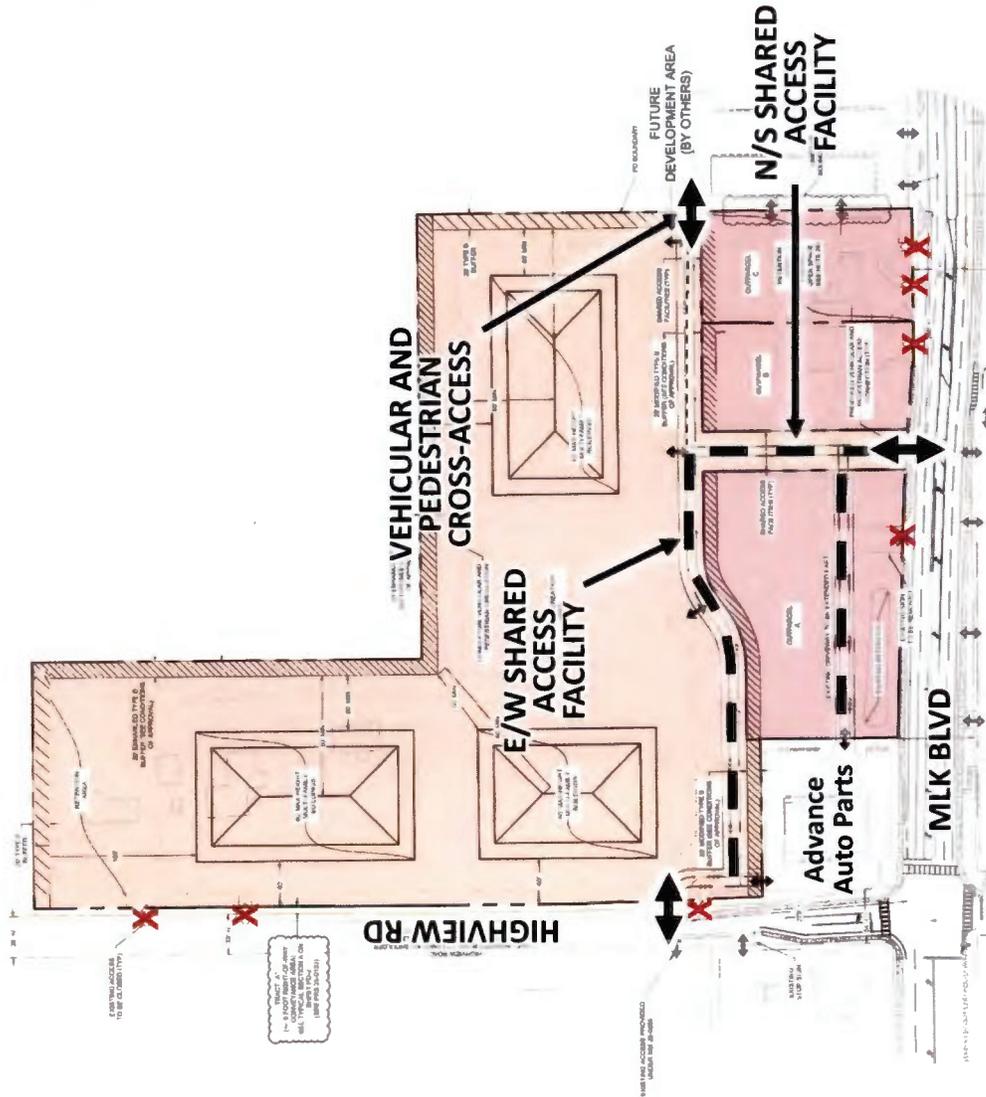
ACCESS AND INTERCONNECTIVITY

Prohibited CG Uses

Churches/Synagogues (with 301 seats or more),
 Pre-K, Day Care, Child Care and Child Nurseries;
 Adult Care Centers; Schools, Private and Charter
 Schools (K-12); Public Schools (K-12); Banquet and
 Reception Halls; and Wedding Chapels, General
 Indoor/Outdoor Recreational Uses, and Membership
 Organizations

Transportation Trip Caps

- 4,627 gross average daily trips
- 410 gross a.m. peak hour trips
- 336 gross p.m. peak hour trips

