



**PD Modification Application: MM 26-0441**

**Zoning Hearing Master Date:** April 27, 2026

**BOCC Land Use Meeting Date:** June 9, 2026

**1.0 APPLICATION SUMMARY**

**Applicant:** Riverview Montessori School at Rivercrest, LLC

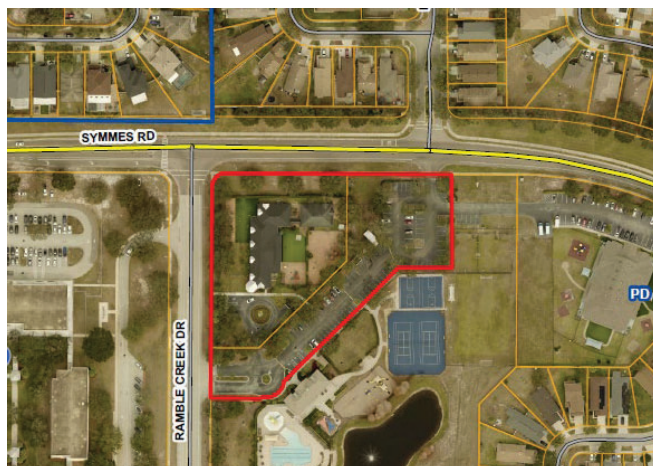
**FLU Category:** RES-4

**Service Area:** Urban

**Site Acreage:** 3.02 AC

**Community Plan Area:** Riverview

**Overlay:** None



**Introduction Summary:**

PD 00-0047, as most recently modified by PRS 15-0130, is a 459-acre planned development approved for multi-family residential, single-family residential attached and detached, retail, and residential support uses (religious uses, daycare, school, and parks).

The area of modification is located within Pod “M,” which is approved for daycare uses. The site is currently developed with a daycare use and an expansion of the use is proposed to include a private elementary school (50 students). Daycare will serve a maximum of 80 daycare children.

Existing Approval(s):	Proposed Modification(s):
Pod M is approved for a daycare use	To allow Day Care (maximum of 80 children) and Private Elementary School (maximum of 50 K-5 students) as a permitted uses in Pod M.

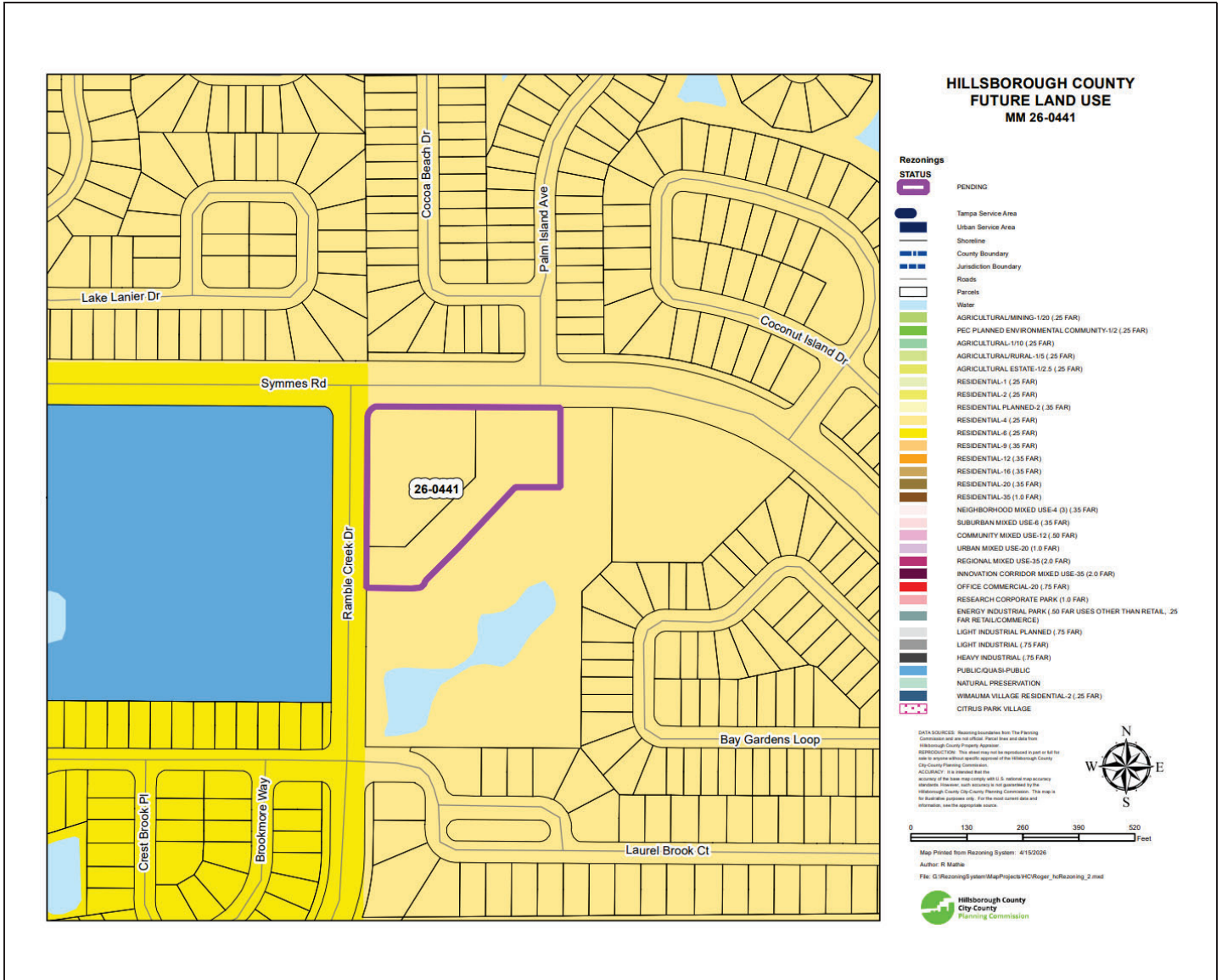
Additional Information:	
PD Variation(s):	None Requested as part of this application
Waiver(s) to the Land Development Code:	None Requested as part of this application

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

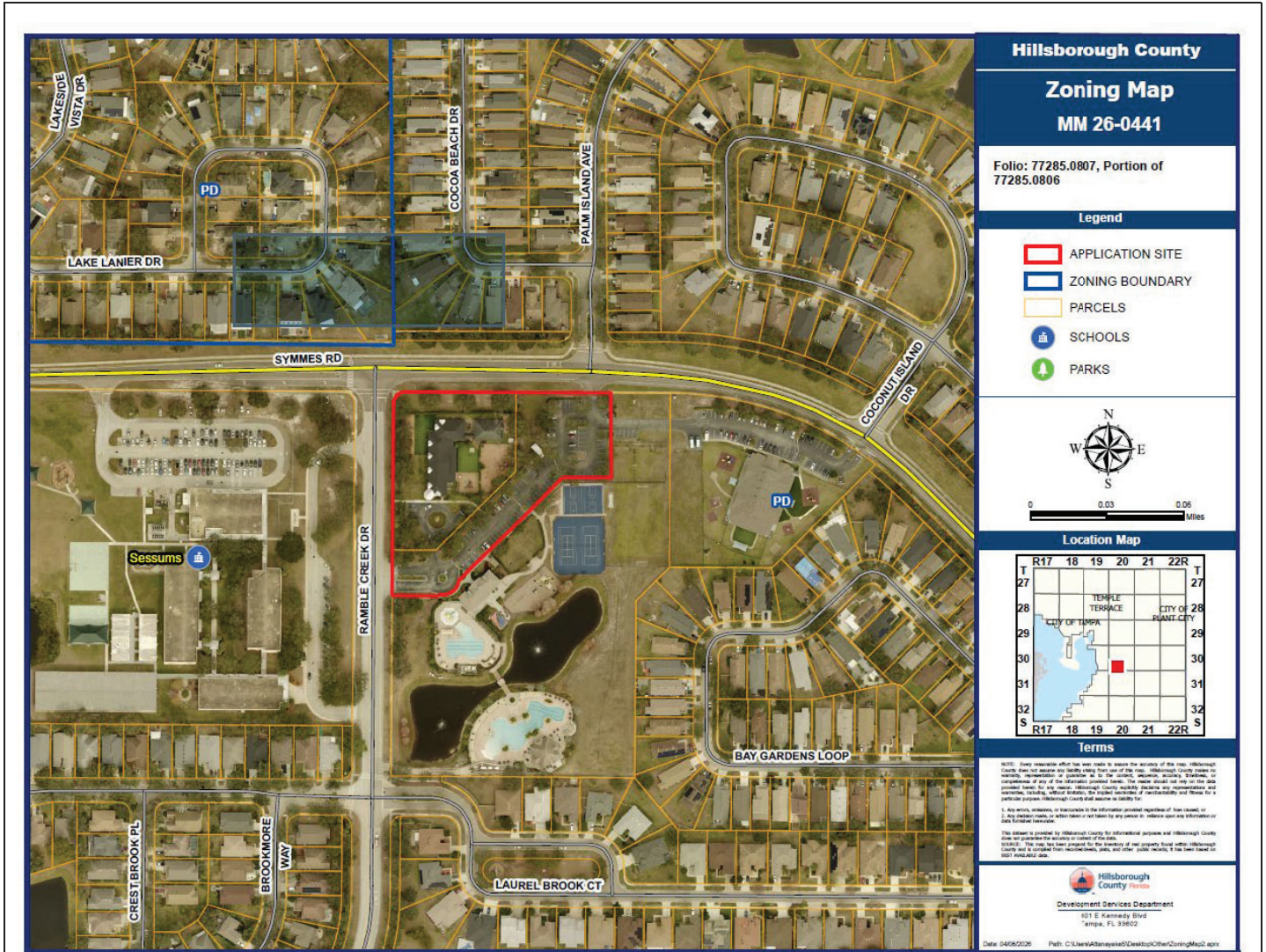
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential – 4 RES-4
Maximum Density/F.A.R.:	0.25 FAR, 4 du/ga
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

