

Rezoning Application: PD 26-0217 (Revised)

Zoning Hearing Master Date: May 26, 2026

BOCC Land Use Meeting Date: July 21, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: 75BB, LLC
FLU Category: UMU-20, SMU-6
Service Area: Urban
Site Acreage: 124.017 +/-
Community: Apollo Beach, Riverview
Plan Area:
Overlay: None



Introduction Summary:

The applicant is requesting to rezone approximately 124.017 acres of land from AR (Agricultural Rural) and AS-1 (and Agricultural, Single-Family) to allow ~~four~~ three village pockets with designated uses with a total of ~~470~~ 460 dwelling units. Village A would permit a total of 80 single-family attached units or 35 single-family detached units. Village B would allow 380 multi-family dwelling units. While Village C will allow for agriculture with accessory equipment storage, beekeeping, passive recreational uses, and storage for up to 20 recreational, private pleasure crafts, and utility trailer vehicles.

~~This rezoning includes a request~~ The overall PD is within two Future Land Use Categories. Villages A and B are within the SMU-6 FLU category and Village C is within both the SMU-6 and UMU-20 Future Land Use categories.

Zoning:	Existing			Proposed	
District(s)	AR	AS-1	PD: Village A (5.50 ac)	PD: Village B (30.94 ac)	PD: Village C (87.58 ac)
Typical General Use(s)	Single-Family Residential	Single-Family Residential	Single-Family, Multi-Family Residential	Multi-Family Residential	Agriculture, Beekeeping, Passive Recreational uses, and Recreational Vehicles, Private Pleasure Crafts, and Utility Trailer Storage
Acreage	122.88	1.13	124.01		
Density/Intensity	1 DU per 5 GA	1 DU per GA	<u>Village A: 6.3 - 14.5 u/a (80-35 units)</u> <u>Village B: 12.2 u/a (380 units)</u>		NA
Mathematical Maximum*	24 units	1 unit	20 u/a (110 units) <u>6 u/a (33 units)</u>	380 units <u>6 u/a (185 units)</u>	NA <u>20 u/a (260 units)</u> <u>1.0 FAR (566,80 sf)</u> <u>6 u/a (447 units)</u> <u>0.35 FAR (1,137,05 sf)</u>

*number represents a pre-development approximation

Development Standards:	Existing			Proposed	
District(s)	AR	AS-1	PD: Village A	PD: Village C	PD: Village C
Lot Size / Lot Width	217,800 SF/ 150'	43,560 SF / 150'	1,280 – 3,200 SF/ 16'-40'	NA	NA

Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides B/S: NA	50' Front 50' Rear 15' Sides B/S: NA	10' - 20 Front 10' Rear 5' - 10' Sides B/S: 5'/A	Southern: 80 ft. Eastern: 80 ft. B/S: 20'/ B	North: 10' East: 10' South: 10' West: 10'
Height	50'	50'	45 ft/3-stories	60 ft/4-stories	30 ft/2-stories

Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application.

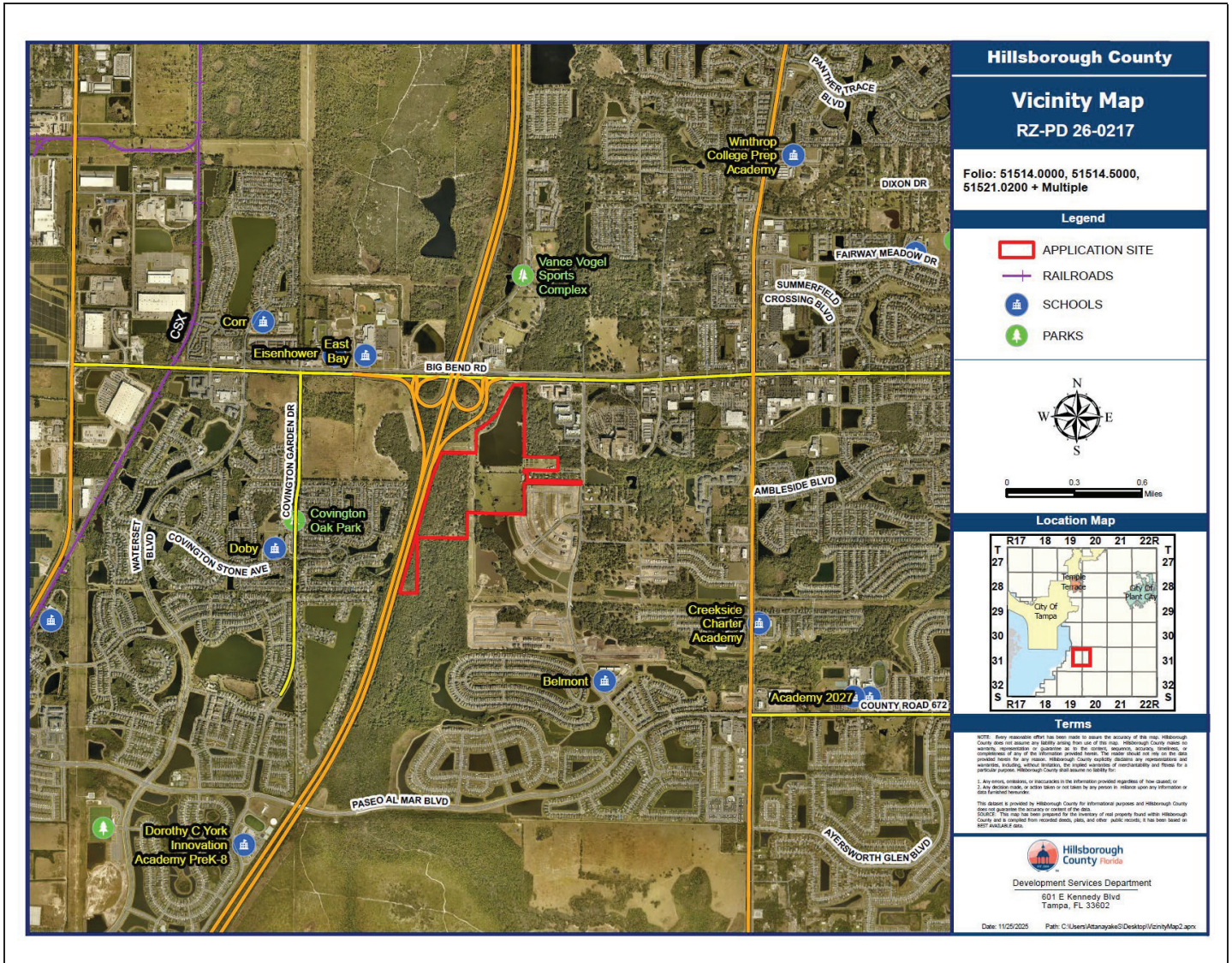
Planning Commission Recommendation:

Consistent

Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

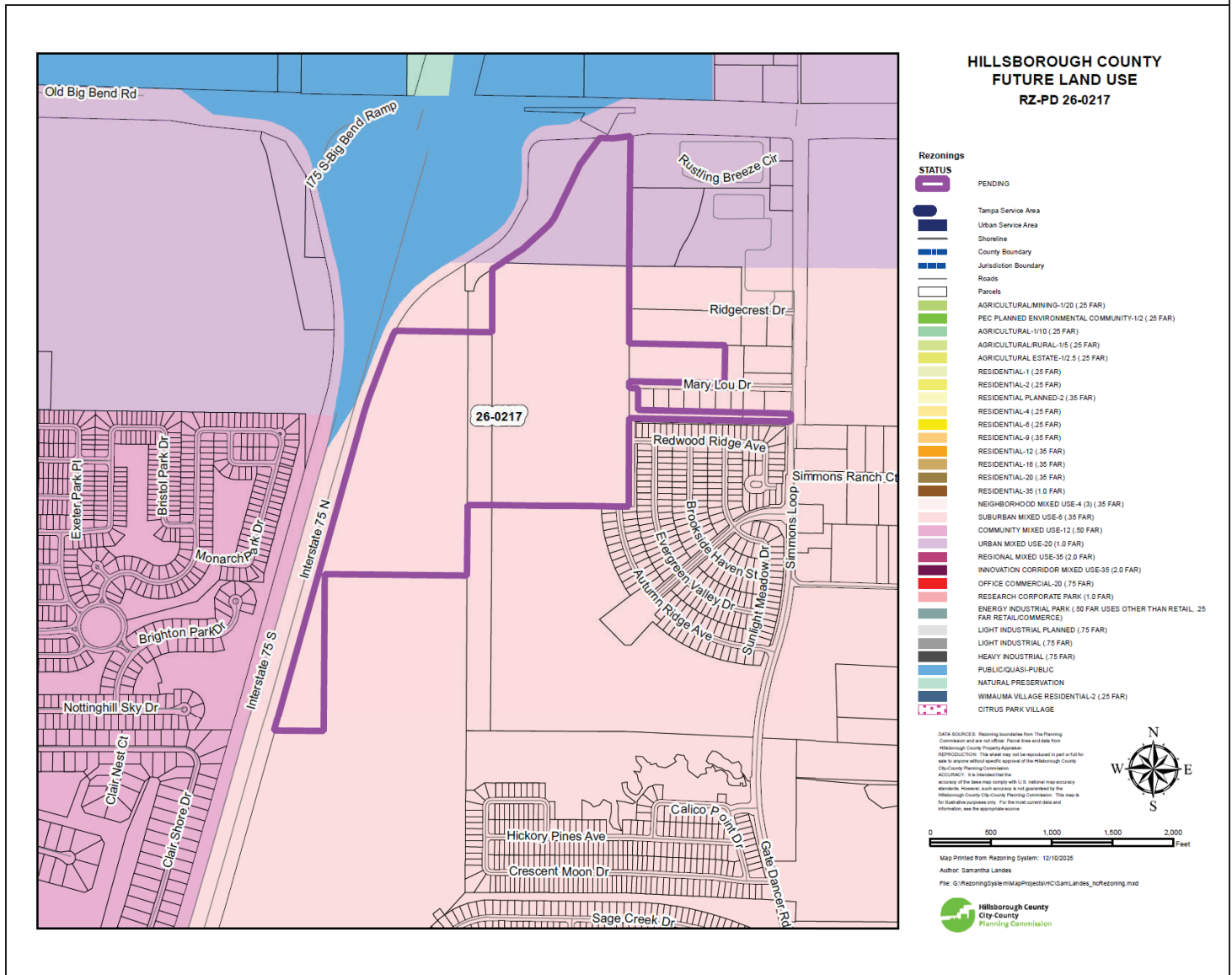


Context of Surrounding Area:

The proposed Planned Development (PD) is located south of Big Bend Road and East of Interstate 75 N where the two roadways meet. The area is prominently developed with single family dwelling units at various lot sizes to the south and east of the subject parcels. Though there are properties zoned PD approved for commercial and office uses to the northeast. The PD's main accesses are connected to Simmons Loop which borders the St Joseph's Health Care Center to the west of their property. The areas north and west of the roadways are also developed with residential units and the Eisenhower Middle School.