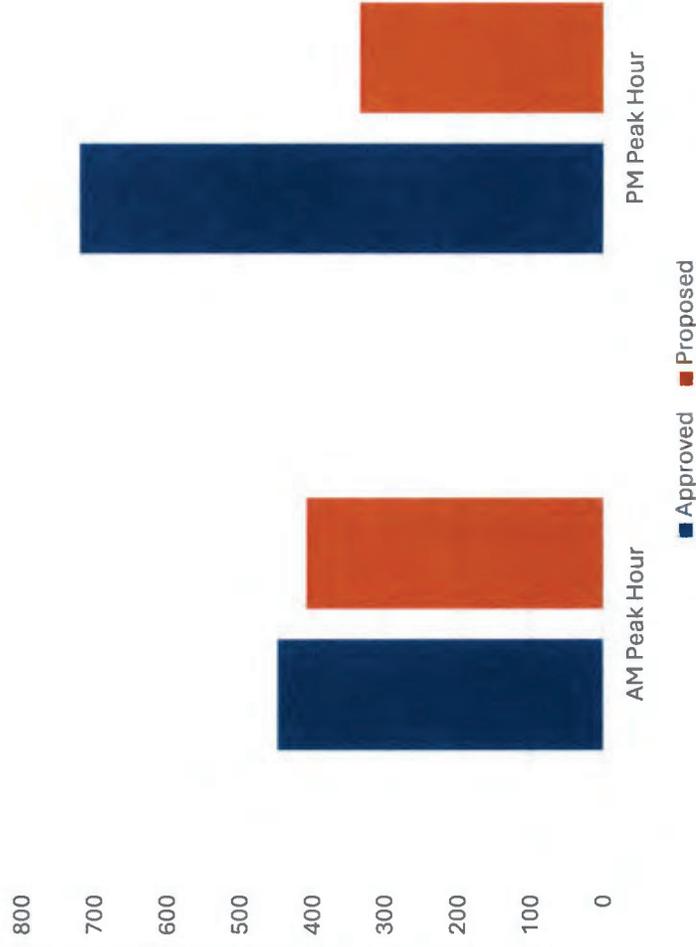
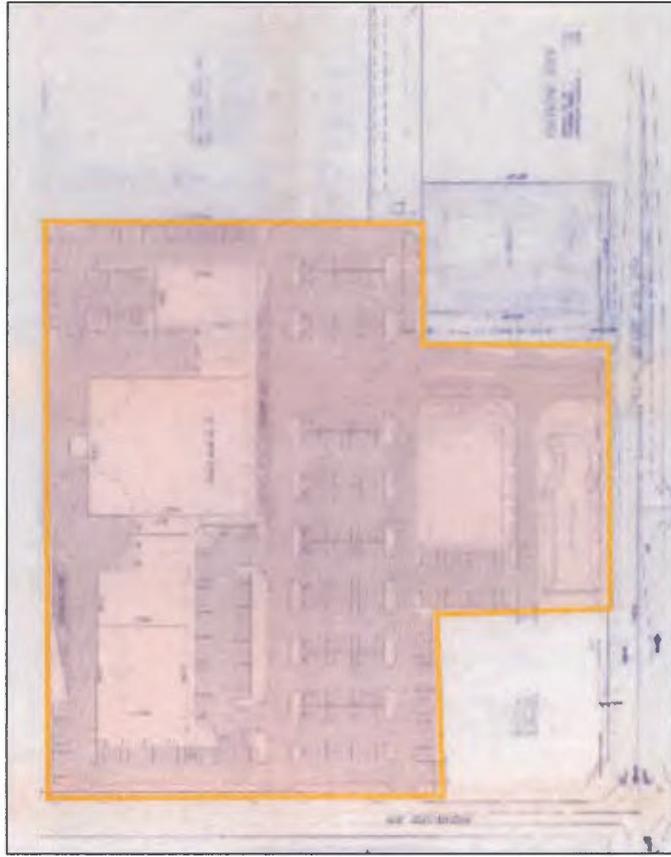


ANNOTATED SITE PLAN EXCERPT

TRIP AND USE RESTRICTIONS

Trip Generation Comparison

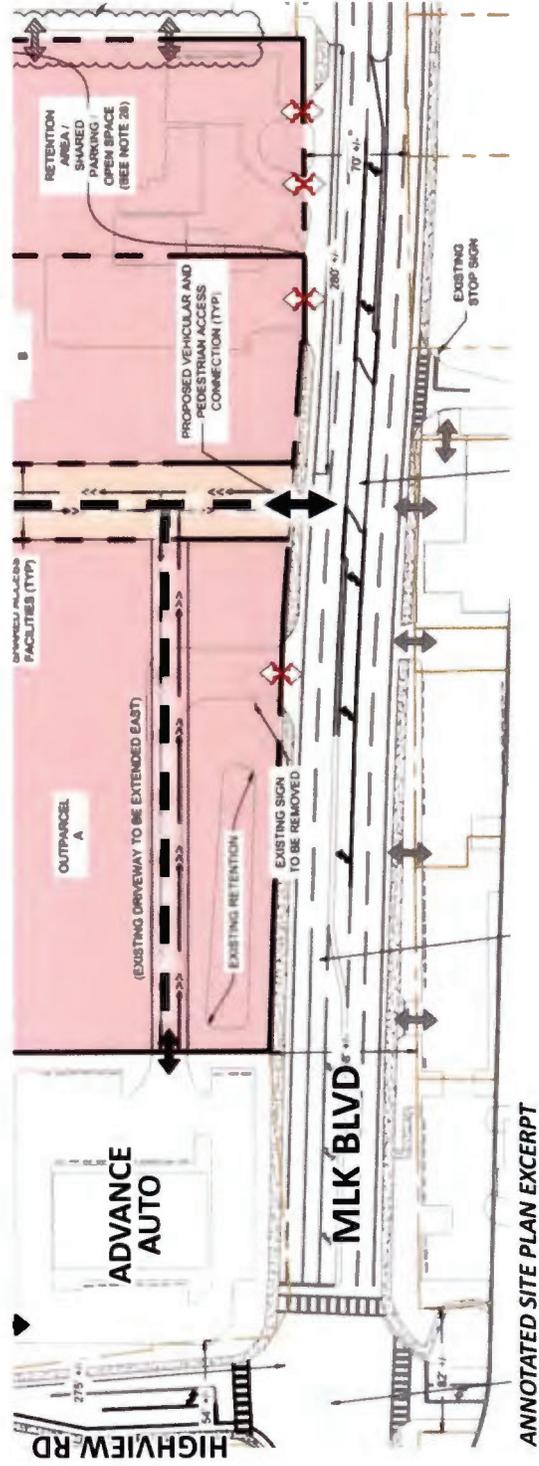
- Proposed use is a decrease in AM/PM peak hour trips compared to approved MM 99-0122 plans