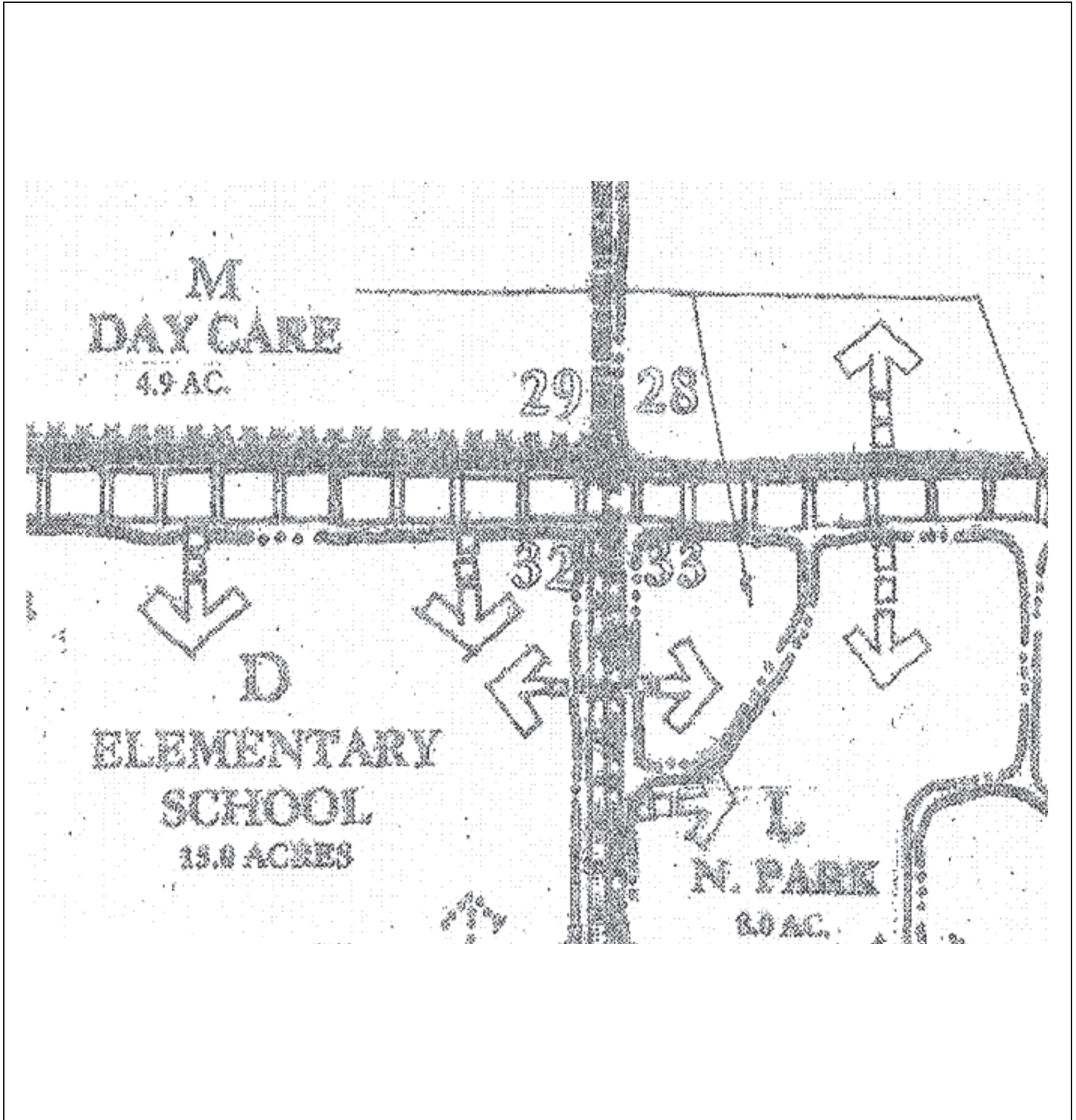


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD	4.36 DU/AC	Single Family Detached	Single Family Residential, Symmes Rd ROW
South	PD	NA	Neighborhood Park	Neighborhood Park
East	PD	NA	Neighborhood Park	Neighborhood Park
West	PD	0.5 FAR	Elementary School	Public School, Ramble Creek ROW

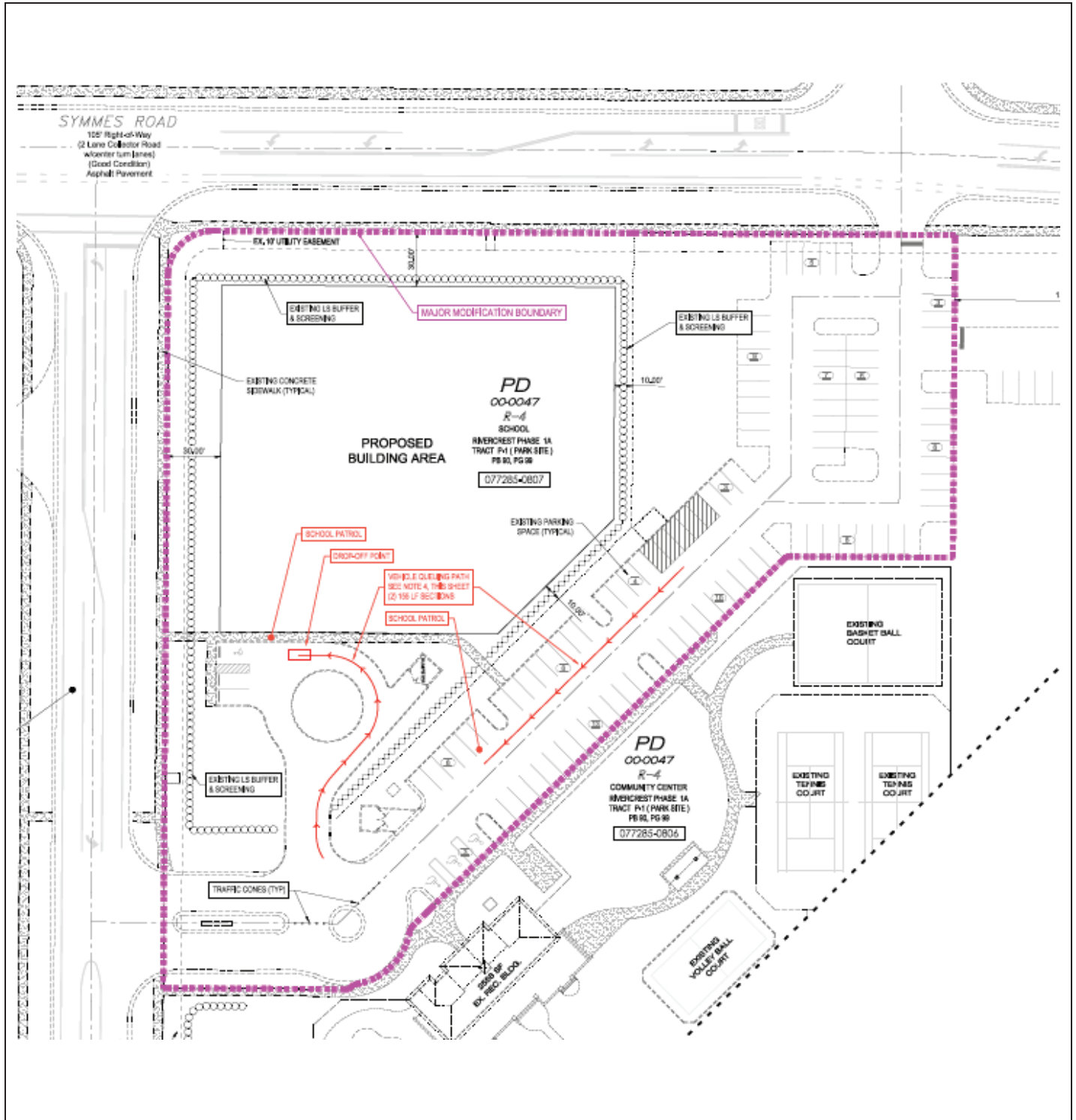
## 2.0 LAND USE MAP SET AND SUMMARY DATA