2.0 LAND USE MAP SET AND SUMMARY DATA

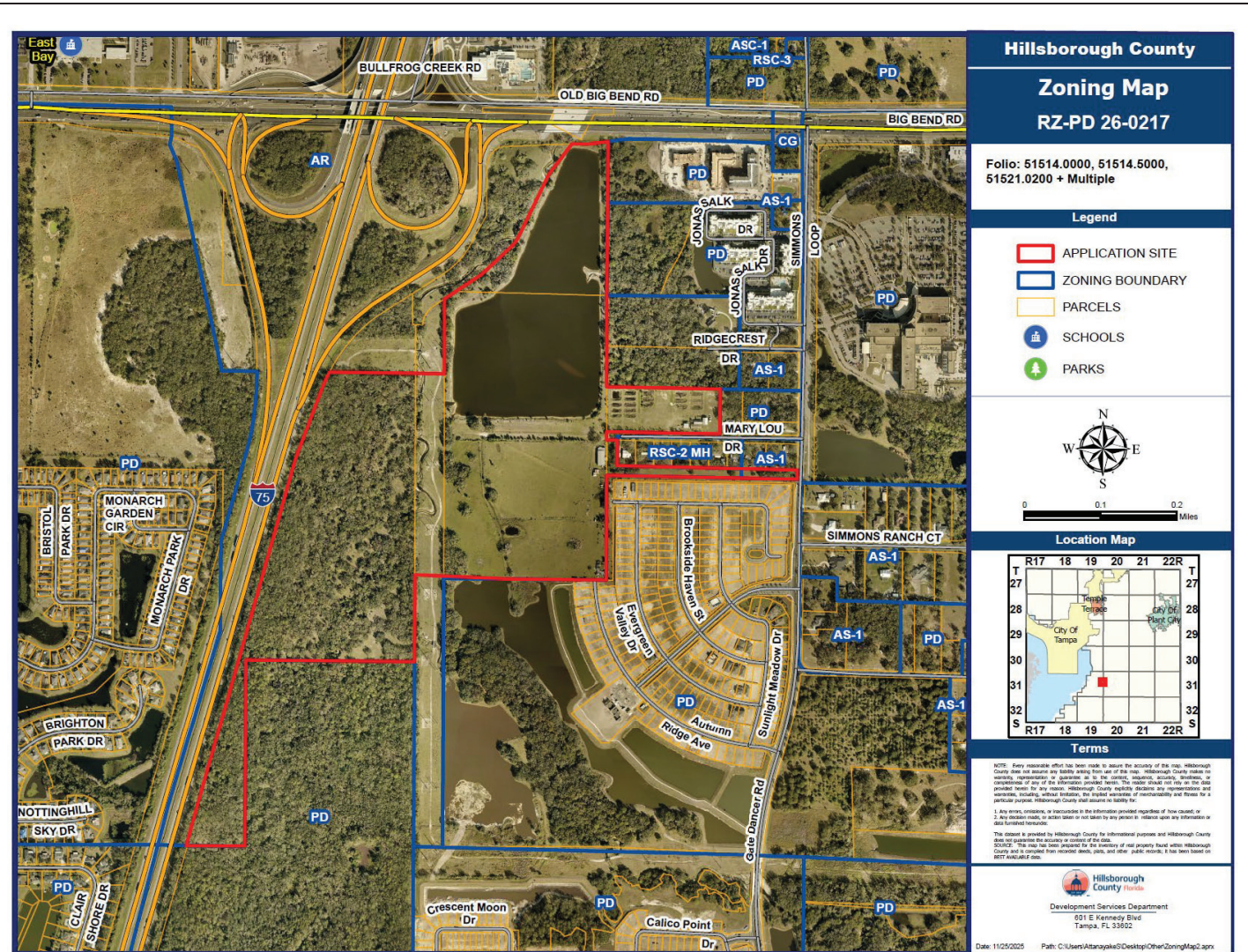
2.2 Future Land Use Map



Subject Site Future Land Use Category:	UMU-20	SMU-6
Maximum Density/F.A.R.:	20 DU per GA/ 1.00 FAR for all single or mixed- use.	6 DU per GA/ 0.25, 0.35, or 0.50 FAR
Typical Uses:	Agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate location	Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria.

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	AR, RSC-2 MH	1 DU per 5 GA/ FAR: NA, 2 DU per GA/ FAR: NA	Agricultural, Residential	SINGLE FAMILY R
South	PD 23-0522 , AR	6 DU per GA/ FAR: 0.35	Residential, commercial, cultural/institutional	Residential HOA, Municipal, Residential

East	1- PD 25-0333 2- PD 16-0209 3- PD 11-0415 4- RSC-2 MH 5- PD 23-0522	1 FAR: .25 2- 20 u/a 3- 17.9 u/a 4- 2 u/a 5- 6 u/a / FAR 0.35	1 Nursing, Convalescent, Extended Care Facility 2- Multi-Family 3- Multi-Family, Commercial 4- Residential 5 -Residential, commercial, cultural/institutional	1 SINGLE FAMILY R 2 -Vacant 3 -Vacant, Multi-Family 4 -Residential 5 -Residential
West	NA (Interstate 75)	NA	NA	NA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Simmons Loop	County Collector - Urban	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☒ Corridor Preservation Plan ☒ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Mary Lou Dr.	County Local - Rural	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width (for Urban Road)	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	467	22	27
Proposed	2,241	185	179
Difference (+/-)	(+) 1,774	(+) 163	(+) 152

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

Connectivity and Cross Access

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		Pedestrian & Vehicular	None	Meets LDC
East (via Mary Lou)	X	Pedestrian & Vehicular	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
Simmons Loop/ Substandard Road	Design Exception Requested	Approvable
Mary Lou Dr./ Substandard Road	Design Exception Requested	Approvable
Southern Gate/ TD-9	Design Exception Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Natural Resources	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Check if Applicable: ☒ Wetlands/Other Surface Waters ☒ <u>Use of Environmentally Sensitive Land Credit</u> ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area ☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☒ Design Exc./Adm. Variance Requested ☒ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Service Area/ Water & Wastewater ☒ Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Hillsborough County School Board Adequate ☐ K-5 ☒ 6-8 ☒ 9-12 ☐ N/A Inadequate ☒ K-5 ☐ 6-8 ☐ 9-12 ☐ N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Impact/Mobility Fees (Fee estimate is based on a 2,000 s.f. Single Family Detached Unit) Mobility: \$9,183 per unit Parks: \$2,145 per unit School: \$8,227 per unit Fire: \$335 per unit (Fee estimate is based on a 1,200 s.f. 3 Bedroom Duplex Units) Mobility: \$8,178 per unit Parks: \$1,555 per unit School: \$3,891 per unit Fire: \$249 per unit Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$6,661 per unit Parks: \$1,957 per unit School: \$7,027 per unit Fire: \$249 per unit				

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☐ Meets Locational Criteria ☒ N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A ☐ Density Bonus Requested ☐ Consistent ☐ Inconsistent	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development (PD) is located south of Big Bend Road and bordered on the East by Interstate 75 N where the two roadways meet. The area is prominently developed with single family dwelling units at various lot sizes to the south and east of the subject parcels. The abutting PD 24-0512 to the south was designed to allow access to continue north through future development into the proposed PD. Though there are properties zoned PD approved for commercial and office uses to the northeast the design of the exiting PD should provide adequate buffering and screening to Village A uses. Although the multifamily uses in Villages A and B are not required to increase the building setback by 2 feet for every 1 foot for buildings greater than 20 feet tall the design, setbacks, and buffering and screening should provide adequate separation from the single-family residential units to the north, south, and east.

Within Village A, products B, D, and E are single-family detached on platted lots which are not required to comply with the 2:1 setback based upon the use; however, the proposed building height exceeds the maximum found in comparable single-family detached standard zoning districts. Product B will feature rear loaded garages, accessed via an alley which will likely be along the north, west and east boundaries of Village A so as to orient the homes internal to the project. Conditions of approval require a minimum of 24 feet from the rear loaded garage to the alley, which are permitted to be one-way or two-way alleys. The Typical Section for a one-way alley requires 10 feet of pavement and a two-way alley will require 16 feet of pavement. Both Typical Sections also require 5 feet of sod on each side, increasing the full one-way alley width to 20 feet and the full two-way alley width to 26 feet. Together, the garage setback and alley provide a separation of approximately 50 feet. Property to the north of Village A is zoned AR and is undeveloped. It is also within the SMU-6 Future Land Use category, which can consider densities of 6 units per acre and/or non-residential development if rezoned. Property to the east is zoned PD 25-0333 which is approved for a non-residential use (nursing, convalescent, extended care facility). Property to the west is internal to the PD and proposes non-residential/agricultural uses. While not required, the southern boundary along Mary Lou Drive will provide a buffer with includes decorative fencing and plantings.

Within Village A, products A and C are townhome units and limited to a maximum of 80 units (density of 14 units per acre). Due to the building form (3 or more attached units), the use is considered multi-family for buffering and screening purposes. This would require a 20 foot wide buffer with Type B screening and compliance with the 2:1 setback, when compared to standard multifamily zoning districts. Product A will feature a rear loaded garage with the same setbacks and alley widths required of single-family detached units. In lieu of the 20 foot wide buffer with Type B screening, a 5 foot wide buffer with Type A screening is proposed. This results in approximately 55 feet of separation along the northern Village boundary which is comparable to complying with the 2:1 setback (50 feet) and a 5-foot wide buffer. Property to the east is zoned PD 25-0333 which is approved for a non-residential use (nursing, convalescent, extended care facility). Property to the west is internal to the PD and proposes non-residential/agricultural uses.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to certification the following changes must be made:

1. The developer shall revise both PD site plan sheets to show Bullfrog Creek and show/label the area of crossing as "~~Proposed Potential~~ Bridge/Culvert – See Conditions of Approval".
2. On PD site plan sheet PD-1:
 - a. ~~Within the "Allowable Uses by Village", Village A use list, delete the reference to "Cottages". Staff notes that no development standards for such use type are proposed delete the phrase "Platted or Unplatted:" and add the phrase ", All Platted or Unplatted" at the end.~~
 - b. Revise Variation number 4 to state "Variation to LDC 6.06.06 to allow a 5' Type A buffer along the northern boundary line of Village A in lieu of the required 20' Type B buffer in the event Village A is platted or unplatted."
3. On PD site plan sheet PD-2:
 - a. Revise the inset titled "Two-Way Alley" to instead state "Two-way Alleyway for Units Not Fronting a Street or Driveway" and replace note 1 with a note which instead reads "See Conditions of Approval."
 - b. Revise Note 1 within the "Platted A Dimensional Standards" table, to add "No accessory structures shall be permitted within a front or side yard which provides vehicular access." to the end of the note.
 - c. Revise Note 6 within the "Platted A Dimensional Standards" table, to replace the words to correct the note to reflect the inset title change per condition 2.a., above.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 05, 2026.

1. The development consists of 3 Villages which shall permit the following uses:
 - Village A: 80 single family attached dwelling units, or 35 single family detached dwelling units
 - Village B: 380 multifamily dwelling units
 - Village C: Agriculture (with accessory vehicle equipment and storage), Beekeeping, Passive Recreational uses, and Recreational Vehicles, Private Pleasure Crafts, and Utility Trailer Storage for up to 20 total vehicles
2. Within Village A, the following platted residential use types may be permitted subject to compliance with the residential development standards below by use type and other conditions herein this zoning:

2.1 Product Type A, Single Family Attached (townhome) (Rear Loaded Only).

Minimum lot size: 1,280 sf

Minimum lot width: 16 ft.

Minimum lot depth: 80 ft.

Minimum front yard setback: 10 ft.

Minimum side yard setback: 10 ft (external to property line)

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffering and screening: 5' buffer with Type A screening required along northern Village A boundary. If platted, this buffer shall be platted as a separate tract to be owned and maintained by the HOA or similar entity for the purpose of screening installation and maintenance.

2.1.1 No front or side yard vehicular access shall be permitted.

2.1.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

2.1.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.2 Product Type B, Single Family Detached – (Rear Loaded Only)

Minimum lot size: 2,880 sf

Minimum lot width: 32 ft.

Minimum lot depth: 90 ft.

Minimum front yard setback: 10 ft.

Minimum side yard setback: 5 ft

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffer and Screening: None

2.2.1 No front or side yard vehicular access shall be permitted.

2.2.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply

with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

- 2.2.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.3 Product Type C, Single Family Attached (townhome) (Front Loaded Only).

Minimum lot size: 1,280 sf

Minimum lot width: 16 ft.

Minimum lot depth: 80 ft.

Minimum front yard setback: 20 ft.

Minimum side yard setback: 10 ft (external to property line)

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffering and screening: 5' buffer with Type A screening required along northern Village A boundary.

This buffer shall be platted as a separate tract to be owned and maintained by the HOA or similar entity for the purpose of screening installation and maintenance.

- 2.3.1 Buildings shall contain a minimum of 3 attached units and a maximum of 8 attached units.

- 2.3.2. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.4 Product Type D, Duplex (Front Loaded Only).

Minimum lot size: 1,200 sf

Minimum lot width: 20 ft.

Minimum lot depth: 60 ft.

Minimum front yard setback: 20 ft.

Minimum side yard setback: 5 ft (external to property line)

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffer and Screening: None

2.4.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.5 Product Type E, Single Family Detached (Front Loaded Only).

Minimum lot size: 3,200 sf

Minimum lot width: 40 ft.

Minimum lot depth: 80 ft.

Minimum front yard setback: 20 ft.

Minimum side yard setback: 5 ft

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffer and Screening: None

2.5.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. Additionally, no portion of any structure on that same frontage (including porches or other entry features on that frontage) shall be closer than 15 feet from the closest edge of the sidewalk. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.6 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveways shall meet the following minimum requirements:

2.6.1 For front and side loaded units, such driveways shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

2.6.2 For rear (alley) loaded units, such driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

3. For non-platted residential development (multi-family) within Village A, uses may be permitted subject to compliance with the residential development standards below and other conditions herein this zoning.

Minimum setback to northern Village A boundary: 10 ft.

Minimum setback to southern Village A boundary: 20 ft.

Minimum setback to eastern Village A boundary: 10 ft.

Minimum setback to western Village A boundary: 0 ft.

Minimum building separation: 10 ft.

Maximum Height: 45 ft/3-stories

Buffering and screening: 5' buffer with Type A screening required along northern Village A boundary

* Building height shall be exempt from the 2:1 setback increase requirement of LDC Sec. 6.01.01

3.1 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveway shall meet the following minimum requirements:

3.1.1 For units constructed in the style of traditional front loaded single-family dwellings, townhome units and/or duplex units (i.e. with access via a front loaded roadway or a front loaded driveway), such units shall be constructed such that the driveway serving each individual unit shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

3.1.2 For units constructed in the style of traditional rear loaded single-family dwellings, townhome units and/or duplex units, (i.e. vehicular access via an alleyway and pedestrian access via a traditional roadway or driveway in the front) such rear access driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

Additionally, where a unit is accessed via an alleyway that does not front a traditional roadway or driveway in the front, and an alleyway is the sole means of access, then all such rear loaded units not fronting such facility instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a driveway or roadway at both ends of the continuous sidewalk. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

4. For multi-family units within Village A constructed in the style of duplex units, single-family detached units, or single-family attached units with fewer than 3 units in each building, such units may not be subdivided in the future unless they abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards.

5. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, within Village A, alleyways shall be designed as necessary to ensure that fire trucks, garbage trucks and other larger vehicles can safely turn around/travel through the site.

6. Village B shall be subject to the following development standards:

Maximum number of units: 380 DU

Minimum setback to southern Village B boundary: 80 ft.

Minimum setback to eastern Village B boundary: 80 ft.

Minimum building separation: 30 ft.

Maximum Height: 60 ft/4-stories

Minimum rear / side setback for garages: 20 ft.

Maximum height for garages: 20 ft. / 1-story

* Garage setbacks shall be measured from the exterior Village B boundaries

** Garages may be installed within the vehicular use area in place of parking, provided they meet the height and setback requirements as outlined above

*** Building height shall be exempt from the 2:1 setback increase requirement of LDC Sec. 6.01.01

7. Village C shall be subject to the following development standards:

Minimum setback to northern Village C boundary: 10 ft.

Minimum setback to southern Village C boundary: 10 ft.

Minimum setback to eastern Village C boundary: 10 ft.

Minimum setback to western Village C boundary: 10 ft.

Maximum Building Height: 30 ft/2-stories

8. Buffering and screening shall be provided as shown on the general site plan.

9. Due to the way traffic impacts were studied, all units constructed within Village B shall be constructed within apartment style buildings with a minimum height of four (4) stories. Apartment style buildings less than four (4) stories may be permitted provided the total number of trips generated by development within Villages A and B do not exceed 2,237 average daily trips, 184 a.m. peak hour trips, and 178 p.m. peak hour trips. ~~Multi-family town homes, single family style and/or duplex style multi-family dwellings shall not be permitted.~~

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

11. The project shall be served by and limited to four (4) connections to Mary Lou Dr. as shown on the PD site plan. The location of access points serving Village A shall be adjusted (if necessary) at the time of site/construction plan review to meet minimum access spacing requirements and, to the greatest extent possible, minimize headlight impacts to the single-family homes on the south side of Mary Lou Dr. from vehicles exiting Village A, unless otherwise approved by the County Engineer. Such access connections may be gated and, if so, shall comply with Typical Detail – 9 (TD-9) design requirements as found within the Hillsborough County Transportation Technical Manual (TTM). Additionally, the project shall be served by and limited to one (1) connection to Autumn Ridge Ave. Such connection shall be gated, and such gate shall comply with the standards which are the subject of the Design Exception (DE) referenced within Condition 12, below.

12. Access to Village C shall be ~~via the access easement as shown on Sheet PD-2.~~ At the time of site/construction plan approval, and based on the uses ultimately developed, the County shall determine the type and configuration of vehicular/pedestrian access necessary to serve such uses. ~~The~~ This may require the developer ~~shall be required~~ to construct a commercial driveway (to include pedestrian connection) serving Village C to applicable standards between Village C and Mary Lou Dr. Such facility serving Village C shall require the developer ~~shall~~ may also include construction of a bridge/culvert over Bullfrog Creek Rd. (to be reviewed and approved by Hillsborough County), as indicated on the PD site plan. ~~The~~ Any bridge/culvert shall be privately owned and maintained and meet Transportation Technical Manual (TTM) and other applicable requirements, unless otherwise approved by the County Engineer.

13. Internal transportation facilities shall be privately owned and maintained.

14. Construction access shall be restricted to those access connections to/from Mary Lou Dr. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
15. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a northbound to westbound left turn lane on Simmons Loop.
16. Project development may be phased. As such, concurrently with each increment of development, the developer shall submit a trip generation and site access analysis which examines turning movements at the intersection of Simmons Loop and Mary Lou Dr. Such analysis shall examine existing plus project traffic and be used to determine whether a southbound to westbound right turn lane is warranted pursuant to LDC Sec. 6.04.04.D. to support that increment. The developer shall construct such turn lane concurrently with the increment of development triggering such warrant. Additionally, the developer shall construct a 5-foot-wide keyhole bicycle lane concurrently with the addition of the right turn lane. This condition may require the developer to dedicate and convey or otherwise acquire additional right-of-way to achieve full project buildout.
17. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Mary Lou Dr. substandard roadway improvements, and which permits deviations from the TS-3 Typical Section standard, non-residential subtype. As Mary Lou Dr. is a substandard local roadway, the developer will be required to improve the roadway (between the project boundary and Simmons Loop) prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, the developer shall:
 - a. Widen the roadway such that there are 12-foot-wide travel lanes;
 - b. Construct Type-F curb on both sides of the roadway
 - c. Construct a 5-foot-wide sidewalk along the north side of the roadway; and,
 - d. Construct a 6-foot-wide sidewalk along the south side of the roadway, adjacent to the F-curb.
18. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Simmons Loop substandard roadway improvements, and which permits deviations from the TS-4 Typical Section standard (for 2-lane, undivided, urban collector roadways). As Simmons Loop is a substandard collector roadway, the developer will be required to improve the roadway prior to concurrent with the initial increment of development, consistent with the Design Exception (except that the southbound right turn lane will be constructed when specified in Condition 16). Specifically, the developer shall:
 - a. Extend the curb and gutter, bicycle lane and sidewalk on the west side of Simmons Loop, from their current terminus south of the project to the southern boundary of folio 77743.0100 (for a distance of +/- 100 feet); and,
 - b. Dedicate and convey to Hillsborough County 35 feet of right-of-way along its Simmons Loop frontage.
19. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Autumn Ridge Ave. gate design, and which permits deviations from the Typical Detail – 9 (TD-9) standards for gated residential projects. The developer shall construct the gated entrance consistent with the Design Exception.

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

21. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.

22. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

23. The development is adjacent to a privately owned preservation area and shall be subject to compliance with LDC Section 4.01.11. ~~Land owned by the public or by a private, non-profit conservation organization and held for natural preservation purposes shall be protected from any adjacent development that would adversely impact the lands or interfere with the stated habitat management and conservation use objectives of that property, including prescribed burning.~~

~~24. For development proposed adjacent to a publicly owned natural preserve, compatibility shall be ensured through a project compatibility plan, reviewed and approved by the agency managing the publicly owned lands and required as a condition of granting a Natural Resources Permit. The project compatibility plan shall be proposed by the developer and approved by the managing agency during the development review process. The preparation of a project compatibility plan should be a cooperative effort between the agency managing the publicly owned land and the developer of the adjacent property.~~

~~25. For development proposed adjacent to a private, nonprofit natural preserve, compatibility shall be ensured through a project compatibility plan, reviewed and approved by the Administrator and required as a condition of granting the Natural Resources Permit. In its review of the project compatibility plan, the Administrator shall consider the recommendations of the private, non-profit conservation organization holding title to the land. The project compatibility plan shall be proposed by the developer and approved during the development review process. The preparation of a project compatibility plan should be a cooperative effort between the nonprofit conservation organization holding title to the natural preserve and the developer of the adjacent property.~~

~~24.26.~~ If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. 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.

~~25.27.~~ In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

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

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

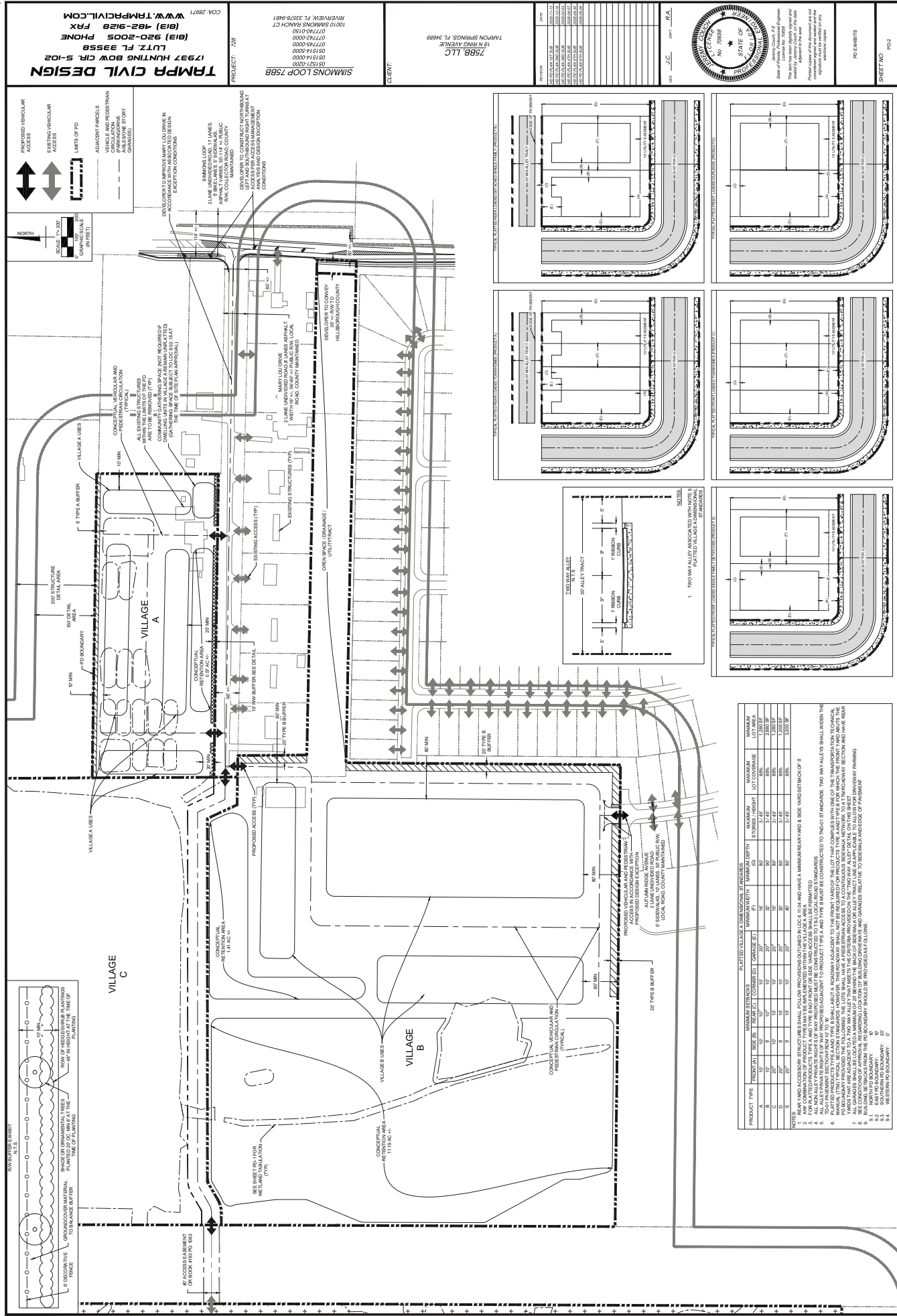
7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

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

8.0 PROPOSED SITE PLAN (FULL)

LOT LIST:

LOT NO.	LOT AREA (AC)	LOT DESCRIPTION
1	0.01 AC	WETLAND F
2	0.01 AC	WETLAND F
3	0.01 AC	WETLAND F
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9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 05/18/2026

Revised: 5/26/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: RV (and APB)

PETITION NO: PD 26-0217

- ☐ 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.

CONDITIONS OF APPROVAL

1. Within Village A, the following platted residential use types may be permitted subject to compliance with the residential development standards below by use type and other conditions herein this zoning:

1.1 Product Type A, Single Family Attached (townhome) (Rear Loaded Only).

Minimum lot size: 1,280 sf
Minimum lot width: 16 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 10 ft.
Minimum side yard setback: 10 ft.
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.1.1 No front or side yard vehicular access shall be permitted.

1.1.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such

sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

- 1.1.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related **Condition 1.6**.

1.2 Product Type B, Single Family Detached – (Rear Loaded Only)

Minimum lot size: 2,880 sf
Minimum lot width: 32 ft.
Minimum lot depth: 90 ft.
Minimum front yard setback: 10 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

- 1.2.1 No front or side yard vehicular access shall be permitted.
- 1.2.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.
- 1.2.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related **Condition 1.6**.

1.3 Product Type C, Single Family Attached (townhome) (Front Loaded Only).

Minimum lot size: 1,280 sf
Minimum lot width: 16 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 10 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.3.1 Buildings shall contain a minimum of 3 attached units and a maximum of 8 attached units.

1.3.2. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 1.6](#).

1.4 Product Type D, Duplex (Front Loaded Only).

Minimum lot size: 1,200 sf
Minimum lot width: 20 ft.
Minimum lot depth: 60 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.4.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 1.6](#).