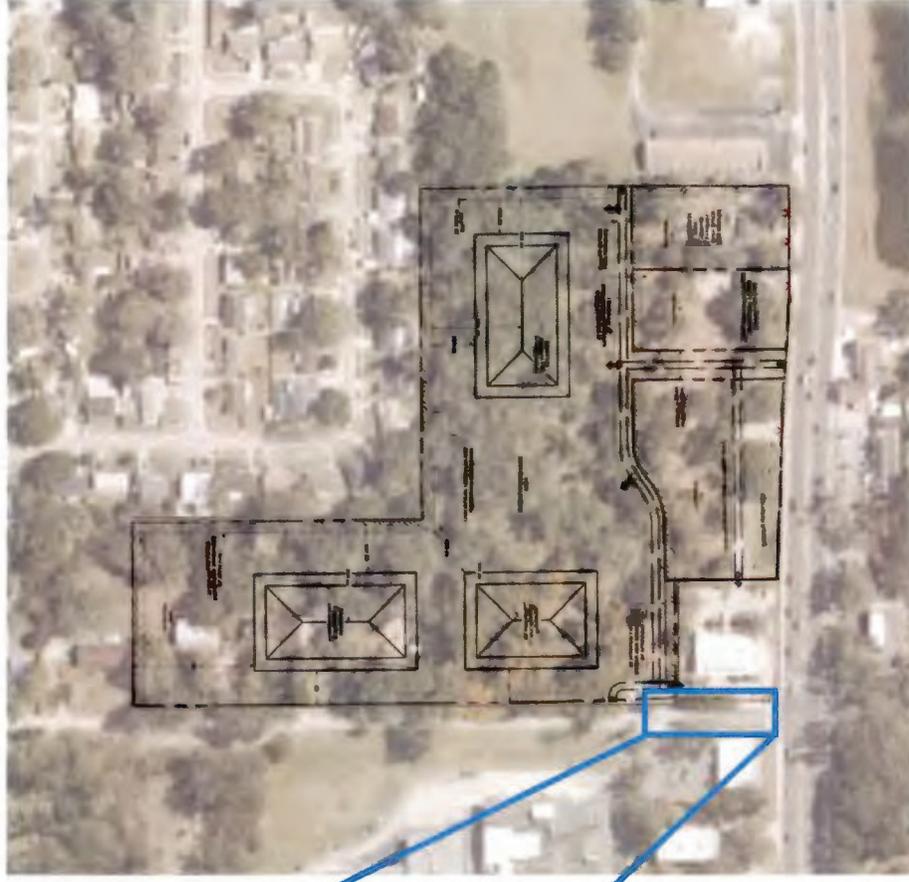
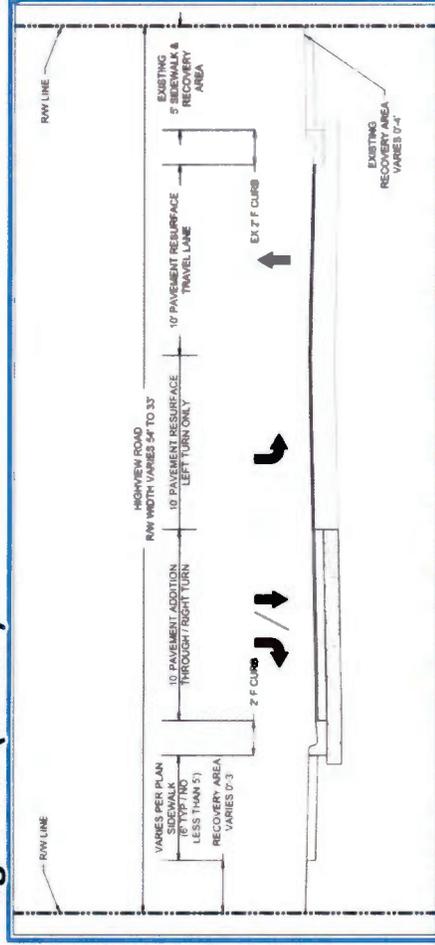
COMPARISON TO APPROVED MM 99-0122 PLAN

MLK Blvd

- New westbound right-turn lane
- Raised concrete separator
- Dedicated +/- 235' eastbound left turn lane
- Dedicated westbound left turn lane