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



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.5 Proposed Site Plan (partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



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

**Adjoining Roadways (Modification Area Only) (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Symmes Rd.	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Ramble Creek Dr.	County Collector - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	494	109	94
Proposed	586	141	89
Difference (+/-)	(+) 92	(+) 32	(-) 5

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

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

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

Notes:

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

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

Notes:

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

<b>INFORMATION/REVIEWING AGENCY</b>				
<b>Environmental:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
<b>Public Facilities:</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Transportation</b> <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Elementary School (Mobility per student) (Fire per Per 1,000 s.f.) Mobility: \$831 * 50 = \$41,550 Fire: \$95 * per 1,000 s.f.				
<b>Comprehensive Plan:</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The proposed development is compatible with the surrounding PD zoning district in terms of intensity and use. The surrounding area to the north, south, east, and west is developed with single-family residential, public park, and public school uses, which are consistent with the existing development pattern of the area.

The proposed use does not include expansion of the existing building footprint or significant changes to the site layout. The modification is limited to allowing an elementary school use in addition to the existing daycare use, which represents a low-intensity institutional use compatible with adjacent residential and recreational uses.

Additionally, the Site is located within an established planned development and shares characteristics with the surrounding uses, including proximity to public parks and a public school. The proposed use is not anticipated to introduce impacts that would alter the character of the surrounding area.

The daycare/private school use will utilize existing parking located adjacent to the building and within a CDD amenity area (which is part of this application). Based upon the size of the daycare use and number of classrooms for the private school, the applicant has demonstrated that an adequate number of parking spaces is available to serve both uses. Transportation staff has reviewed the applicant's queuing, parking, and event parking plan and offers no objections – see Transportation review comments for detailed review comments.

Given the above, staff finds the request to be compatible with the surrounding properties and in keeping with the general development pattern of the area.

### **5.2 Recommendation**

Staff recommend approval, subject to proposed conditions.

**Requirements for Certification:**

Prior to Site Plan Certification the applicant shall revise the site plan received April 7, 2026 to:

1. First sheet to match the certified site plan for PRS 15-0130.
2. Add a site plan (sheet 2 of 4) showing the modification area. On that sheet:
  - a. Include the Site Data Table, General Notes, and revised Legal Description from other sheets, correcting the existing use data to match approved uses for this area of Pocket M as shown on the approved plan (file 15-0130).
  - b. Add a proposed use table which states:
    - 6,480 g.s.f. max. of Child Care Center Uses (80 students maximum)
    - 26,407 g.s.f. max. of Private School (grades K-5, 50 students maximum, 2 classrooms maximum)
  - c. Revise parking table to reflect LDC parking requirements. Correct parking calculation table to show the following:

<b>PARKING CALCULATIONS</b>		
<b>CHILD CARE CENTER:</b>		
6,480 SF @ 3.2 SP/1,000 SF = 20.73		21 SPACES
<b>ELEMENTARY SCHOOL:</b>		
2 CLASSROOMS @ 1.6/CLASSROOM= 3.2		4 SPACES
<b>CLUBHOUSE:</b>		
1,880 SF @ 3.3 SP/1,000 SF = 6.2		7 SPACES
1,200 SF @ 3.3 SP/1,000 SF = 3.9		4 SPACES
<b>SUB-TOTAL</b>		<b>36 SPACES</b>
<b>BASKETBALL:</b>	2 COURTS @ 10 PEOPLE/COURT	= 20 PEOPLE
<b>TENNIS:</b>	2 COURTS @ 4 PEOPLE/COURT	= 8 PEOPLE
<b>POOLS:</b>	175 PEOPLE	= 175 PEOPLE
<b>VOLLYBALL:</b>	1 COURT @ 12 PEOPLE	= 12 PEOPLE
<b>SUB-TOTAL</b>		<b>= 215 PEOPLE</b>
215 PEOPLE x 30% = 64.5		= 65 SPACES
<b>TOTAL PARKING REQUIRED</b>		<b>= 101 SPACES</b>
<b>PARKING PROVIDED:</b>		
HANDICAP ACCESSIBLE SPACES		= 4 SPACES
STANDARD SPACES		= 99 SPACES
OVERFLOW PARKING		= 5 SPACES
<b>TOTAL SPACES PROVIDED</b>		<b>= 107 SPACES</b>

3. Replace General Note 4 with a note reading “The traffic monitoring staff within the parking field shall hold cars from proceeding to the drop-off point and otherwise manage traffic flow (consistent with the Vehicle Queuing and Circulation Plan) as necessary to ensure the flow of traffic is safely managed, the exit to Ramble Creek Dr. remains reachable, and no accessible parking spaces are blocked within the MM 26-0441 modification area.”
4. Rename Sheet 3 of 4 (Vehicle Queuing and Circulation Plan) and make the Event Parking Plan Sheet 4 of 4. Remove Site data table and site notes from these sheets.

- 5. On Sheet 3 of 4 add the required monitoring note in a prominent box stating, “Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to access the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 50 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works.”
- 6. On Sheet 3 of 4, revise label reading “School Patrol” to instead state “Traffic Monitoring Staff”.
- 7. On Sheet 3 of 4, add the following note regarding drop-off and pick-up times to the plan:  
 Grade K-5 Drop Off and Pick-up Times as Follows:
  - 7:30 am to 8:00 am Drop-Off
  - 2:30 pm to 3:00 pm Pick-Up

**6.0 PROPOSED CONDITIONS**

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted April 7, 2026.

- 1. Residential development of the site shall be as follows:
  - 1.1 Multi-Family Residential - a maximum of 448 units on a total of 29.9 acres developed according to RMC-20 standards (development pod G). Both single-family attached and single-family detached homes shall be eligible for development in areas designated for multi-family development.
  - 1.2 Single-Family Attached - a maximum of 378 units on 78.5 acres (development pods B, I, K). However, the developer shall have the option to transfer up to 50 dwelling units from the single family detached pods (C, E, F, J, N, O, P, R, S and as an alternate use in pod Q) into the single family attached development pods (B, K, or I). Through this permitted transfer the maximum number of single-family attached units shall be 428 units. Any increase in the number of single family attached units within pods B, K, or I shall be accompanied by a corresponding decrease in single-family detached units from pods C, E, F, J, N, O, P, R and S (and as an alternate use in pod “Q”). If the developer transfers said units, the developer shall submit a revised general site plan for certification which reflects this change in units in the land use table. Housing types allowed within the single-family attached category include town homes, attached villas, quadplex, triplex, duplex and single-family detached housing. Development standards shall be in accordance with the RMC-9 zoning district (except that maximum impervious surface coverage can be up to 65%) or as follows:

Maximum Lot Size	Minimum Lot Width	REQUIRED YARD			Max Height	Max Impervious Surface coverage
		Front	Side	Rear		
3,850 S.F.	35 Feet	20 Feet	5 Feet	15 Feet	35 Feet	65%

- 1.3 Single-Family Detached - a maximum of 1004 units on 230.3 acres (development pods C, E, F, J, N, O, P, R, S and as an alternate use in pod Q). The single-family detached category may include conventional single-family or zero lot line dwelling units. Lot standards shall be as follows:

Maximum Lot Size	Minimum Lot Width	REQUIRED YARD			Max Height	Max Impervious Surface Coverage
		Front	Side	Rear		
4,400 S.F. – 4,999 S.F.	40 Feet	20 Feet	5 Feet	20 Feet	35 Feet	55%
5,000 S.F. – 7,999 S.F.	50 Feet	20 Feet	5 Feet	20 Feet	35 Feet	50%
8,000 S.F. – 9,999 S.F.	65 Feet	20 Feet	7.5 Feet	20 Feet	35 Feet	45%

- 1.4 If a less intensive style of dwelling unit is constructed within a pod approved for a more intensive category, the development guidelines assigned to the less intensive style shall apply.
2. Commercial development of the site shall be restricted to a maximum of 150,000 square feet on 15.31-acre development pod A, and 30,000 square feet on 5-acre development pod H. Permitted commercial uses shall be restricted to the Commercial General category as defined in the Hillsborough County Land Development Code. CG lot development standards shall apply. Buffering and screening requirement for commercial development shall be 10A as defined by Section 6.06.05. Pod “A”- outdoor lighting shall be full-cutoff light fixtures.
3. Other development shall be as follows:
- 3.1 Pod D property shall be dedicated to the School Board for use as a school site. If the site is not accepted for a school site, sale of the site by the School Board is acceptable. Alternate development of Pod D will be single family residential use.
- 3.2 Religious Center/Day Care - 6-acre (approximately) development pod Q and Day Care/Private Elementary School - 4.9 acre development pod M. Development pod Q may be developed with single family detached units, in accordance with condition #1, provided that the total number of single family detached units does not exceed that which is permitted for the overall project. One acre within pod M may be assimilated into pod K and developed with single family attached units, in accordance with condition #1, provided that the total number of single family attached units does not exceed that which is permitted for the overall project.