1.5 Product Type E, Single Family Detached (Front Loaded Only).

Minimum lot size: 3,200 sf
Minimum lot width: 40 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.5.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. Additionally, no portion of any structure on that same frontage (including porches or other entry features on that frontage) shall be closer than 15 feet from the closest edge of the sidewalk. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 1.6](#).

1.6 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveways shall meet the following minimum requirements:

1.6.1 For front and side loaded units, such driveways shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

1.6.2 For rear (alley) loaded units, such driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between

the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

2. For non-platted residential development (multi-family) within Village A, uses may be permitted subject to compliance with the residential development standards below and other conditions herein this zoning.

Minimum setback to northern Village A boundary: 10 ft.
Minimum setback to southern Village A boundary: 20 ft.
Minimum setback to eastern Village A boundary: 10 ft.
Minimum setback to western Village A boundary: 0 ft.
Minimum building separation: 10 ft.
Maximum Height: 45 ft/3-stories

- 2.1 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveway shall meet the following minimum requirements:

- 2.1.1 For units constructed in the style of traditional front loaded single-family dwellings, townhome units and/or duplex units (i.e. with access via a front loaded roadway or a front loaded driveway), such units shall be constructed such that the driveway serving each individual unit shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

- 2.1.2 For units constructed in the style of traditional rear loaded single-family dwellings, townhome units and/or duplex units, (i.e. vehicular access via an alleyway and pedestrian access via a traditional roadway or driveway in the front) such rear access driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

Additionally, where a unit is accessed via an alleyway that does not front a traditional roadway or driveway in the front, and an alleyway is the sole means of access, then all such rear loaded units not fronting such facility instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a driveway or roadway at both ends of the continuous sidewalk. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

3. For multi-family units within Village A constructed in the style of duplex units, single-family detached units, or single-family attached units with fewer than 3 units in each building, such units may not be subdivided in the future unless they abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards.
4. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, within Village A, alleyways shall be designed as necessary to ensure that fire trucks, garbage trucks and other larger vehicles can safely turn around/travel through the site.
5. Due to the way traffic impacts were studied, all units constructed within Village B shall be constructed within apartment style buildings with a minimum height of four (4) stories. Apartment style buildings less than four (4) stories may be permitted provided the total number of trips generated by development within Villages A and B do not exceed 2,237 average daily trips, 184 a.m. peak hour trips, and 178 p.m. peak hour trips. Multi-family town homes, single family style and/or duplex style multi-family dwellings shall not be permitted.

6. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
7. The project shall be served by and limited to four (4) connections to Mary Lou Dr. as shown on the PD site plan. The location of access points serving Village A shall be adjusted (if necessary) at the time of site/construction plan review to meet minimum access spacing requirements and, to the greatest extent possible, minimize headlight impacts to the single-family homes on the south side of Mary Lou Dr. from vehicles exiting Village A unless otherwise approved by the County Engineer. Such access connections may be gated and, if so, shall comply with Typical Detail – 9 (TD-9) design requirements as found within the Hillsborough County Transportation Technical Manual (TTM). Additionally, the project shall be served by and limited to one (1) connection to Autumn Ridge Ave. Such connection shall be gated, and such gate shall comply with the standards which are the subject of the Design Exception (DE) referenced within Condition X, below.
8. Access to Village C shall be ~~via the access easement as~~ shown on Sheet PD-2. At the time of site/construction plan approval, and based on the uses ultimately developed, the County shall determine the type and configuration of vehicular/pedestrian access necessary to serve such uses. The ~~This may require the developer shall be required~~ to construct a commercial driveway (to include pedestrian connection) serving Village C to applicable standards between Village C and Mary Lou Dr. Such facility serving Village C ~~shall also include require the developer shall~~ construct ~~ion of~~ a bridge/culvert over Bullfrog Creek Rd. (to be reviewed and approved by Hillsborough County), as indicated on the PD site plan. ~~The Any~~ bridge/culvert shall be privately owned and maintained and meet Transportation Technical Manual (TTM) and other applicable requirements unless otherwise approved by the County Engineer.
9. Internal transportation facilities shall be privately owned and maintained.
10. Construction access shall be restricted to those access connections to/from Mary Lou Dr. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
11. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a northbound to westbound left turn lane on Simmons Loop.
12. Project development may be phased. As such, concurrently with each increment of development, the developer shall submit a trip generation and site access analysis which examines turning movements at the intersection of Simmons Loop and Mary Lou Dr. Such analysis shall examine existing plus project traffic and be used to determine whether a southbound to westbound right turn lane is warranted pursuant to LDC Sec. 6.04.04.D. to support that increment. The developer shall construct such turn lane concurrently with the increment of development triggering such warrant. Additionally, the developer shall construct a 5-foot-wide keyhole bicycle lane concurrently with the addition of the right turn lane. This condition may require the developer to dedicate and convey or otherwise acquire additional right-of-way to achieve full project buildout.
13. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Mary Lou Dr. substandard roadway improvements, and which permits deviations from the TS-3 Typical Section standard, non-residential subtype. As Mary Lou Dr. is a substandard local roadway, the developer will be required to improve the roadway (between the project boundary and Simmons Loop) prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, the developer shall:
 - a. Widen the roadway such that there are 12-foot-wide travel lanes;
 - b. Construct Type-F curb on both sides of the roadway;
 - c. Construct a 5-foot-wide sidewalk along the north side of the roadway; and,
 - d. Construct a 6-foot-wide sidewalk along the south side of the roadway, adjacent to the F-curb.
14. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Simmons Loop

substandard roadway improvements, and which permits deviations from the TS-4 Typical Section standard (for 2-lane, undivided, urban collector roadways). As Simmons Loop is a substandard collector roadway, the developer will be required to improve the roadway prior to concurrent with the initial increment of development, consistent with the Design Exception (except that the southbound right turn lane will be constructed when specified in **Condition 12**). Specifically, the developer shall:

- a. Extend the curb and gutter, bicycle lane and sidewalk on the west side of Simmons Loop, from their current terminus south of the project to the southern boundary of folio 77743.0100 (for a distance of +/- 100 feet); and,
 - b. Dedicate and convey to Hillsborough County 35 feet of right-of-way along its Simmons Loop frontage.
15. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Autumn Ridge Ave. gate design, and which permits deviations from the Typical Detail – 9 (TD-9) standards for gated residential projects. The developer shall construct the gated entrance consistent with the Design Exception.

Other Conditions

1. The developer shall revise both PD site plan sheets to show Bullfrog Creek and show/label the area of crossing as “**Proposed Potential** Bridge/Culvert – See Conditions of Approval”.
2. On PD site plan sheet PD-1:
 - a. Within the “Allowable Uses by Village”, **Village A use list**, delete the reference to “Cottages”; ~~Staff notes that no development standards for such use type are proposed.~~ delete the phrase “Platted or Unplatted:” and add the phrase “, All Platted or Unplatted” at the end.
3. On PD site plan sheet PD-2:
 - a. Revise the inset titled “Two-Way Alley” to instead state “Two-way Alleway for Units Not Fronting a Street or Driveway” and replace note 1 with a note which instead reads “See Conditions of Approval.”
 - b. Revise Note 1 within the “Platted A Dimensional Standards” table, to add “No accessory structures shall be permitted within a front or side yard which provides vehicular access.” to the end of the note.
 - c. Revise Note 6 within the “Platted A Dimensional Standards” table, to replace the words to correct the note to reflect the inset title change per condition 2.a., above.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 124.018 ac., from Agricultural Rural (AR) and Agricultural Single-Family – 1 (AS-1) to Planned Development (PD). The applicant is proposing up to 460 dwelling units and other uses as follows:

VILLAGE A

PLATTED OR UNPLATTED: TOWNHOMES, COTTAGES, DUPLEXES (80 DU) OR SINGLE FAMILY DETACHED (35 DU)

VILLAGE BMULTI-FAMILY APARTMENTS (380 DU)
ONE STORY GARAGES**VILLAGE C**AGRICULTURE (WITH ACCESSORY VEHICLE EQUIPMENT AND STORAGE)
BEE KEEPING
PASSIVE RECREATIONAL USES
RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILER STORAGE - 20 TOTAL VEHICLES

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. Information shown below is based upon data from the 12th Edition of the ITE Trip Generation Manual. Staff notes that ITE does provide data for typical agricultural uses and are typically low trip generators. As such, those Village C uses were excluded from the calculations below consistent with current practice.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR and AS-1, 25 Single-Family Detached Dwelling Units (ITE Code 210)	467	22	27

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 80 Single-Family Duplex Units (ITE Code 215)	526	32	38
PD, 380 Multifamily Dwelling Units (4 to 10 stories) (ITE Code 221)	1,711	152	140
PD, RV/Boat Storage (ITE Code 151)	4	1	1
Subtotal:	2,241	185	179

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 1,774	(+) 163	(+) 152

EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Simmons Loop is a 2-lane, substandard, collector road, characterized by +/- 11-foot-wide travel lanes in average condition. The roadway transitions to a 3-lane section (with 2 northbound lanes) in the vicinity of the project. The existing right-of-way on Simmons Loop in the vicinity of the project varies between +/- 94 feet and +/- 102 feet. There are 4-foot to 7-foot-wide bicycle lanes along portions of the roadway in the vicinity of the proposed project. There are +/- 5-foot to 6-foot-wide sidewalks along portions of the east and west sides of the roadway in the vicinity of the proposed project.

The roadway is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane roadway. Simmons Loop was recently extended south (as Gate Dancer Rd.) to Paseo al Mar Blvd. Although no more right-of-way is needed to construct the two-lane roadway, additional right-of-way is needed in various segments to complete the bicycle/pedestrian network and construction auxiliary turn lanes. The applicant has agreed to dedicate and convey certain additional right-of-way necessary to accommodate certain required improvements.

Mary Lou Dr. is a 2-lane, substandard, local roadway, characterized by +/- 15-feet of pavement in average condition. The roadway lies within a +/- 60-foot-wide right-of-way. There are no sidewalk or bicycle facilities present along the roadway.

SITE ACCESS AND CONNECTIVITY

The project parcels are currently served by two public roads, an existing connection to Mary Lou Dr. and a roadway stubout to Autumn Ridge Dr. which was designed with a temporary T-turnaround instead of a terminal cul-de-sac, given the road was planned to allow traffic to continue into the site as was envisioned within the adjacent PD 23-0552 which was most recently modified via PRS 24-0512. Such connection is also necessary to achieve compliance with LDC Sections 6.03.01.H., governing emergency access, Sec. 6.02.01.A. regarding connectivity, and to permit garbage or similar utility trucks to continue through the proposed project without having to turn around and ultimately add additional trips on Simmons Loop Rd. to move between adjacent projects.

Access to Village C shall be via a 40-foot-wide easement which runs through TECO owned property. Such access will necessitate a culvert/bridge crossing of Bullfrog Creek. EPC has indicated that wetland impacts necessary to access disconnected upland areas within this village will be evaluated at a later date.

Staff notes that direct access to Simmons Loop is not possible, since such access would not meet spacing requirements. Additionally, there are no locations within a reasonable distance south of the project that exiting project traffic could U-turn to travel back north (given the narrow nature of the 2-lane roadway and its existing/planned configuration). As such, access to Mary Lou provides for reasonable access to the property while minimizing the safety and operational aspects of unnecessary U-turns on Simmons Loop or other unsafe modifications that would otherwise be required.

Both northbound left and southbound right turn lanes on Simmons Loop onto Mary Lou Dr. are anticipated to be required to support full project buildout. The left turn lane will be constructed with the initial increment of development. The right turn lane will be phased and constructed at such time as it is warranted.

REQUESTED DESIGN EXCEPTION – SIMMONS LOOP – SUBSTANDARD ROAD

As Simmons Loop is a substandard collector roadway, the developer is required to improve Simmons Loop to current Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the Transportation Technical Manual (TTM) Typical Section – 4 (TS-4) (for 2-lane, Undivided, Urban Collector Roadways) include the following:

1. The developer shall be permitted to maintain 5-foot-wide to 7-foot-wide bicycle lanes in lieu of the 7-foot-wide buffered bicycle lanes required pursuant to TS-4; and,
2. The developer will be permitted to eliminate the required 5-foot-wide grass strip separator (between the back of curb and closest edge of sidewalk) required per TS-4 within the area north

of Mary Lou Dr. where a 6-foot-wide sidewalk is to be constructed against the back of curb adjacent to the southbound right turn lane.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

REQUESTED DESIGN EXCPETION – MARY LOU DR. – SUBSTANDARD ROAD

As Mary Lou Dr. is a substandard local roadway, the developer is required to improve Mary Lou Dr. to current Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the Transportation Technical Manual (TTM) Typical Section – 3 (TS-3) (for 2-lane, Urban, Local Roadways), Non-Residential Subtype include the following:

1. The developer shall be permitted to utilize Type-F curb in lieu of the Miami curb required per TS-3; and,
2. The developer will be permitted to eliminate the required 5-foot-wide grass strip separator (between the back of curb and closest edge of sidewalk) required per TS-3 on the south side Mary Lou Dr. where a 6-foot-wide sidewalk is to be constructed against the back of curb adjacent along the entire roadway.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

REQUESTED DESIGN EXCPETION – TYPICAL DETAIL – 9 (TD-9)

The developer is proposing to develop a gated access to Autumn Ridge Ave., which is required to comply with TD-9 standards as found within the Transportation Technical Manual (TTM). The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to propose/determine the alternate improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the TTM TD-9 include that the developer shall be permitted to provide 80 feet of gate queue in a single-entry lane configuration, rather than the up to 175 feet of queue that is required in a single-entry lane configuration per TD-9.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Simmons Loop was not evaluated as a part of the 2024 Hillsborough County Level of Service (LOS) Report. The new north/south collector roadway (i.e. extension of Simmons Loop south to Paseo al Mar Blvd.) is anticipated to improve area connectivity and reduce traffic on adjacent roadways including Big Bend Rd., I-75 and 19th Ave., particularly in conjunction with the Paseo al Mar Blvd. flyover bridge (over I-75), which was recently completed.