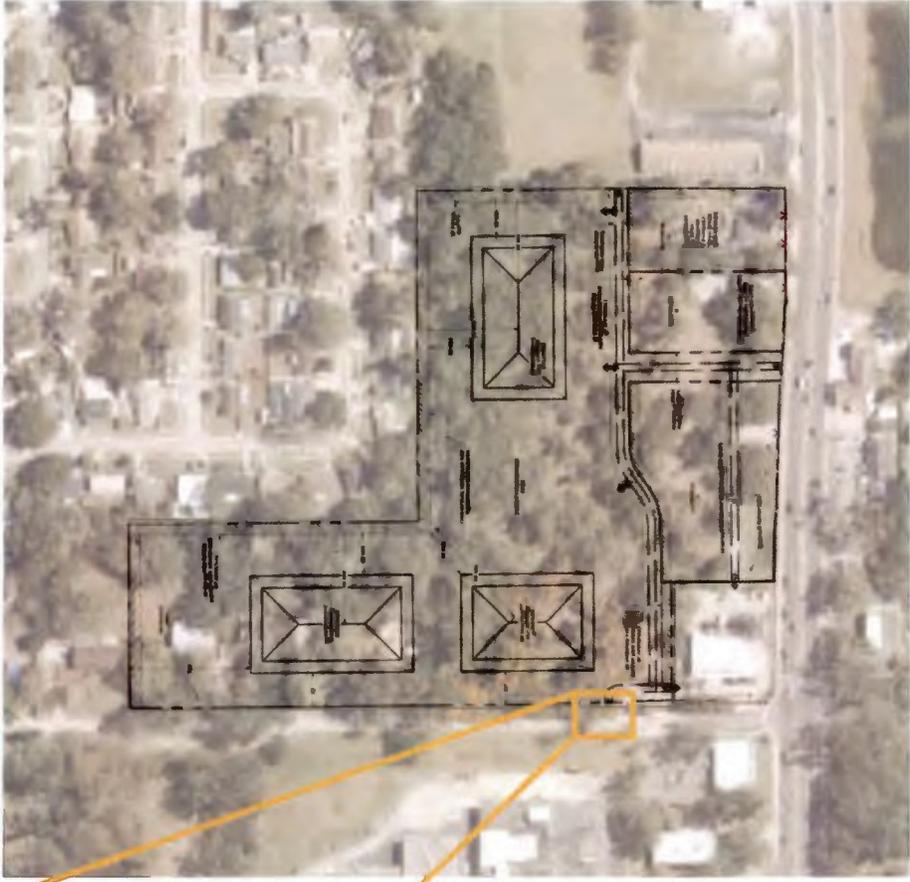
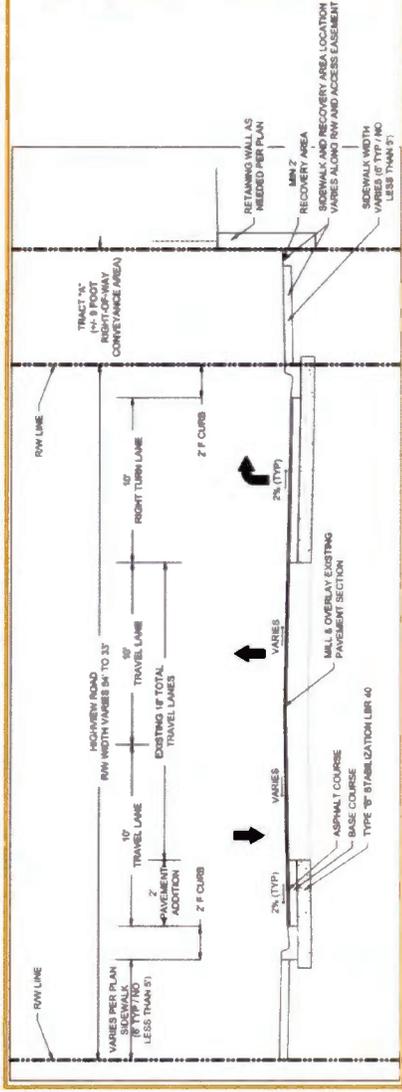
Highview (South)



- Widen through lanes from 9' to 10'
- Existing through lane converted to southbound left turn lane
- New 135' long (including 50' taper) 10' wide southbound shared right turn/ through lane
- 6' (min.) sidewalk along west side, subject to available right-of-way

DESIGN EXCEPTION – HIGHVIEW SOUTH SECTION

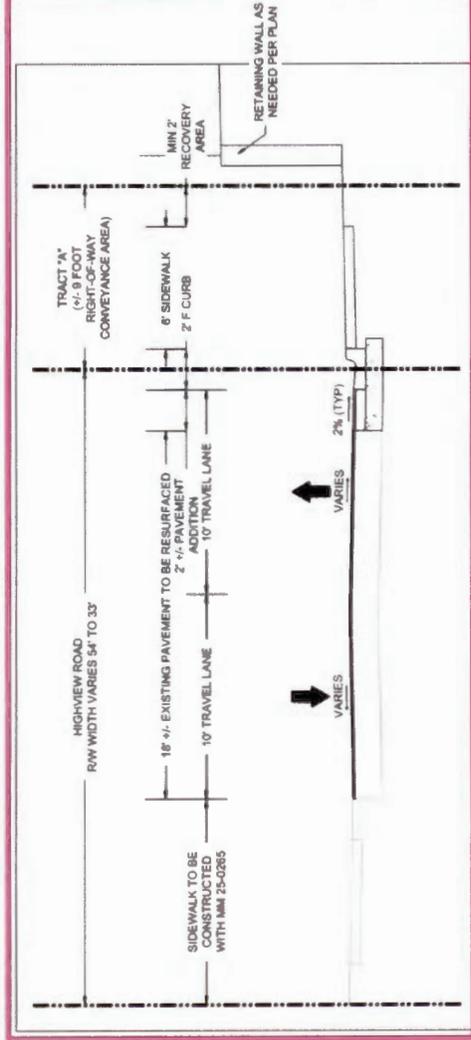
Highview (Project Access)



- Widen through lanes from 9' to 10' with Type F curb on the east side of the roadway
- New 95' long (including 50' taper) 10' wide northbound right turn lane at project driveway
- 6' (min.) sidewalk along west side subject to available right-of-way