3.2.1 The following shall apply to the area subject to MM 26-0441 (Pod M):

3.2.1.a Within pod M, a maximum number of 80 children is permitted for the daycare use. Within pod M, a maximum number of 50 children is permitted for the private elementary school use (K-5) within a maximum of 2 classrooms).

3.2.1.b Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to access the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works

Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 50 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works.

3.2.1.c The school shall utilize the arrival and dismissal times as shown on the Vehicle Queuing and Circulation Plan (Sheet 3 of 4). The traffic cones shown on the Vehicle Queuing and Circulation Plan shall be in place during the arrival and dismissal periods shown as well as 30 minutes prior to (and removed no later than 30 minutes after) each of the drop-off and pick-up periods.

3.2.1.d If the facility is gated, all gates shall be open a minimum of 30 minutes before school start and dismissal times for each grade level.

3.2.1.e Access management, vehicle queuing, and staff placement shall occur consistent with the Vehicle Queuing and Circulation Plan (Sheet 3 of 4). Modifications to these plans may be submitted in accordance with Condition 3.2.1.d, above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queueing stacking may occur on or along Ramble Creek Dr., Symmes Rd., nor any other facility not identified as a queuing area on the Vehicle Queuing and Circulation Plan.

3.2.1.f The traffic monitoring staff within the parking field shall hold cars from proceeding to the drop-off point and otherwise manage traffic flow (consistent with the Vehicle Queuing and Circulation Plan) as necessary to ensure the flow of traffic is safely managed, the exit to Ramble Creek Dr. remains reachable, and no accessible parking spaces are blocked within the MM 26-0441 modification area.

3.2.1.g General parking shall be provided in accordance with the Site Plan (Sheet 2 of 4) and event parking shall be provided in accordance with the Event Parking Plan (Sheet 4 of 4). Modifications to the Event Parking Plan shall be permitted, subject to review and approval of Hillsborough County Public Works.

3.2.1.h The child care facility and school shall not permit students to be dropped off outside of the school property, including along the property's Ramble Creek Dr. and Symmes Rd. frontages. In such instance, the child care center and school shall take all actions necessary to ensure such violation of the conditions of approval and/or Vehicle Circulation Plan are cured.

### 3.3 Neighborhood Park - 8 acre development pod L.

4. The general design and location of the access points shall be regulated by the Hillsborough County Access Management regulations as found in the Land Development Code (Land Development Code Section 6.04) and/or applicable regulations of the Florida Department of Transportation (FDOT). The design and construction of curb cuts are subject to approval by the Hillsborough County Planning and Growth Management Department and/or

FDOT. Final design, if approved by Hillsborough County Planning and Growth Management Department and/or FDOT may include, but is not limited to: left turn lanes, acceleration lane(s) and deceleration lane(s).

5. The applicant shall provide internal vehicle access to any existing or future outparcels on the site (LDC 5.03.05 H), as well as pedestrian cross access as indicated on the site plan.
6. The developer shall provide 80 feet of right-of-way generally located along the proposed route of the Symmes Avenue extension as depicted on the site plan and shall construct said roadway according to all applicable Hillsborough County regulations.
7. The developer shall provide 60 feet of right-of-way generally located along the proposed route of the east-west and north-south collectors as depicted on the site plan and shall construct said roadways according to all applicable Hillsborough County regulations.
8. All roadway construction shall be subject to approval by the Florida Department of Transportation and/or Hillsborough County Planning and Growth Management Department and in accordance with their requirements.
9. Prior to Construction Site Plan approval, the developer shall provide a traffic analysis, signed by a Professional Engineer, showing the amount of left turn storage needed to serve development traffic at each access point. If warranted by the results of the transportation analysis, and as determined by Hillsborough County, the developer shall provide, at his expense, left turn storage lanes of sufficient length to accommodate anticipated left turning traffic, (for southbound traffic to eastbound) into the site, on U.S. 301. The design and construction of this left turn lane shall be approved by Hillsborough County Planning and Growth Management Department. All roadway construction of said left turn lanes shall be completed with proper transitions from the widened section to the existing roadway pavement.
10. The developer shall be responsible for the design, purchase and installation of a traffic signal at any access to the site if traffic volumes are such that said signal is warranted. The developer shall also be responsible for interconnecting the signal to any immediately adjacent signals if it is required by Florida Department of Transportation or Hillsborough County Engineering Department.
11. The developer shall install a traffic signal at the intersection of Symmes Road and United States Highway 301 in conjunction with the roadway construction, subject to Florida Department of Transportation approval. [THIS CONDITION HAS BEEN SATISFIED.]
12. Prior to Concurrency approval, the Developer shall provide a traffic analysis, signed by a Professional Engineer, showing the length of the access related left and right turn lanes needed to serve development traffic. The access related turn lanes shall be constructed to FDOT and/or Hillsborough County standards. The only exceptions to access related roadway improvements shall be based on documented safety or environmental concerns. The Planning and Growth Management and Public Works Departments shall approve all exceptions. The Developer, consistent with requirements of the Land Development Code, shall construct the following access related turn lanes:
  - 12.1 Northbound right turn lane @ each project access with US 301.
13. Based on the projected trip generation to the site, access onto the public road would be via "Type III" Minor Roadway Connection (more than 1,500 trip ends per day). The Land Development Code requires that all internal access (the "throat") to the driveways must be a minimum of 100 feet from the edge of pavement of the public

roadway, and shall remain free of internal connections or parking spaces that might interfere with the movement of vehicles into or out of the site.

14. The Developer shall provide for vehicular and pedestrian cross access between all developments within Parcel "A".
15. Prior to Concurrency Approval for Commercial Development not included in the existing Rivercrest Developer's Agreement or for any development not vested by Vested Rights Approval VR 04-826, the Developer shall conduct a detailed traffic study for the intersection of Symmes & US 301 that accounts for vested traffic on the surrounding roadways. If warranted to meet Concurrency, the Developer shall construct intersection improvements @ US 301 & Symmes Rd. The needed improvements shall be determined at Concurrency review. The Developer shall be responsible for the cost associated with the design and construction of the improvements. This condition shall not restrict the Developer from entering into a Developer Agreement with the County to provide for an alternative to the Concurrency mitigation requirement above. The final improvements made shall be proportional to the impact of the additional square footage constructed, up to a maximum of 40,000 square feet of commercial, consistent with the Concurrency Requirements of the Land Development Code. [THIS CONDITION IS NO LONGER APPLICABLE AS VR 04-826 AND ANY OTHER DEVELOPMENT AGREEMENTS HAVE EXPIRED, NOR ENFORCEABLE, GIVEN HILLSBOROUGH COUNTY'S ADOPTION OF A MOBILITY FEE SYSTEM IN LIEU OF THE PREVIOUS TRANSPORTATION CONCURRENCY MANAGEMENT SYSTEM.]
16. Prior to Construction Plan Approval for any Commercial Development within Parcel "A", the Developer shall provide documentation that the signal design for the traffic signal at US 301 & Symmes Rd has received 100% design approval from the County and FDOT. No commercial development within Parcel "A" shall receive Construction Plan approval until the 100% signal plans have been approved. [THIS CONDITION HAS BEEN SATISFIED.]
17. No commercial development within Parcel "A" shall receive a Certificate of Occupancy until the traffic signal at US 301 & Symmes Rd has been installed and dedicated to Hillsborough County and/or FDOT. [THIS CONDITION HAS BEEN SATISFIED.]
18. All access points as generally shown on the most recently approved General Development Plan Certified site plan submitted January 2nd, 2015 shall be permitted provided that said access points are approved by appropriate jurisdictions of governing regulations.
19. Sidewalks of a minimum width of five (5) feet shall be constructed within the right-of-way along all roadways adjacent to the property boundaries and along both sides of all internal roadways. The Developer shall also provide sidewalk connections between sidewalks on external roadways and internal developments. The Developer shall also provide for pedestrian cross-access via a sidewalk between developments within Parcel "A".
20. The developer shall be required to use public water and sewer, and shall pay all costs to connect for service delivery. The developer shall submit to the County Department of Planning and Growth Management, prior to the issuance of Construction Plan Approval, evidence of commitment from the appropriate County Departments to provide public water and public sewer services. Additionally, the developer shall submit to the County Department of Planning and Growth Management, prior to the issuance of Construction Plan Approval, evidence of agreement to pay necessary costs to enable the County to provide public water and public sewer service delivery, subject to the rules and regulations governing the provision of utility services in Hillsborough County.
21. Prior to the issuance of the first building permit, the developer is required to dedicate a school site, in a size, configuration, and location acceptable to staff of the school board. If the proposed site is not acceptable to staff

of the School Board, the site may be developed in a single family residential style and pattern identical to the adjacent parcel subject to not exceeding the maximum number of dwelling units permitted within the project.