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddle@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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HCFL.gov

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Mary Lou Drive-Substandard Road ☒ 4. Mary Lou Drive-Substandard Road ☒ 2. Mary Lou Drive-Substandard Road ☒ 5. Mary Lou Drive-Substandard Road ☒ 3. Mary Lou Drive-Substandard Road ☐ 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	75BB, LLC
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)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000
☐ Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 26-0217
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150,
077742.0000
Lincks Project No. 25125 (25266.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Mary Lou Drive from the proposed Village B access to Simmons Loop.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

Mr. Mike Williams
April 29, 2026
Page 2

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

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Mary Lou Drive is a local road.

The request is for a Design Exception to TS-3 of the Hillsborough County Transportation Technical Manual for Mary Lou Drive. The segment of Mary Lou Drive currently has the following characteristics as compared to TS-3:

1. Lane Width – TS-3 has 12 foot lanes for non-residential. The existing roadway has 9 foot lanes.
2. Miami Curb – TS-3 has miami curb. The existing road is a rural roadway.
3. Sidewalk – TS-3 has five (5) foot sidewalk on both sides of the road. There is no sidewalk on the road.
4. Right of Way – TS-3 has 54 feet of right of way for a non-residential project. The existing road has approximately 56 feet of right of way.

The developer proposed the following improvements to Mary Lou Drive from Simmons Loop to Village B access:

- a. Widen the roadway to provide 12 foot lanes.
- b. Add Type F curb on the north and south sides of the road.
- c. Add 5 foot sidewalk on the north side of the road.
- d. Add 6 foot sidewalk on the south side of the road adjacent to the Type F curb.

The proposed typical section is shown in Figure 1.

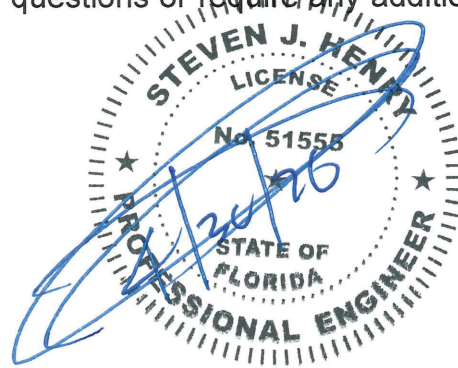
Mr. Mike Williams
April 29, 2026
Page 3

Based on the above, it is our opinion, the proposed improvements to Mary Lou Drive will offset the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Best Regards,

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



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

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

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

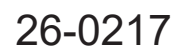
Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
Total				2,241	44	141	185	112	67	179

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



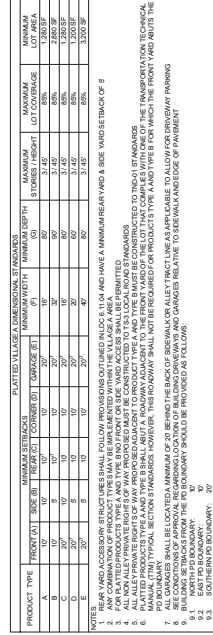
APPENDIX



PD PLAN



55



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



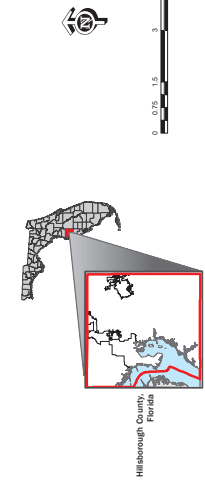
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- STATE ROADS**
PRINCIPAL ARTERIAL
ARTERIAL
UNCLASSIFIED ROADS
- COUNTY ROADS**
ARTERIAL
COLLECTOR
UNCLASSIFIED ROADS
- ROADS AND BOUNDARY LINES**
COUNTY BOUNDARY
MAJOR ROADS
HILLSBOROUGH COUNTY
PINELLAS COUNTY
JURISDICTIONS
URBAN SERVICE AREA
- NATURAL FEATURES**
WATER AND BAY
STREAMS/RIVERS

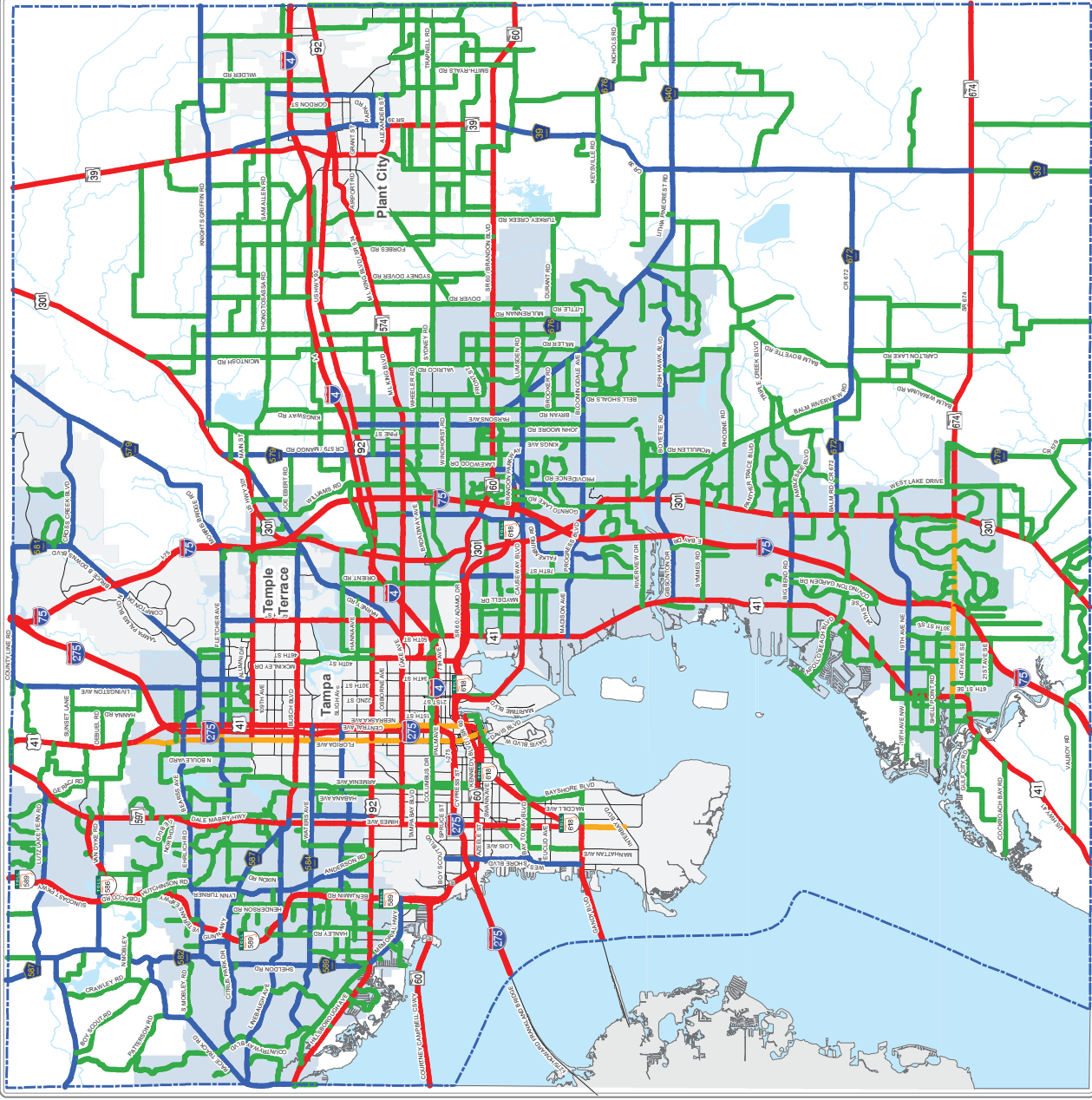
LOCATOR MAP AND REFERENCE INFORMATION



CONTENT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
JURISDICTIONAL AREAS HILLSBOROUGH COUNTY - Hillsborough County Planning Commission. Effective to Present.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective to Present.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted TPO Long Range Transportation Plan for specific improvements.
ACCURACY: This information is the property of the Hillsborough County Planning Commission. It is not to be used for any other purpose without the written consent of the Hillsborough County Planning Commission. This map is not to be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

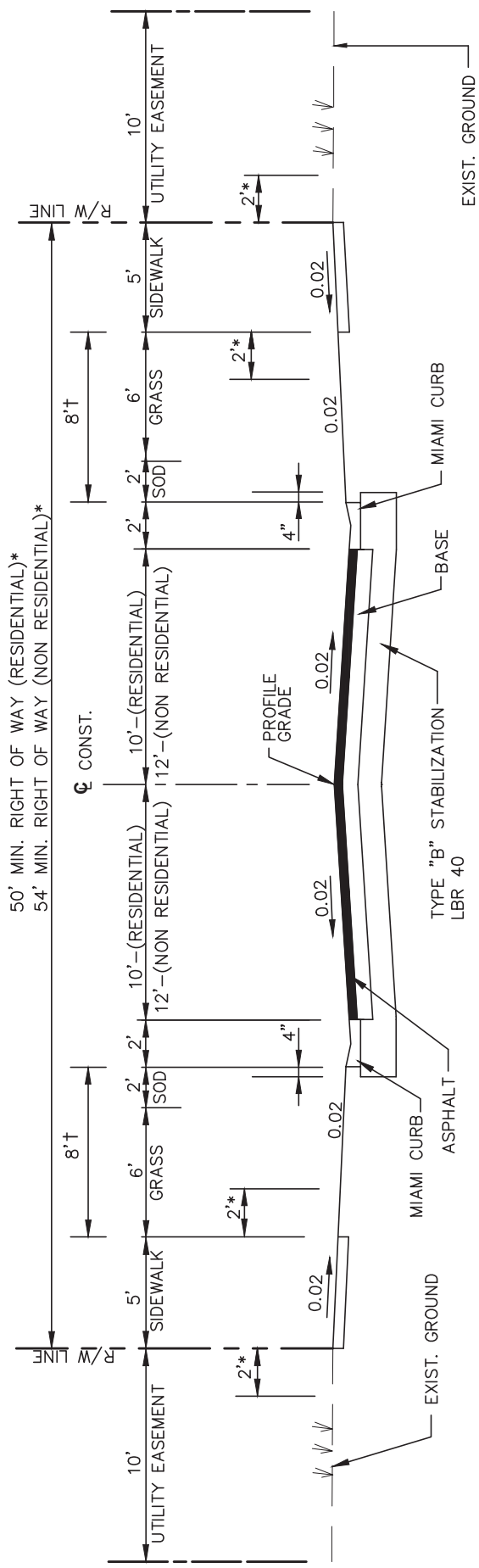
Author: RMatthe
Date: 1/1/2025
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

Plan Hillsborough.org



TS-3





TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 35 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**

LOCAL URBAN ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION

DRAWING NO. **TS-3**

SHEET NO. 1 OF 1

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 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).

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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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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddle@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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Hillsborough County Florida

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Development Services

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Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Simmons Loop-Substandard Road ☒ 4. Simmons Loop-Substandard Road ☒ 2. Simmons Loop-Substandard Road ☐ 5. ☒ 3. Simmons Loop-Substandard Road ☐ 6.
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Project Name/ Phase	75BB, LLC
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)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 07742.0000
☐ Check This Box If There Are More Than Five Folio Numbers	
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Name of Person Submitting Request	Steven J. Henry, P.E.
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
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Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150
Lincks Project No. 25125 (25266.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Simmons Loop from Mary Lou Drive south approximately 350 feet to tie into the improvements recently constructed on Simmons Loop.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

Mr. Mike Williams
April 29, 2026
Page 2

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Simmons Loop is a collector road.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Simmons Loop. The segment of Simmons Loop currently has the following characteristics as compared to TS-4:

1. Lane Width – TS-4 has 11 foot lanes. The existing roadway has 11 foot lanes.
2. Curb & Gutter – TS-4 has curb and gutter. The existing road has curb and gutter on the east side of the road. The west side of the road south of Mary Lou Drive for approximately 260 feet is a rural roadway.
3. Bike Lanes – TS-4 has 7 foot buffered bike lanes. The existing road has 5 foot bike lanes on the east side of Simmons Loop and north of Mary Lou Drive. Approximately 260 feet south of Mary Lou Drive, Simmons Loop has 7 foot bike lanes.
4. Sidewalk – TS-4 has five (5) foot sidewalk on both sides of the road. There is sidewalk on the east side of the road.
5. Right of Way – TS-4 has 64 feet of right of way. The right of way within the vicinity of the project varies between 50 feet and 114 feet.