DESIGN EXCEPTION – HIGHVIEW ACCESS SECTION

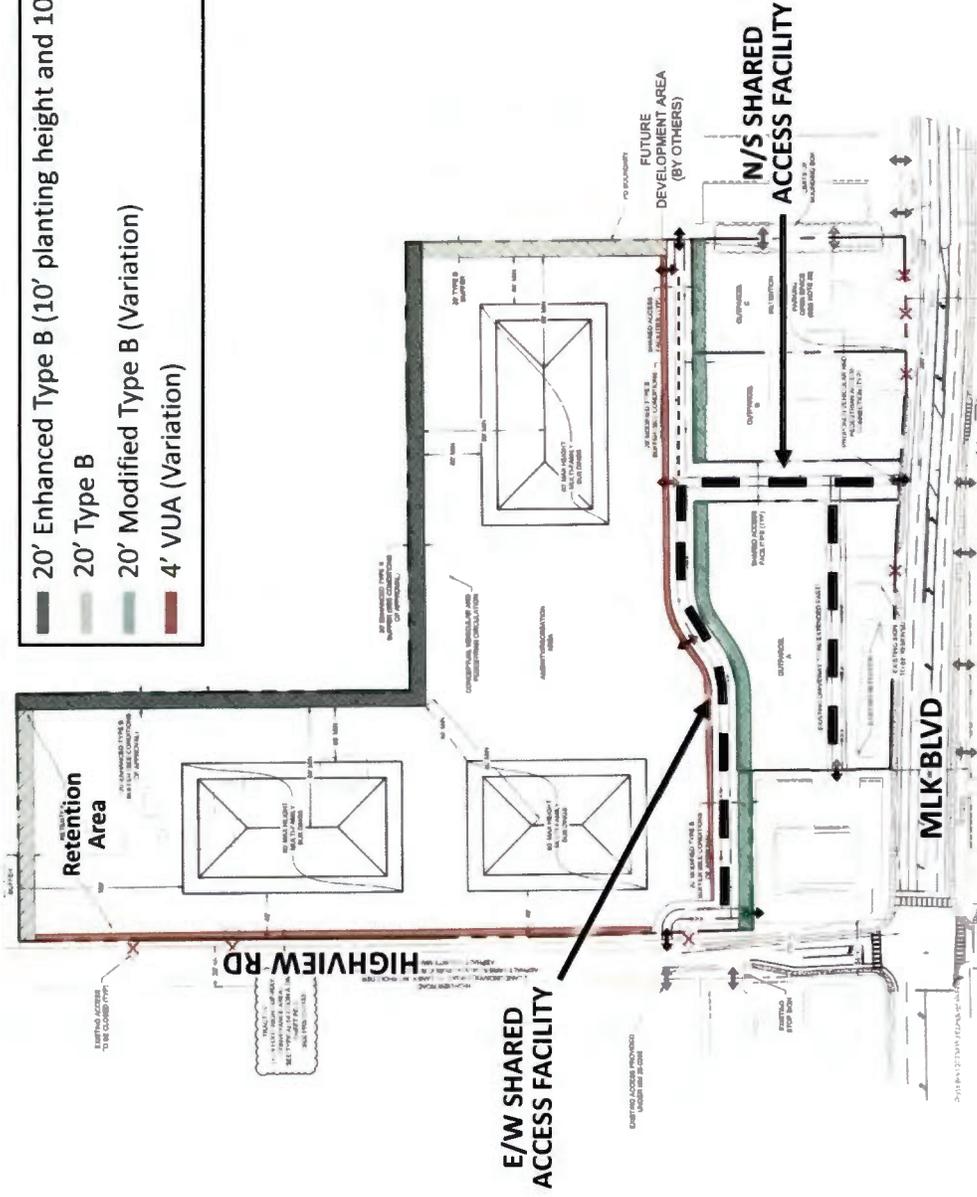
Highview (North)



- Dedication of 9' "Tract A"
- Widen through lanes from 9' to 10' with Type F curb on the east side of the roadway
- 6' (min.) sidewalk along east side

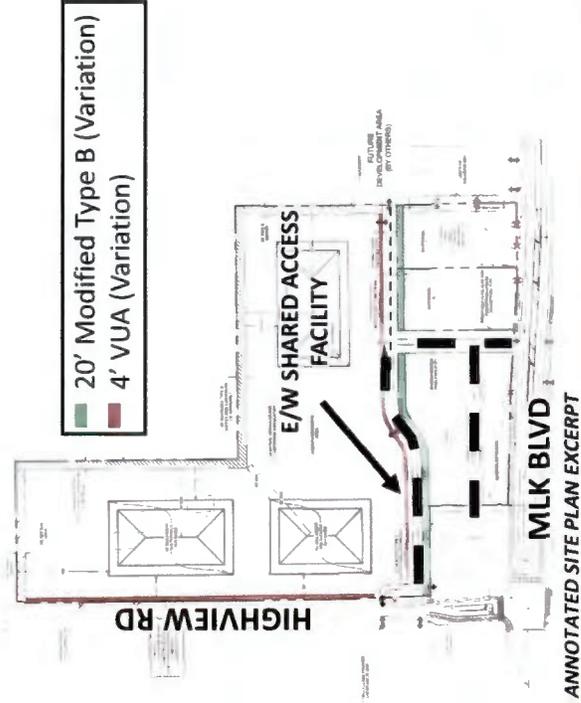
DESIGN EXCEPTION – HIGHVIEW NORTH

- 20' Enhanced Type B (10' planting height and 10' max spacing)
- 20' Type B
- 20' Modified Type B (Variation)
- 4' VJA (Variation)