22. Prior to the issuance of the first building permit, the developer is required to dedicate park land, in a size, configuration, and location acceptable to the Parks Department. If the proposed site is not acceptable to the Parks Department, the site may be developed in a single family residential style and pattern identical to the adjacent parcel subject to not exceeding the maximum number of dwelling units permitted within the project. Furthermore, the developer may provide mini-parks in the locations as generally depicted on the approved General Development Site Plan. These parks shall be maintained and be the perpetual responsibility of the developer or subsequent homeowner group or other similar association. If neither group can no longer or is unwilling to assume maintenance responsibilities, the mini park(s) may be redeveloped with uses and lots identical to the adjacent residential development pattern subject to not exceeding the maximum number of dwelling units permitted within the project. In lieu of dedicating park land to the Parks Department, developer reserves the right to build, operate and maintain a private park within the project.
23. The developer shall reconcile the objections of the Hillsborough County Environmental Protection Commission with regard to encroachment into jurisdictional wetlands by the projects proposed circulation system prior to commencement of development, and provide the Planning and Growth Management Department with documentation verifying E.P.C. approval.
24. Approval of this application does not ensure that water will be available at the time when the applicant seeks permits to actually develop.
25. Within ninety days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Planning and Growth Management Department a revised General Development Plan for certification reflecting all the conditions outlined above.
26. Pole signs and billboards shall not be permitted within pods L, M, and K.
27. 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.
28. The development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
29. Effective as of February 1, 1990, this development order/permit shall meet the concurrency requirements of Chapter 163, Part II, Florida Statutes. Approval of this development order/permit does not constitute a guarantee that there will be public facilities in place at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

**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**

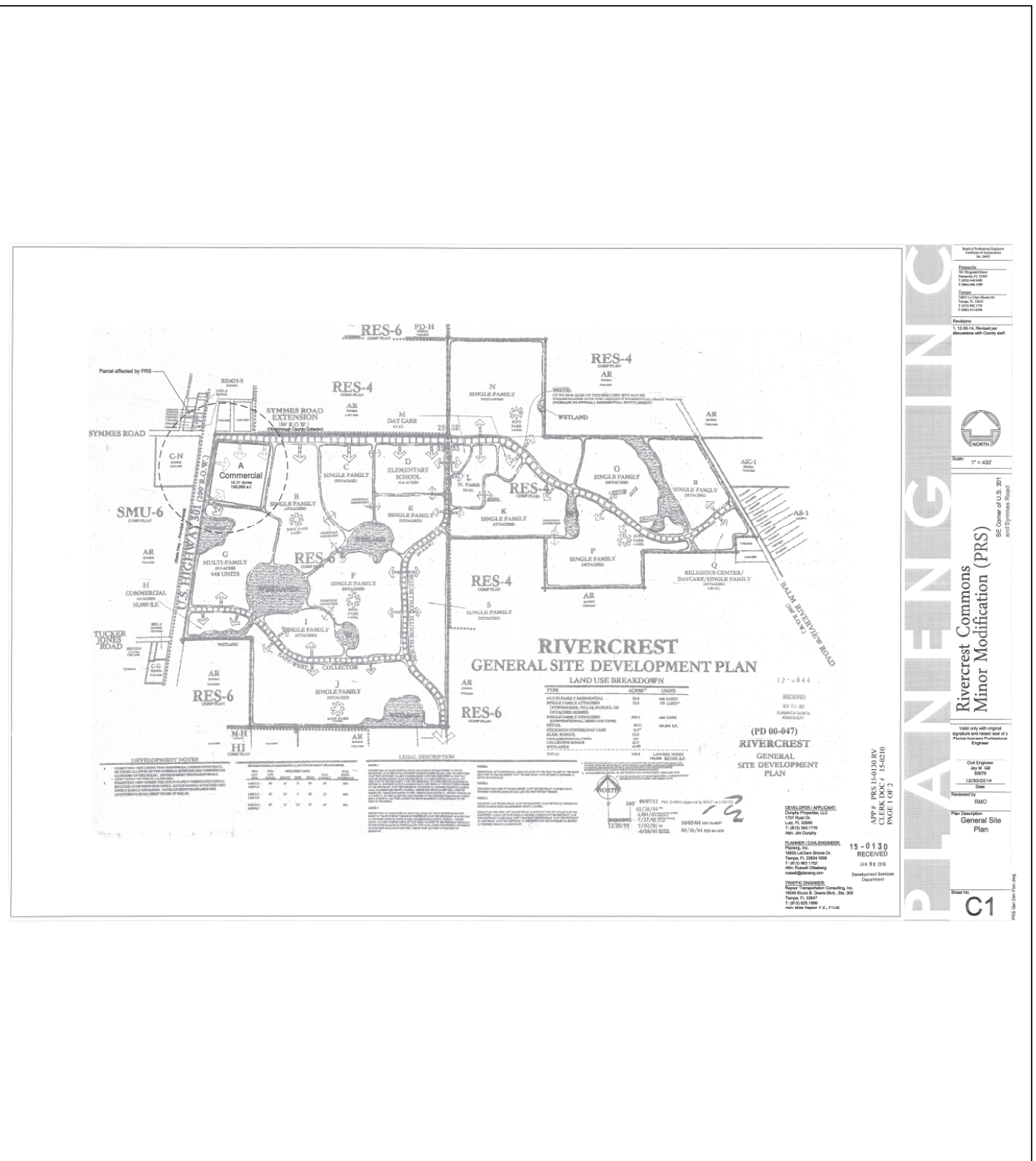
Property Violation History

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

\*past 12 months from intake date

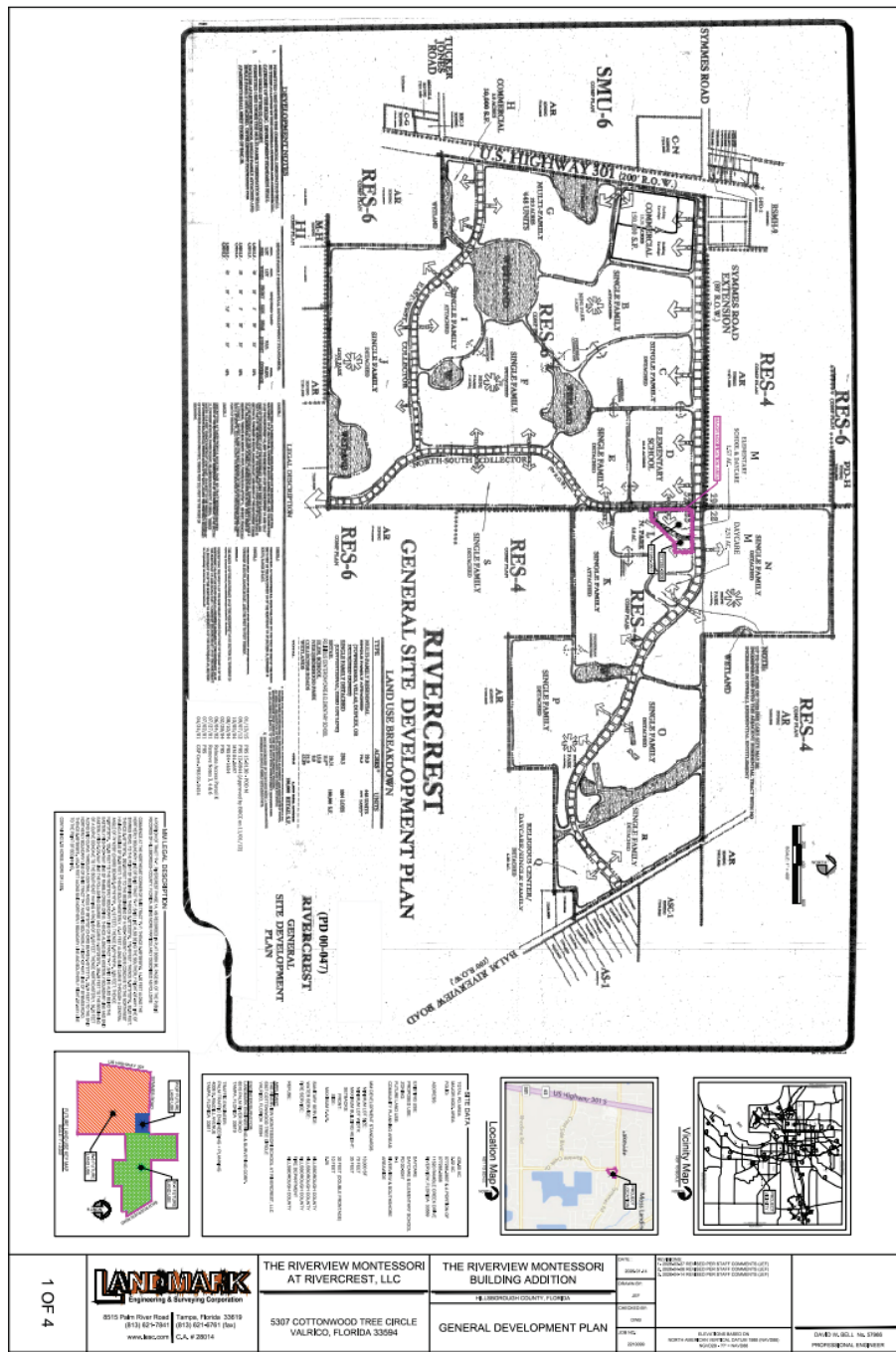
### 8.0 SITE PLANS (FULL)