The Developer proposes to construct a northbound left turn lane and a southbound right turn lane at the intersection of Simmons Loop and Mary Lou Drive. The improvements will include the following:

- a. Southbound right turn lane
 - i. Eleven (11) foot right turn lane.
 - ii. Five (5) foot bike lane to match the bike lanes to the north.
 - iii. Six (6) foot sidewalk
- b. Northbound left turn lane
 - i. Eleven (11) foot left turn lane.
 - ii. Maintain five (5) foot bike lane on the east side of Simmons Loop.
 - iii. Extend the existing curb & gutter, 7 foot bike lane and 5 foot sidewalk approximately 100 feet north of the current terminus.
 - iv. The developer will convey 35 feet of right of way along Simmons Loop from the property adjacent to Simmons Loop.

The improvements are shown in Figure 1.

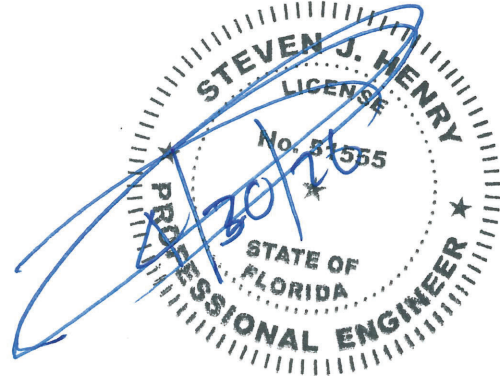
Mr. Mike Williams
April 29, 2026
Page 3

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

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

Best Regards,

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



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

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

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

Sincerely,

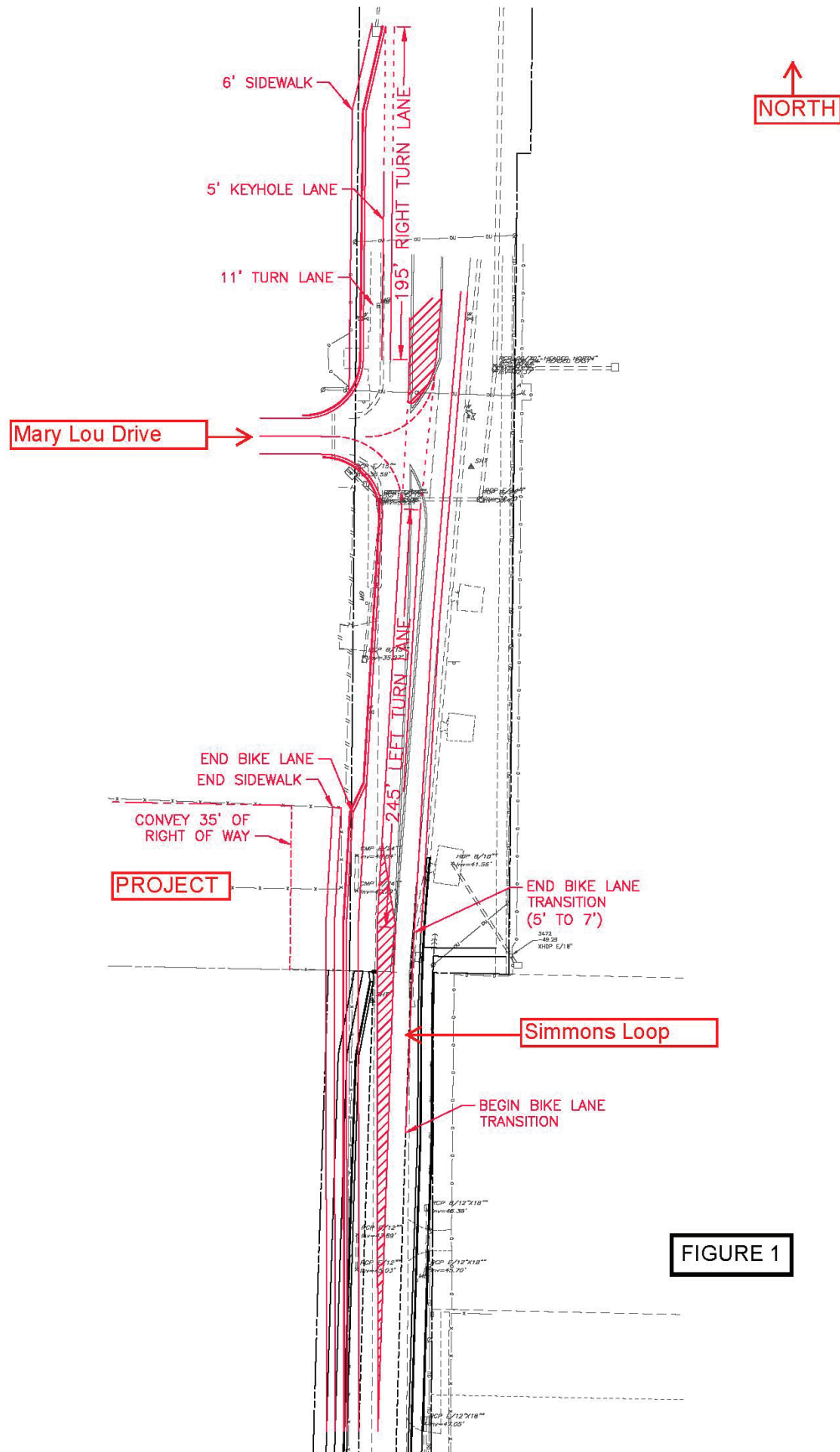
Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
			Total	2,241	44	141	185	112	67	179

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

Mr. Mike Williams
April 29, 2026
Page 5



APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



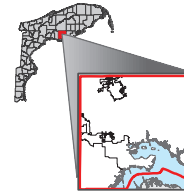
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- STATE ROADS**
PRINCIPAL ARTERIAL
ARTERIAL
UNCLASSIFIED ROADS
- COUNTY ROADS**
ARTERIAL
COLLECTOR
UNCLASSIFIED ROADS
- ROADS AND BOUNDARY LINES**
COUNTY BOUNDARY
MAJOR ROADS
HILLSBOROUGH COUNTY
PINELLAS COUNTY
JURISDICTIONS
URBAN SERVICE AREA
- NATURAL FEATURES**
WATER AND BAY
STREAMS/RIVERS

LOCATOR MAP AND REFERENCE INFORMATION



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

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

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

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

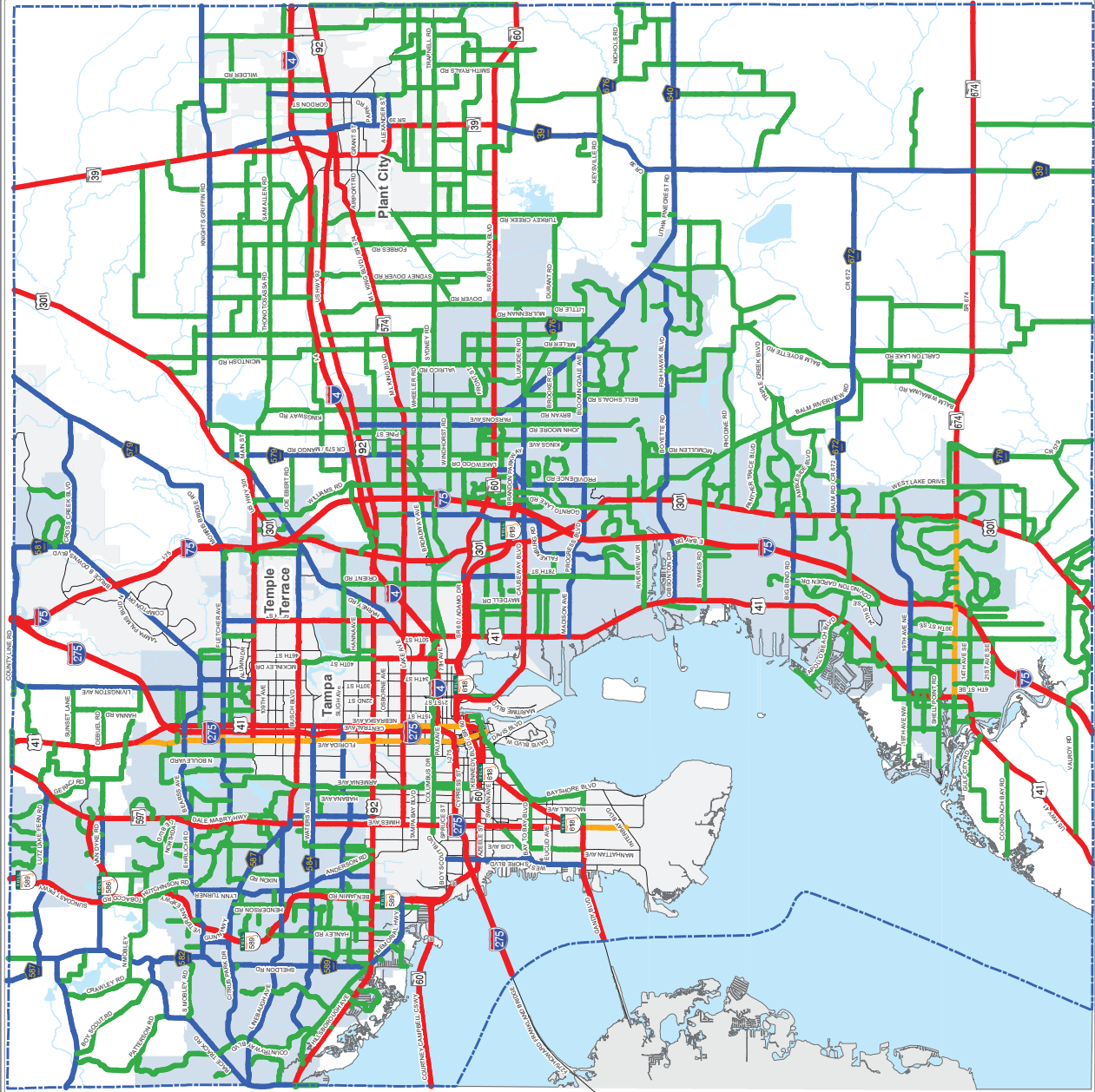
ACCURACY: This information is the property of the Hillsborough County City-County Planning Commission. It is not to be reproduced in any form without the express written approval of the Hillsborough County City-County Planning Commission.

Author: RMatthe

Date: 1/1/2025

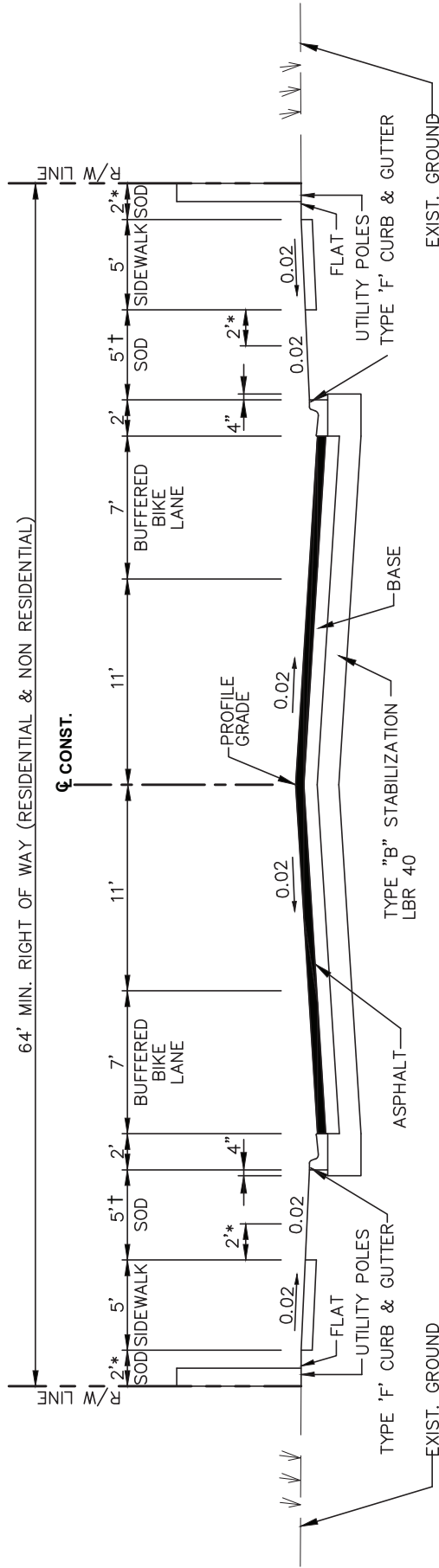
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

Plan Hillsborough.org



TS-4





TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 40 MPH

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

REVISION DATE:
10/17

TRANSPORTATION TECHNICAL MANUAL



**Hillsborough
County Florida**

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

DRAWING NO. **TS-45**

SHEET NO. 1 OF 10

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddle@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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

Hillsborough County Florida

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	☐ New Request	☒ Revised Request	☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Alternative to TD-9 ☒ 2. Alternative to TD-9 ☒ 3. Alternative to TD-9 ☒ 4. Alternative to TD-9 ☐ 5. ☐ 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 75BB, LLC 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) 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000 ☐ Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request Steven J. Henry, P.E. Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number PD 26-0217 Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number) Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150,
077742.0000
Lincks Project No. 25125 (25226.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the requirements of TD-9.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

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

Mr. Mike Williams
April 29, 2026
Page 2

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Mary Lou Drive and Autumn Ridge Avenue are local roads.