ANNOTATED SITE PLAN EXCERPT

BUFFERING

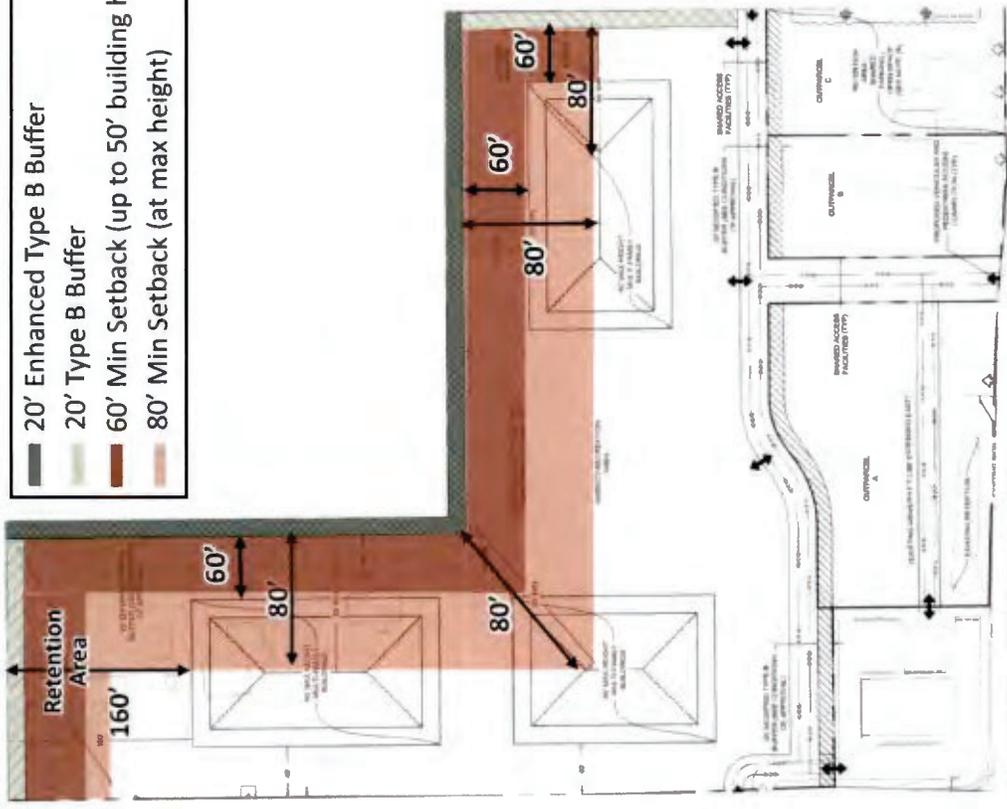


Proposed Buffer Variations

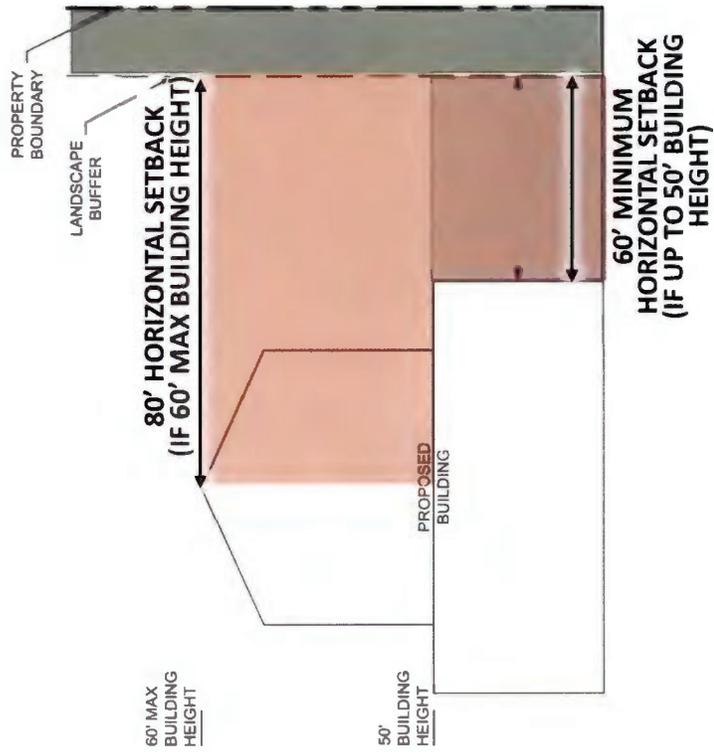
- Highview: 4' Vehicle Use Area (VUA)
 - Architecturally finished retaining wall
 - 6' open rail fencing
 - Evergreen shrubs
- East-West Shared Access Facility
 - North: 4' Vehicle Use Area
 - Architecturally finished retaining wall
 - 6' open rail fencing
 - Evergreen shrubs
 - South: Modified 20' Average Width
 - Allows for sidewalk within 20'
 - Average width utilized
 - Reduced screening from 6' to 3'

VARIATIONS

- 20' Enhanced Type B Buffer
- 20' Type B Buffer
- 60' Min Setback (up to 50' building height)
- 80' Min Setback (at max height)



ANNOTATED SITE PLAN EXCERPT



2:1 SETBACK



Outparcel C

- Currently zoned CG
 - Pending rezone (PD 25-0579), includes vehicular and pedestrian cross access
- May be used for minimum required parking for Subject Project Site, per COAs (Pending PD)
 - Also allowed by right per LDC under current zoning (no waivers required)

ANNOTATED SITE PLAN EXCERPT

OUTPARCEL C

Future Land Use Element

- **Objective 1.1:** Direct growth to Urban Service Area; **Policy 2.1.1:** Development fits established permitted land uses and maximum densities; **Policy 2.2.5:** Development is permitted to blend density across entire project site; **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; **Policy 3.2.4:** Community specific policies apply as part of the Livable Communities Element; **Policy 4.1:** All development approval shall be consistent with Comprehensive Plan; **Policy 4.1.2:** Developments must meet or exceed all land development regulations; **Objective 4.4:** Enhance and preserve existing neighborhoods and communities; **Policy 4.4.1:** Any density increase shall be compatible with surrounding development; **Policy 4.8.1:** High intensity non-residential development shall be external to neighborhoods and accessed on arterial or collector roadways; **Policy 4.9.6:** Incentivize higher density and intensity development along major corridors and within mixed-use developments

Livable Communities Element: Seffner-Mango

- **Goal 2:** Enhance community character and ensure quality residential and nonresidential development; Support in-fill development and redevelopment within the Urban Service Area while providing for compatibility with existing uses.