### 8.1 Approved Site Plan (Full)



8.0 SITE PLANS (FULL)

8.2 Proposed Site Plan (Full)









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

**AGENCY REVIEW COMMENT SHEET**

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TO: Zoning Technician, Development Services Department

DATE: 04/17/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/ South

PETITION NO: MM 26-0441

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- 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.

**NEW AND REVISED CONDITIONS OF APPROVAL**

Revised Conditions

11. The developer shall install a traffic signal at the intersection of Symmes Road and United States Highway 301 in conjunction with the roadway construction, subject to Florida Department of Transportation approval. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

*[Transportation Review Section staff recommends modification of this condition to reflect requirements which have already been satisfied.]*

15. Prior to Concurrency Approval for Commercial Development not included in the existing Rivercrest Developer's Agreement or for any development not vested by Vested Rights Approval VR 04-826, the Developer shall conduct a detailed traffic study for the intersection of Symmes & US 301 that accounts for vested traffic on the surrounding roadways. If warranted to meet Concurrency, the Developer shall construct intersection improvements @ US 301 & Symmes Rd. The needed improvements shall be determined at Concurrency review. The Developer shall be responsible for the cost associated with the design and construction of the improvements. This condition shall not restrict the Developer from entering into a Developer Agreement with the County to provide for an alternative to the Concurrency mitigation requirement above. The final improvements made shall be proportional to the impact of the additional square footage constructed, up to a maximum of 40,000 square feet of commercial, consistent with the Concurrency Requirements of the Land Development Code. [\[THIS CONDITION IS NO LONGER APPLICABLE, AS VR 04-826 AND ANY OTHER DEVELOPMENT AGREEMENTS HAVE EXPIRED, NOR ENFORCEABLE, GIVEN HILLSBOROUGH COUNTY'S ADOPTION OF A MOBILITY FEE SYSTEM IN LIEU OF THE PREVIOUS TRANSPORTATION CONCURRENCY MANAGEMENT SYSTEM.\]](#)

*[Transportation Review Section staff recommends modification of this condition to reflect current status.]*

16. Prior to Construction Plan Approval for any Commercial Development within Parcel "A", the Developer shall provide documentation that the signal design for the traffic signal at US 301 & Symmes Rd has received 100% design approval from the County and FDOT. No commercial development within Parcel

“A” shall receive Construction Plan approval until the 100% signal plans have been approved. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

*[Transportation Review Section staff recommends modification of this condition to reflect requirements which have already been satisfied.]*

17. No commercial development within Parcel “A” shall receive a Certificate of Occupancy until the traffic signal at US 301 & Symmes Rd has been installed and dedicated to Hillsborough County and/or FDOT. [\[THIS CONDITION HAS BEEN SATISFIED.\]](#)

*[Transportation Review Section staff recommends modification of this condition to reflect requirements which have already been satisfied.]*

18. All access points as generally shown on the [most recently approved General Development Plan-Certified Site Plan](#) ~~submitted January 2nd, 2015~~ shall be permitted provided that said access points are approved by appropriate jurisdictions of governing regulations.

*[Transportation Review Section staff recommends modification of this condition to site plan dates within this submittal.]*

#### New Conditions

- Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 50 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works.
- The school shall utilize the arrival and dismissal times as shown on the Vehicle Queuing and Circulation Plan (Sheet 3 of 4). The traffic cones shown on the Vehicle Queuing and Circulation Plan shall be in place during the arrival and dismissal periods shown as well as 30 minutes prior to (and removed no later than 30 minutes after) each of the drop-off and pick-up periods.
- If the facility is gated, all gates shall be open a minimum of 30 minutes before school start and dismissal times for each grade level.
- Access management, vehicle queuing, and staff placement shall occur consistent with the Vehicle Queuing and Circulation Plan (Sheet 3 of 4). Modifications to these plans may be submitted in accordance with [Condition X](#), above, or as otherwise approved by the Hillsborough County Public Works and Development Services Departments. No queuing stacking may occur on or along Ramble Creek Dr., Symmes Rd., nor any other facility not identified as a queuing area on the Vehicle Queuing and Circulation Plan.
- The traffic monitoring staff within the parking field shall hold cars from proceeding to the drop-off point and otherwise manage traffic flow (consistent with the Vehicle Queuing and Circulation Plan) as necessary to ensure the flow of traffic is safely managed, the exit to Ramble Creek Dr. remains reachable, and no accessible parking spaces are blocked within the MM 26-0441 modification area.
- General parking shall be provided in accordance with the Site Plan (Sheet 2 of 4) and event parking shall be provided in accordance with the Event Parking Plan (Sheet 4 of 4). Modifications to the Event Parking Plan shall be permitted, subject to review and approval of Hillsborough County Public Works.

- The child care facility and school shall not permit students to be dropped off outside of the school property, including along the property's Ramble Creek Dr. and Symmes Rd. frontages. In such instance, the child care center and school shall take all actions necessary to ensure such violation of the conditions of approval and/or Vehicle Circulation Plan are cured.

Other Conditions

Prior to Site Plan Certification the applicant shall revise the site plan received April 7, 2026 to:

- Add a site plan (sheet 2 of 4) showing the modification area. On that sheet:
  - Include the Site Data Table, General Notes, and Legal Description from other sheets, correcting the existing use data to match approved uses for this area of Pocket M as shown on the approved plan (file 15-0130).
  - Add a proposed use table which states:
    - 6,480 g.s.f. max. of Child Care Center Uses (80 students maximum)
    - 26,407 g.s.f. max. of Private School (grades K-5, 50 students maximum, 2 classrooms maximum)
  - Revise parking table to reflect LDC parking requirements. Correct parking calculation table to show the following:

<b>PARKING CALCULATIONS</b>		
<b>CHILD CARE CENTER:</b>		
6,480 SF @ 3.2 SP/1,000 SF = 20.73		21 SPACES
<b>ELEMENTARY SCHOOL:</b>		
2 CLASSROOMS @ 1.6/CLASSROOM= 3.2		4 SPACES
<b>CLUBHOUSE:</b>		
1,880 SF @ 3.3 SP/1,000 SF = 6.2		7 SPACES
1,200 SF @ 3.3 SP/1,000 SF = 3.9		4 SPACES
<b>SUB-TOTAL</b>		<b>36 SPACES</b>
<b>BASKETBALL:</b>	2 COURTS @ 10 PEOPLE/COURT	= 20 PEOPLE
<b>TENNIS:</b>	2 COURTS @ 4 PEOPLE/COURT	= 8 PEOPLE
<b>POOLS:</b>	175 PEOPLE	= 175 PEOPLE
<b>VOLLYBALL:</b>	1 COURT @ 12 PEOPLE	= 12 PEOPLE
<b>SUB-TOTAL</b>		<b>= 215 PEOPLE</b>
215 PEOPLE x 30% = 64.5		= 65 SPACES
<b>TOTAL PARKING REQUIRED</b>		<b>= 101 SPACES</b>
<b>PARKING PROVIDED:</b>		
HANDICAP ACCESSIBLE SPACES		= 4 SPACES
STANDARD SPACES		= 99 SPACES
OVERFLOW PARKING		= 5 SPACES
<b>TOTAL SPACES PROVIDED</b>		<b>= 107 SPACES</b>