The developer proposes to gate the access to the project at Autumn Ridge Avenue. The layout for the gate is shown in Figure 1. Based on the Hillsborough County Transportation Technical Manual, and the proposed development, the queue length for the gate is to be 175 feet. A Design Exception request to allow a total of 80 foot queue length. The justification for the reduced length is as follows:

1. The main entrance for the Multi-Family development is to be via Mary Lou Drive.
2. It is not anticipated that the entrance at Autumn Ridge Avenue would be utilized by a significant amount of the project traffic as Autumn Ridge Avenue is within the Spencer Glen Subdivision.
3. Even if the queue did exceed the 80 feet provided, it would only queue along Autumn Ridge Avenue not effecting the collector/arterial roadway network.

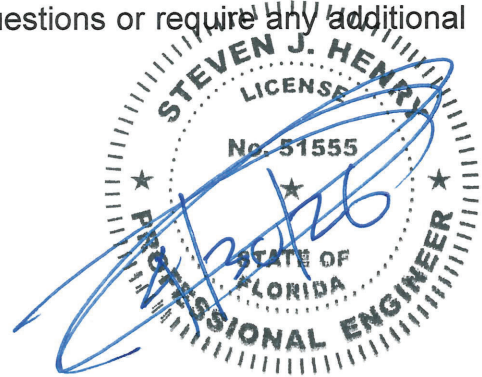
Mr. Mike Williams
April 29, 2026
Page 3

Based on the above, it is our opinion, the proposed queue length should be adequate to meet the Transportation Technical Manual.

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

Best Regards,

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



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

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

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

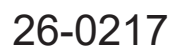
Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
Total				2,241	44	141	185	112	67	179

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



APPENDIX



PD PLAN



LEGEND

- BOUNDARY OF VILLAGE A
- BOUNDARY OF VILLAGE B
- BOUNDARY OF VILLAGE C
- BOUNDARY OF VILLAGE D
- BOUNDARY OF VILLAGE E
- BOUNDARY OF VILLAGE F
- BOUNDARY OF VILLAGE G
- BOUNDARY OF VILLAGE H
- BOUNDARY OF VILLAGE I
- BOUNDARY OF VILLAGE J
- BOUNDARY OF VILLAGE K
- BOUNDARY OF VILLAGE L
- BOUNDARY OF VILLAGE M
- BOUNDARY OF VILLAGE N
- BOUNDARY OF VILLAGE O
- BOUNDARY OF VILLAGE P
- BOUNDARY OF VILLAGE Q
- BOUNDARY OF VILLAGE R
- BOUNDARY OF VILLAGE S
- BOUNDARY OF VILLAGE T
- BOUNDARY OF VILLAGE U
- BOUNDARY OF VILLAGE V
- BOUNDARY OF VILLAGE W
- BOUNDARY OF VILLAGE X
- BOUNDARY OF VILLAGE Y
- BOUNDARY OF VILLAGE Z

TABLE 1: LOT DATA

LOT NO.	LOT AREA (AC)	LOT AREA (SQ FT)	LOT AREA (SQ YD)	LOT AREA (SQ MI)
1	0.0150	1,040.00	1,040.00	0.0150
2	0.0150	1,040.00	1,040.00	0.0150
3	0.0150	1,040.00	1,040.00	0.0150
4	0.0150	1,040.00	1,040.00	0.0150
5	0.0150	1,040.00	1,040.00	0.0150
6	0.0150	1,040.00	1,040.00	0.0150
7	0.0150	1,040.00	1,040.00	0.0150
8	0.0150	1,040.00	1,040.00	0.0150
9	0.0150	1,040.00	1,040.00	0.0150
10	0.0150	1,040.00	1,040.00	0.0150
11	0.0150	1,040.00	1,040.00	0.0150
12	0.0150	1,040.00	1,040.00	0.0150
13	0.0150	1,040.00	1,040.00	0.0150
14	0.0150	1,040.00	1,040.00	0.0150
15	0.0150	1,040.00	1,040.00	0.0150
16	0.0150	1,040.00	1,040.00	0.0150
17	0.0150	1,040.00	1,040.00	0.0150
18	0.0150	1,040.00	1,040.00	0.0150
19	0.0150	1,040.00	1,040.00	0.0150
20	0.0150	1,040.00	1,040.00	0.0150
21	0.0150	1,040.00	1,040.00	0.0150
22	0.0150	1,040.00	1,040.00	0.0150
23	0.0150	1,040.00	1,040.00	0.0150
24	0.0150	1,040.00	1,040.00	0.0150
25	0.0150	1,040.00	1,040.00	0.0150
26	0.0150	1,040.00	1,040.00	0.0150
27	0.0150	1,040.00	1,040.00	0.0150
28	0.0150	1,040.00	1,040.00	0.0150
29	0.0150	1,040.00	1,040.00	0.0150
30	0.0150	1,040.00	1,040.00	0.0150
31	0.0150	1,040.00	1,040.00	0.0150
32	0.0150	1,040.00	1,040.00	0.0150
33	0.0150	1,040.00	1,040.00	0.0150
34	0.0150	1,040.00	1,040.00	0.0150
35	0.0150	1,040.00	1,040.00	0.0150
36	0.0150	1,040.00	1,040.00	0.0150
37	0.0150	1,040.00	1,040.00	0.0150
38	0.0150	1,040.00	1,040.00	0.0150
39	0.0150	1,040.00	1,040.00	0.0150
40	0.0150	1,040.00	1,040.00	0.0150
41	0.0150	1,040.00	1,040.00	0.0150
42	0.0150	1,040.00	1,040.00	0.0150
43	0.0150	1,040.00	1,040.00	0.0150
44	0.0150	1,040.00	1,040.00	0.0150
45	0.0150	1,040.00	1,040.00	0.0150
46	0.0150	1,040.00	1,040.00	0.0150
47	0.0150	1,040.00	1,040.00	0.0150
48	0.0150	1,040.00	1,040.00	0.0150
49	0.0150	1,040.00	1,040.00	0.0150
50	0.0150	1,040.00	1,040.00	0.0150
51	0.0150	1,040.00	1,040.00	0.0150
52	0.0150	1,040.00	1,040.00	0.0150
53	0.0150	1,040.00	1,040.00	0.0150
54	0.0150	1,040.00	1,040.00	0.0150
55	0.0150	1,040.00	1,040.00	0.0150
56	0.0150	1,040.00	1,040.00	0.0150
57	0.0150	1,040.00	1,040.00	0.0150
58	0.0150	1,040.00	1,040.00	0.0150
59	0.0150	1,040.00	1,040.00	0.0150
60	0.0150	1,040.00	1,040.00	0.0150
61	0.0150	1,040.00	1,040.00	0.0150
62	0.			

HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



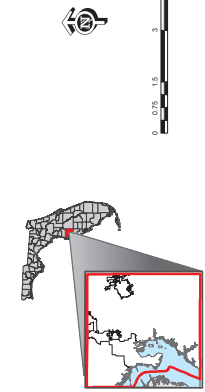
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- STATE ROADS**
 - PRINCIPAL ARTERIAL
 - ARTERIAL
 - UNCLASSIFIED ROADS
- COUNTY ROADS**
 - ARTERIAL
 - COLLECTOR
 - UNCLASSIFIED ROADS
- ROADS AND BOUNDARY LINES**
 - COUNTY BOUNDARY
 - MAJOR ROADS
 - HILLSBOROUGH COUNTY
 - PINELLAS COUNTY
 - JURISDICTIONS
 - URBAN SERVICE AREA
- NATURAL FEATURES**
 - WATER AND BAY
 - STREAMS/RIVERS