- **No objections** by Review Agencies
- Planning Commission - **Compatible** with the existing and planned development pattern found within the surrounding area. **Consistent** with the Unincorporated Hillsborough County Comprehensive Plan.
- Development Services: **Approvable**, subject to conditions.



PD 25-0579 (Subject Project)

- Rezoning from PD 90-0012, PD 85-0166, & CG
- To PD 25-0579

PRS 25-1377

- Companion PRS to remove subject parcels from PD 90-0012
- Ensures contiguity of remnant parcels

RZ 25-1316

- Euclidean rezone from CN to CG (R)
- Includes shared parking agreement with Subject Project

RELATED PROJECT SUMMARY

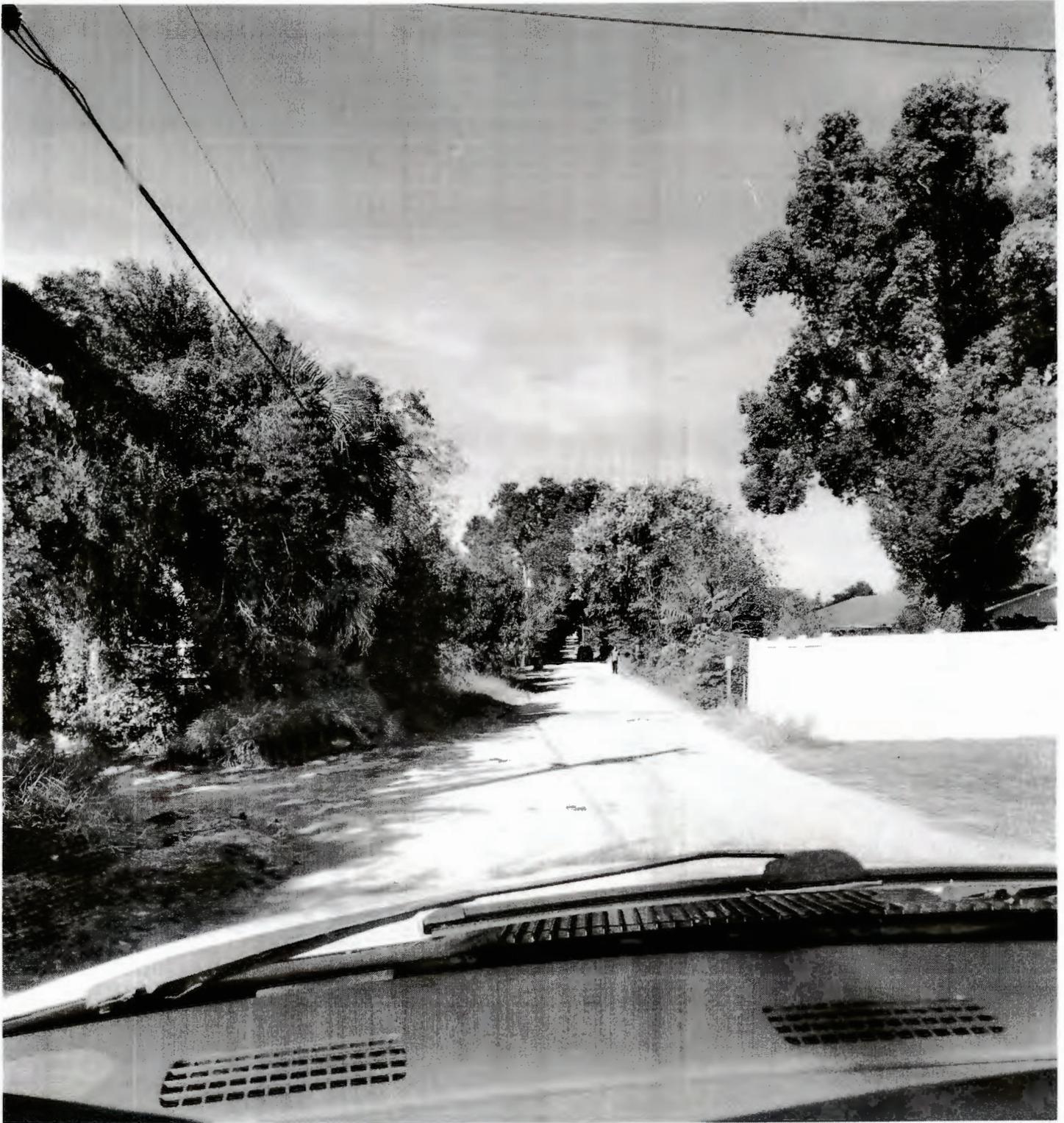


Walmart will be accessing this road.
Apartments will be accessing this road
as well. Curbs are only developed to this
point and no sidewalks beyond this point
until you get to rec center

Application No. 25-1316 & 25-0579
Name: Grover maggard
Entered at Public Hearing: ZHM
Exhibit # 3 Date: 11/17/2025







This is looking north, with a pedestrian + car. This shows pedestrian and car with narrow passage. No sidewalks at this location which heads to the park.