- Replace General Note 4 with a note reading “The traffic monitoring staff within the parking field shall hold cars from proceeding to the drop-off point and otherwise manage traffic flow (consistent with the Vehicle Queuing and Circulation Plan) as necessary to ensure the flow of traffic is safely managed, the exit to Ramble Creek Dr. remains reachable, and no accessible parking spaces are blocked within the MM 26-0441 modification area.”
- Rename Sheet 3 of 4 (Vehicle Queuing and Circulation Plan) and make the Event Parking Plan Sheet 4 of 4. Remove Site data table and site notes from these sheets.
- On Sheet 3 of 4 add the required monitoring note in a prominent box stating, “Annually, at the beginning of each school year during the fourth week of class, the developer (at its sole expense) shall conduct traffic monitoring to assess the sufficiency of queuing both on-site and off-site at the project access points. Such report shall be submitted to the Hillsborough County Development Service and Public Works Departments. This annual monitoring requirement shall remain in effect for one (1) year beyond the time the total enrollment reaches 50 students. In the event that significant offsite queuing of vehicles at arrival or dismissal times is found, the school shall be required to submit corrective measures, which could include revised staggered start and ends times, staggered arrival/departure times and/or a revised onsite circulation plan to alleviate off-site queuing. Such revised plan shall be subject to review and approval by Hillsborough County Public Works.”
- On Sheet 3 of 4, revise label reading “School Patrol” to instead state “Traffic Monitoring Staff”.
- On Sheet 3 of 4, add the following note regarding drop-off and pick-up times to the plan:
  - Grade K-5 Drop Off and Pick-up Times as Follows:
    - 7:30 am to 8:00 am Drop-Off
    - 2:30 pm to 3:00 pm Pick-Up

**PROJECT SUMMARY AND TRIP GENERATION**

The applicant is requesting a Major Modification (MM) to a +/- 3.02 ac. portion of a +/- 439.6 acre project previously zoned Planned Development (PD) 00-0047, and as most recently modified via 15-0130. The project is currently approved for a variety of uses, as shown below.

TYPE	ACRES <sup>①</sup>	UNITS
MULTI-FAMILY RESIDENTIAL	29.9	448 UNITS
SINGLE FAMILY ATTACHED (TOWNHOMES, VILLAS, DUPLEX, OR DETACHED HOMES)	78.8	376 LOTS <sup>②</sup>
SINGLE FAMILY DETACHED (CONVENTIONAL, ZIGZAG LOT LINE)	296.5	1004 LOTS
RETAIL	20.31	180,000 S.F.
RELIGIOUS CENTER/DAY CARE	11.8 <sup>③</sup>	
ELEM. SCHOOL	15.0	
NEIGHBORHOOD PARK	8.0	
COLLECTOR ROADS	21.9	
WETLANDS	43.89	
TOTAL	459.6	1,630 RES. UNITS 180,000 RETAIL S.F.

The portion of Pod M which is the subject of this request is approved for child care center uses. The applicant is requesting to modify this portion of Pod M to also allow a 50 student Private School with grades K-5.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the potential number of gross peak hour trips generated under the existing and proposed zoning designations within the modification area, utilizing a generalized worst-case scenario. Existing child care center data was taken from the applicant's transportation study, although staff notes that State of Florida's Department of Children and Families license indicated a capacity of 165 students on its most recent inspection report (dated 05/20/2025). Information shown below is based upon data from the 12<sup>th</sup> Edition of the ITE Trip Generation Manual.

Existing Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 110 Student Child Care Center (ITE Code 565)	417	80	79
PD, Community Center - (ITE Code 495)	77	29	15
<i>Subtotal</i>	<i>494</i>	<i>109</i>	<i>94</i>

Proposed Zoning (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 80 Student Child Care Center (ITE Code 565)	303	61	61
PD, 50 Student Private School (Grades K-5) (ITE Code 530)	206	51	13
PD, Community Center - (ITE Code 495)	77	29	15
<i>Subtotal</i>	<i>586</i>	<i>141</i>	<i>89</i>

Trip Generation Difference (Modification Area Only):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+) 92</b>	<b>(+) 32</b>	<b>(-) 5</b>

**EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE (AREA OF MODIFICATION ONLY)**

Symmes Rd. is a 2-lane, undivided, collector roadway within a +/- 105-foot-wide right-of-way. The roadway is characterized by +/- 10 to 11-foot-wide lanes is in average condition. There are +/- 4-foot-wide to 6-foot-wide sidewalks on both sides of Symmes Rd. in the vicinity of the proposed project. There is a +/- 4-foot-wide bicycle facility present along the south side of Symmes Rd. in the vicinity of the project. The County Engineer reviewed the roadway and determined that the roadway meets applicable standards.

Ramble Creek Dr. is a 2-lane, undivided, collector roadway within a +/- 74-foot-wide right-of-way. The roadway is characterized by +/- 11-foot-wide lanes is in average condition. There are +/- 4-foot-wide to 6-foot-wide sidewalks on both sides of Symmes Rd. in the vicinity of the proposed project. There are

+/- 4-foot-wide bicycle facilitates present along both sides of Ramble Creek Dr. in the vicinity of the project. The County Engineer reviewed the roadway and determined that the roadway meets applicable standards.

**SITE ACCESS AND CONNECTIVITY**

There is an existing southbound to eastbound left turn lane at the entrance on Ramble Creek Dr., and an existing westbound to southbound left turn lane at the entrance on Symmes Rd. The County Engineer reviewed the transportation analysis and existing configuration and determined no additional site access improvements are needed to serve the project.

The plans submitted by the applicant demonstrate compliance with Sec. 6.03.13 LDC, which governs Private and Charter Schools Vehicle Circulation, Queuing and Parking.

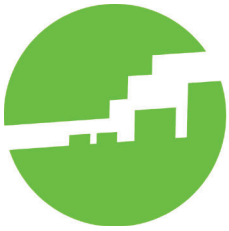
Staff has included conditions to require cones to be placed before (and taken up after) drop-off and pick-up periods to restrict the flow of traffic. Queuing will extend southbound (from the Symmes Rd. entrance). Given the parking field is shared with the proposed school and child care center, staff included a condition requiring the queue to be managed such that internal ADA parking (serving uses which are the subject of this modification and the community recreation/amenity uses with which it shares parking) remains open and accessible.

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

Roadway LOS information for Symmes Rd. is provided below. Ramble Creek Dr. is not included in the Hillsborough LOS Report. As such, no information on this facility can be provided.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Symmes Rd.	US 301	Balm Riverview Rd.	D	C

*Source: Hillsborough County 2024 Level of Service Report*



**Hillsborough County  
City-County  
Planning Commission**

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

<b>Unincorporated Hillsborough County Rezoning Consistency Review</b>	
<b>Hearing Date:</b> April 27, 2026 <b>Report Prepared:</b> April 16, 2026	<b>Case Number:</b> MM 26-0441 <b>Folio(s):</b> 77285.0807 & 77285.0806 <b>General Location:</b> South of Symmes Road, east of Ramble Creek Drive and north of Laurel Brook Court
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Residential-4 (4 du/ga; 0.25 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Riverview + SouthShore Areawide Systems
<b>Rezoning Request</b>	Major Modification (MM) to Planned Development (PD) 00-0047 to allow “School” as a permitted use of the site, along with Daycare, and allow up to 130 children, with an intended mix of 80 daycare children and 50 elementary school students
<b>Parcel Size</b>	+/- 3.02 acres
<b>Street Functional Classification</b>	Symmes Road – <b>County Collector</b> Ramble Creek Drive – <b>County Collector</b> Laurel Brook Court – <b>Local</b>
<b>Commercial Locational Criteria</b>	Not applicable

<b>Evacuation Area</b>	None
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<b>Table 1: COMPARISON OF SURROUNDING PROPERTIES</b>			
<b>Vicinity</b>	<b>Future Land Use Designation</b>	<b>Zoning</b>	<b>Existing Land Use</b>
<b>Subject Property</b>	Residential-4	PD 00-0047	Educational
<b>North</b>	Residential-4	PD	Public/Quasi-Public + Agricultural + Single-Family
<b>South</b>	Residential-4	PD + AR	Single-Family + Public/Quasi-Public
<b>East</b>	Residential-4	PD	Single-Family + Educational + Public/Quasi-Public
<b>West</b>	Residential-6 + Public/Quai-Public	PD	Single-Family+ Public/Quasi-Public + Educational

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

The ±3.02-acre subject site is generally located south of Symmes Road, east of Ramble Creek Drive, and north of Laurel Brook Court. The site is located within the Urban Service Area (USA), within the boundaries of the Riverview Community Plan and the SouthShore Areawide Systems Plan and is designated Residential-4 (RES-4) on the Future Land Use Map. The RES-4 designation is intended to accommodate low-density residential development, while also allowing for a range of supporting uses including agricultural activities, neighborhood commercial uses, office uses, and multi-purpose projects. The applicant is requesting a Major Modification (MM) to Planned Development (PD) 00-0047 to allow “School” as a permitted use, in addition to daycare, for a maximum of 130 children, the total PD is 439.60 acres and the major modification is 3.02 acres of that area, noted as Pocket M of the PD. The proposed enrollment consists of approximately 80 daycare and 50 elementary school students. Development of the site is limited to a maximum Floor Area Ratio (FAR) of 0.25.

The subject property is located within the Urban Service Area, where, pursuant to Future Land Use Section (FLUS) Objective 1.1, at least 80 percent of new population growth is intended to be directed. Policy 3.1.3 requires that new development to be compatible with surrounding land uses, clarifying that compatibility does not require identical development patterns, but rather sensitivity to the character of the surrounding area. According to the Hillsborough County Property Appraiser, the subject site is currently classified as

an educational use. The surrounding area consists of a mix of single-family residential and institutional uses. To the west, across Ramble Creek Drive, is Sessums Elementary School. To the east there are additional single-family residences and another educational facility, Creative World School-Riverview. Properties to the south include single-family residences and the Rivercrest Community Development District, a public/quasi-public use. Given this established pattern of residential and educational uses, the proposed addition of a school/daycare facility is consistent with the existing development context and represents a logical extension of institutional uses within the area.

Pursuant to FLUS Objective 2.2, Future Land Use categories establish the maximum allowable density and intensity, as well as the range of permitted uses. As described in Policy 2.2.1 and Table 2.2, the RES-4 category allows for residential development along with certain non-residential uses that serve the surrounding community. The RES-4 designation permits a maximum density of 4 dwelling units per gross acre and a maximum FAR of 0.25. Based on the subject site's size of 3.02 acres, the maximum permitted building area is 32,887.80 square feet (3.02 acres × 43,560 square feet per acre = 131,551.20 square feet; multiplied by 0.25 FAR). The applicant's proposal is limited to this maximum FAR, thereby remaining within the allowable intensity for the site. FLUS Objective 4.6 further provides for the integration of non-residential uses, such as public facilities and residential support uses, within residential neighborhoods when they directly serve the local population. Policy 4.6.1 specifically identifies childcare centers and similar uses as allowable within all land use categories, provided they are designed and scaled to be compatible with surrounding uses. A school is considered a residential support use, and the proposed daycare/school facility is intended to serve the surrounding community.

The Comprehensive Plan also requires that development comply with all applicable Land Development Regulations (FLUS Objective 4.1 and Policies 4.1.1 and 4.1.2). At the time of this report, Transportation review comments were not available in Optix and therefore any transportation-related impacts, including trip generation, site access, and circulation have not been incorporated into this analysis.

FLUS Objective 4.4 and Policy 4.4.1 require that new development be compatible with surrounding neighborhoods. Compatibility considerations include building scale, intensity, site design, buffering, and the mitigation of potential adverse impacts such as traffic, noise, and lighting. Policy 4.4.1 further emphasizes the importance of integrating new development with adjacent uses through complementary land uses, appropriate transitions in intensity, and the provision of pedestrian and vehicular connectivity. In this case, the surrounding land use pattern is characterized by single-family residential development along with existing educational and public/quasi-public uses. The proposed school and daycare facility, as a residential support use, is consistent with this pattern. The proposed Major Modification is compatible with the surrounding neighborhood and maintains the established character of the area.

Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the Riverview Community Plan. The proposed school and daycare facility is consistent with the intent of Riverview Community Plan Goal 10, which aims to maintain and support high quality schools that also function as community amenities. Goal 10 specifically encourages the expansion of after school programs, the promotion of educational diversity to serve individuals of varying ages and needs, and collaboration with education providers to locate satellite and specialty schools within the Riverview community. The proposed facility introduces a combination of daycare and elementary education services, thereby broadening the range of educational opportunities available to local residents, particularly for early childhood and elementary age populations. In addition, the integration of daycare and school functions on a single site supports a continuum of care and education for families in the area. Given its location within an established residential neighborhood and

in proximity to other educational institutions, the proposal reinforces the Community Plan’s objective of expanding access to quality educational facilities and supporting a network of schools that serve as integral community assets. The subject site also lies within the boundaries of the SouthShore Areawide Systems Plan. However, the Plan does not contain any specific goals, objectives, or policies that are applicable to the proposed request.

Overall, staff finds that the proposed Major Modification is compatible with the existing development pattern found within the surrounding area and supports the vision of the Riverview Community Plan. The proposed Major Modification would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Section of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **Recommendation**

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

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

##### ***Future Land Use Categories***

***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, that establish permitted land uses and maximum densities and intensities.

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

##### ***Compatibility***

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

**Policy 3.1.2:** *Gradual transitions of intensities and densities between different land uses shall be provided for as new development is proposed and approved through the use of professional site planning, buffering and screening techniques and control of specific land uses. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

**Policy 3.1.3:** *Any density increase shall be compatible with existing, proposed or planned surrounding development. 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.*

### **Development**

**Objective 4.1:** *Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.*

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

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

### **Neighborhood/Community Development**

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

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

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

### **Neighborhood and Community Serving Uses**

**Objective 4.6:** *Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible with the surrounding residential development pattern.*

**Policy 4.6.1:** *Residential support uses (child care centers, adult care centers, churches, etc.) is an allowable land use in any of the residential, commercial and industrial land use plan categories. The facility shall be of a design, intensity and scale to serve the surrounding neighborhood or the non-residential development in which it occurs, and to be compatible with the surrounding land uses and zoning.*

#### **LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN**

**Goal 10:** *Maintain and support high quality schools also serving as community amenities.*

- *Continue to maximize joint planning and cooperative funding of community facilities to be co-located with school facilities.*
- *Collaborate with school principals and higher education administrators to address the effects of emerging growth pressure issues on the quality of service provided by the school system.*
- *Expand after-school programs for youths.*
- *Work with local schools to co-develop roadway and pedestrian facilities.*
- *Promote educational diversity to serve individuals of all ages and interests.*
- *Support local efforts to attract and develop a community college/vocational center.*
- *Work with education officials to locate satellite and specialty schools in Riverview.*

# HILLSBOROUGH COUNTY FUTURE LAND USE MM 26-0441

## Rezoning STATUS



PENDING



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Water



AGRICULTURAL/MINING-120 (.25 FAR)



PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)



AGRICULTURAL-1/10 (.25 FAR)



AGRICULTURAL/RURAL-1/5 (.25 FAR)



AGRICULTURAL ESTATE-1/2.5 (.25 FAR)



RESIDENTIAL-1 (.25 FAR)



RESIDENTIAL-2 (.25 FAR)



RESIDENTIAL PLANNED-2 (.35 FAR)



RESIDENTIAL-4 (.25 FAR)



RESIDENTIAL-6 (.25 FAR)



RESIDENTIAL-9 (.35 FAR)



RESIDENTIAL-12 (.35 FAR)



RESIDENTIAL-16 (.35 FAR)



RESIDENTIAL-20 (.35 FAR)



RESIDENTIAL-35 (1.0 FAR)



NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)



SUBURBAN MIXED USE-6 (.35 FAR)



COMMUNITY MIXED USE-12 (.50 FAR)



URBAN MIXED USE-20 (1.0 FAR)



REGIONAL MIXED USE-35 (2.0 FAR)



INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)



OFFICE COMMERCIAL-20 (75 FAR)



RESEARCH CORPORATE PARK (1.0 FAR)



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



LIGHT INDUSTRIAL (75 FAR)



HEAVY INDUSTRIAL (75 FAR)



PUBLIC/QUASI-PUBLIC



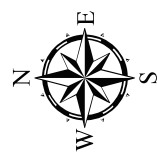
NATURAL PRESERVATION



WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)



CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is for informational purposes only. For the most current data and information, visit the appropriate source.

Map Printed from Rezoning System: 4/15/2026  
 Author: R. Mathie  
 File: C:\Rezoning\System\MapProjects\HC\Regre\_1\HCRezoning\_2.mxd