This is looking north. The 330 apartments would be on the right. The rec center is less than 1000 feet to the north.

Highview Rd between MLK and Clay Pit Rd.



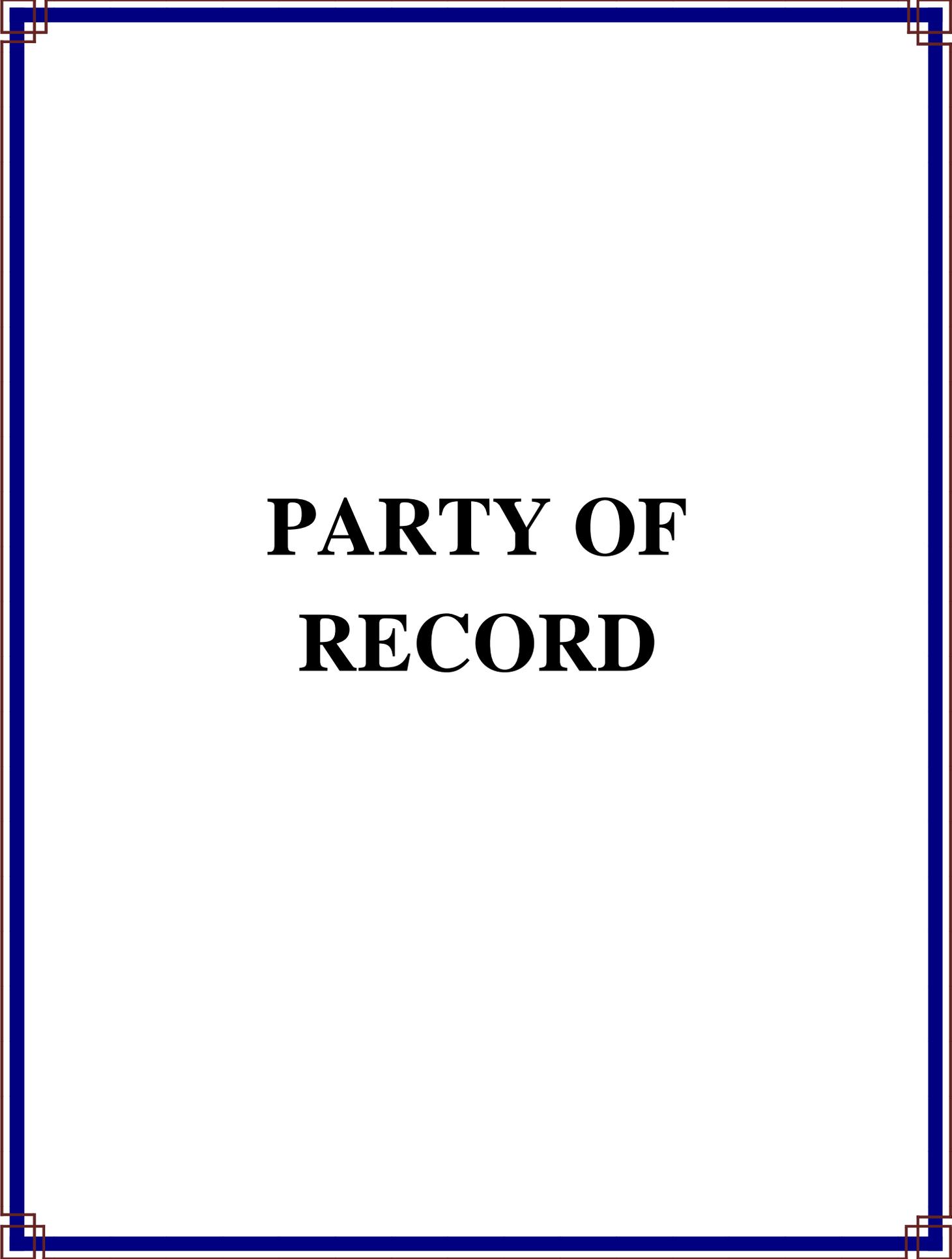
Right side is Hillsborough County Rec Center with new pickle ball court. This is looking South to MLK Blvd, which is less than 2000 feet. This is a one lane road. Sidewalks end at back of park.

Highview Rd between MLK and Clay Pit Rd.



This has been a dumping ground
for the community.





**PARTY OF
RECORD**

Rome, Ashley

From: Boccrec <boccrec@hillsclerk.com>
Sent: Thursday, August 28, 2025 6:17 AM
To: bestemor2@aol.com
Cc: Boccrec; Heinrich, Michelle; Peddle, Carolanne; Rome, Ashley
Subject: FW: [EXTERNAL] good morning re 25-0579

External email: Use caution when clicking on links, opening attachments or replying to this email.

Good morning,

I have sent your request to Development Services for further processing.

From: bestemor2@aol.com <bestemor2@aol.com>
Sent: Wednesday, August 27, 2025 9:26 AM
To: Peddle, Carolanne <PeddleC@hcfl.gov>; Boccrec <boccrec@hillsclerk.com>
Subject: [EXTERNAL] good morning re 25-0579

CAUTION: This email is from an external source. Do you know them and are you expecting this? Look again! Phishing is our #1 threat. You are our best defense!!!

Good morning, just checking if the incorrect information on this representatives' narratives have been corrected.

The repeated statement that Martin Luther King Blvd is a 6 lane divided highway is misleading as of yesterday it is 4 lanes with turning lanes

Thank you
Grace McComas
bestemor2@aol.com