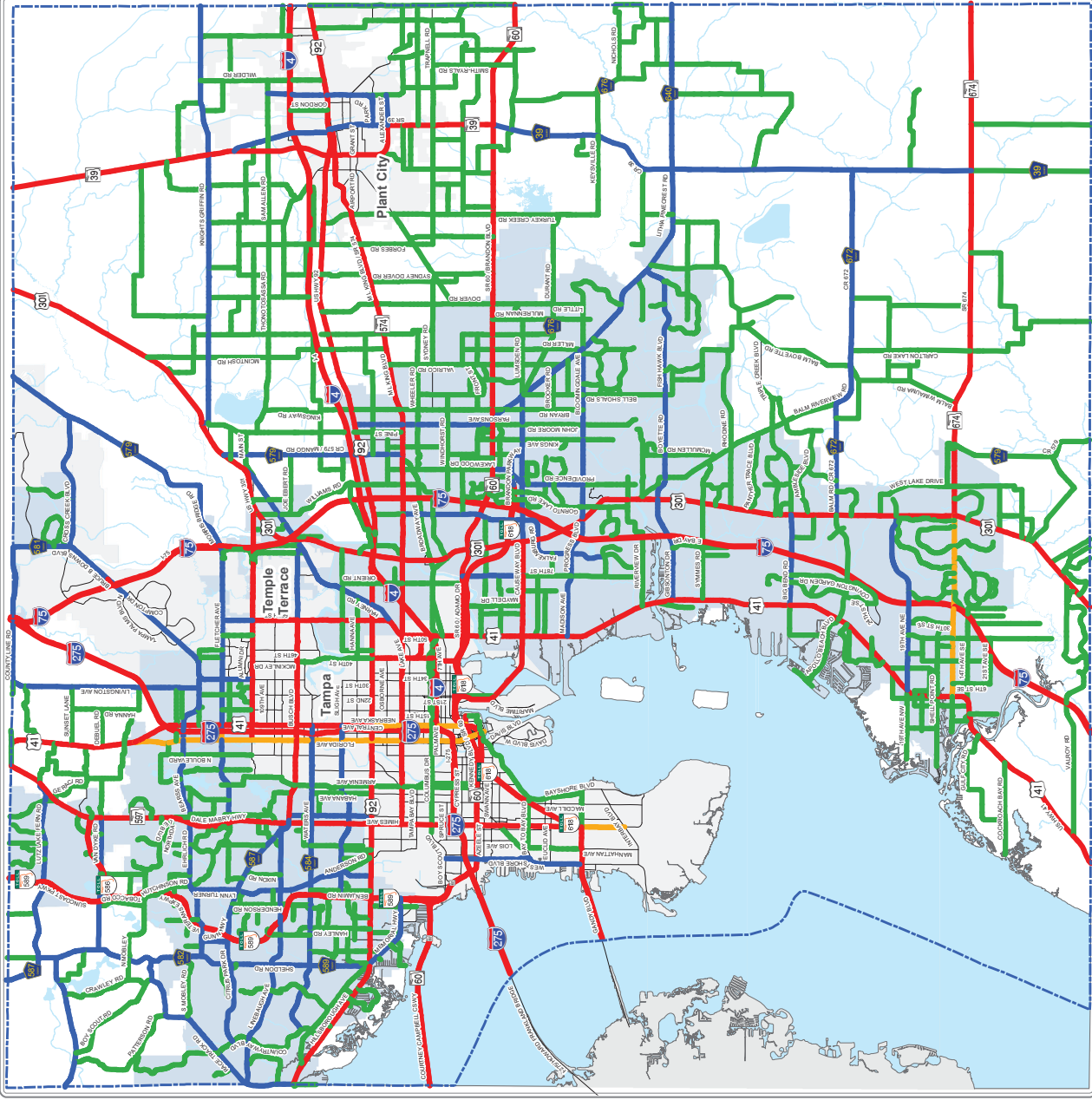
LOCATOR MAP AND REFERENCE INFORMATION



CONTENT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
JURISDICTIONAL AREAS HILLSBOROUGH COUNTY - Hillsborough County City-County Planning Commission. Effective to Present.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective to Present.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted 2010 Long Range Transportation Plan for specific improvements.
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Author: RMatthe
Date: 1/1/2025
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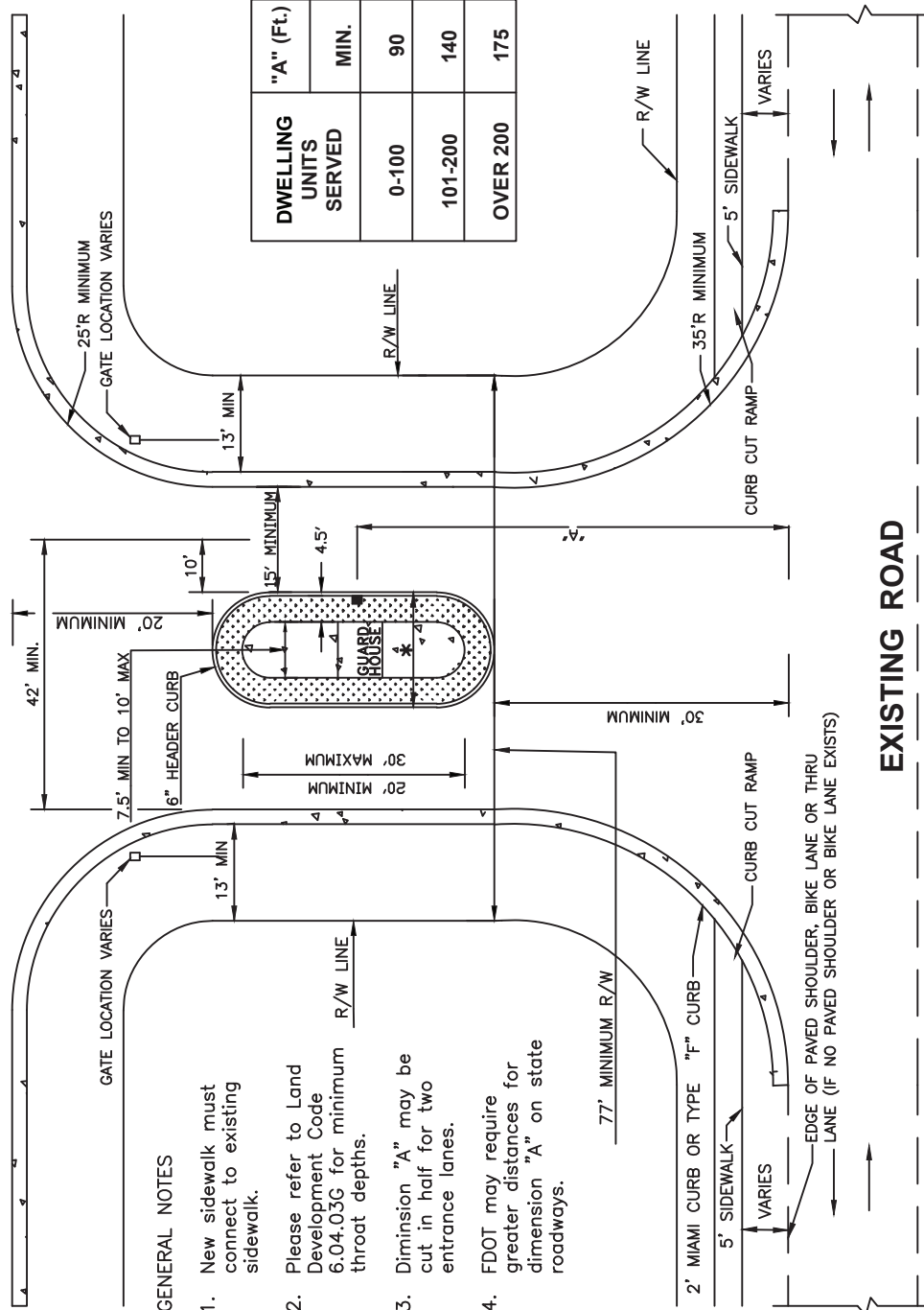
TD-9



FOR ALL PRIVATE AND PUBLIC RESIDENTIAL DEVELOPMENT WITH GUARDBOUSES OR ELECTRONIC ENTRANCES



PROPOSED RESIDENTIAL ROAD



GENERAL NOTES

1. New sidewalk must connect to existing sidewalk.
2. Please refer to Land Development Code 6.04.03G for minimum throat depths.
3. Dimension "A" may be cut in half for two entrance lanes.
4. FDOT may require greater distances for dimension "A" on state roadways.

EXISTING ROAD

FOR PUBLIC RESIDENTIAL DEVELOPMENTS

1. Communities desiring to place guardhouses and/or gates within public right-of-way must obtain right-of-way use permit and enter into a construction and maintenance agreement with the County. Any such guardhouse shall be unmannead and for ornamental purposes only. Gates must be for ornamental purposes only, fixed in an open position, and shall not be located within the clear zone area.

2. * Minimum width of median containing a guardhouse shall be 16.5'. Minimum width of median without a guardhouse shall be 10'.
3. There shall be no stop bars or other stop controls at guardhouses within public rights-of-way.

PRIVATE GATED DEVELOPMENTS

1. Private gated developments shall provide adequate space for a single unit 30-foot truck to make a U-Turn. This minimum outside distance is 42'. This U-Turn area shall be between the electronic entrance device and entrance gate.
2. The distance "A" in the table shall be measured from the stop bar at the guardhouse or from the electronic entry devices, inclusive of any entry control features.
3. * Minimum width of median for the Electronic Entry Device is 4 feet.

REVISION DATE:
10/17

TRANSPORTATION TECHNICAL MANUAL



Hillsborough
County Florida

ENTRANCE MEDIAN, GUARDHOUSE AND ELECTRONIC ENTRY TYPICAL DETAILS

DRAWING NO. TD-9

SHEET NO. 1 OF 1

HILLSBOROUGH COUNTY
RECOMMENDATION OF THE LAND USE HEARING OFFICER

APPLICATION NUMBER:	RZ PD 26-0217
DATE OF HEARING:	May 26, 2026
APPLICANT:	75BB, LLC
PETITION REQUEST:	PD
LOCATION:	South side of Big Bend Road, 1,500 ft. west of the Big Bend Road/Simmons Loop intersection, west of Simmons Loop
SIZE OF PROPERTY:	124.017 acres
EXISTING ZONING:	AR and AS-1
FUTURE LAND USE CATEGORY:	UMU-20 and SMU-6
SERVICE AREA:	Urban
COMMUNITY PLANNING AREA:	Apollo Beach, Riverview

SUMMARY OF APPLICATION

The application is a request to rezone an approximate 124-acre parcel located south of Big Bend Road, west of Simmons Loop and east of I-75. In general terms the parcel is located at the southeast quadrant of the I-75/Big Bend Road interchange in the Apollo Beach/Riverview area of central unincorporated Hillsborough County.

Primary access to the site is to Simmons Loop via Mary Lou Lane, a local residential street. A secondary access is through a subdivision street located to the south of the parcel. There is no direct access to Big Bend Road.

The request is a Planned Development for:

- 1) a maximum of 80 single family attached dwelling units or 35 single family detached dwelling units;
- 2) a maximum of 380 multi-family dwelling units; and
- 3) An agricultural tract that will allow for agricultural uses, beekeeping, passive recreational uses and the storage of a maximum of 20 vehicles.

The subject site has a FLUE Map designation of UMU-20 at the northern end of the site closest to Big Bend Road and SMU-6 on the balance of the property. The vast majority of the site is located within the SMU-6 FLUE category. The property is located within the Urban Service Area.

SUMMARY OF HEARING

The applicant representative, Kami Corbett, provided testimony and graphics in support of the request.

It was stated that the Planned Development is to allow for a maximum of 460 residential units consisting of a mix of single family detached, single family attached and multi-family units.

The site plan indicates that a maximum of 80 single family attached or a maximum of 35 single family detached units will be located within an area identified as Village A on the associated PD site plan.

The site plan indicates that a maximum of 360 multi-family units will be located within an area identified as Village B.

The primary access to both Villages A and B is via Mary Lou Drive to Simmons Loop. The developer will need to make improvements to the entirety of Mary Lou Drive out to Simmons Loop at the time of development of the property.

A secondary access is proposed to Autumn Ridge Avenue., a local residential street located to the south.

The developer intends to gate the entrances to the multi-family apartment complex at Autumn Ridge Avenue and Mary Lou Drive. The developer also has the option to gate the entrances to the single family attached/detached tract to be located in Village A.

The site plan design for the multi-family tract sets back the proposed apartment buildings a minimum of 80 feet from adjacent single family lots located to the east.

The developer is providing landscaping and screening of the proposed apartment complex from adjacent single family residential lots.

The proposed development is consistent with the Comprehensive Plan and compatible with the surrounding planned and emerging residential master planned communities and retail, office and hospital uses in the area.

Development Services finds the rezoning approvable subject to conditions.

The Planning Commission staff finds the proposed rezoning consistent with the Comprehensive Plan.

No one spoke in support or opposition at the hearing.

EVIDENCE SUBMITTED

The applicant/representative, Kami Corbett, provided oral testimony and graphics supplementing the file on record.

FINDINGS OF FACT

The subject 124-acre site is located at the southeast quadrant of I-75 and Big Bend Road in the Apollo Beach/Riverview area of central Hillsborough County.

The greater Simmons Loop area is comprised of a regional hospital, a substantial amount of medical office space and a substantial amount of retail along both Big Bend Road and US 301. Multi-family and single-family uses are located along Simmons Loop.

The subject site is within 4,000 ft. driving distance of the I-75/Big Bend Road interstate interchange.

The property is of an irregular disjointed shape. It is noted that a large TECO powerline corridor runs north/south through the parcel. The irregular disjointed shape of the property is a substantial site constraint limiting areas where development can reasonable be accommodated on the site.

The site also contains approximately 60 acres of wetlands across the site. These wetlands and associated water bodies are primarily located along the west side of the property closest to I-75 and near Big Bend Road to the north.

Due to the irregular disjointed shape of the property and the size and location of the wetlands across the property, the proposed development is centered on two upland tracts located on the eastern portion of the property closest to Mary Lou Drive and Simmons Loop. The largest upland tract is approximately 28 acres in size (Village B) and is the location proposed for the apartment complex. The other upland tract is approximately 6 acres in size (Village A)

May 26, 2026

and is the location where single family attached or detached dwelling units are proposed.

The proposed apartment complex is proposed to be gated and will have two access points. One connection point will be to Mary Lou Drive and the second connection point is to Autumn Ridge Avenue. Mary Lou Drive will be improved by the developer at the time of development. Autumn Ridge Avenue is a local residential street within an adjacent single family home community. Development Services staff recommends this secondary Autumn Ridge connection be provided to help with service vehicle circulation through the apartment complex parcel and help reduce traffic on Simmons Loop.

The developer will be required to assess traffic conditions at the Mary Lou Drive/Simmons Loop intersection at the time of development and at each phase of the development to determine if a southbound right turn lane is required.

The developer will also be required to construct a northbound to westbound left turn lane at the Mary Lou Drive/Simmons Loop intersection.

The proposed apartment complex includes a minimum 80 ft. setback from adjacent single family lots located to the east and south of the apartment complex location. The apartment complex will also include landscaping and screening along the Village B perimeter adjacent to single family lots.

The developer also has the option of gating the proposed single family attached/detached tract (Village A). Village A is located on the north side of Mary Lou Drive and will include landscaping screening along Mary Lou Drive.

It is found that the proposed development is substantially setback, landscaped and screened from adjacent residential lots.

It is found that the proposed development, as designed and conditioned will be compatible with the surrounding residential and non-residential land uses in the area.

May 26, 2026

It is found that the proposed development is consistent with the UMU-20 and SMU-6 FLUE designations on the property.

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 as conditioned is in conformance with the applicable requirements of the Land Development Code and with applicable zoning and established principles of zoning law.

DECISION

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

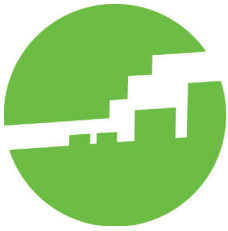
Steven K. Luce

6/12/2026

Steven K. Luce

Date

Land Use Hearing Officer



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: May 26, 2026 Report Prepared: May 15, 2026	Case Number: PD 26-0217 Folio(s): 51514.0000, 51514.5000, 51521.0200, 77740.0150, 77742.0000 & 77745.0000 General Location: South of Big Bend Road, east of Interstate 75 and west of Simmons Loop
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga; 0.25 FAR) + Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
Service Area	Urban
Community Plan(s)	Riverview + Apollo Beach + SouthShore Areawide Systems
Rezoning Request	Agricultural Rural (AR) to Planned Development (PD) to divide the site into three pockets with permitted uses specific to each pocket
Parcel Size	124.018 ± acres
Street Functional Classification	Big Bend Road – County Arterial Interstate 75 – State Principal Arterial Simmons Loop – County Collector
Commercial Locational Criteria	N/A
Evacuation Area	D + E

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6 + Urban Mixed Use-20	AR	Vacant Land + Single Family Residential + Agriculture
North	Suburban Mixed Use-6 + Urban Mixed Use-20 + Public/Quasi-Public	AR + PD	Public/Quasi-Public/Institutions
South	Suburban Mixed Use-6	PD + AR	Single Family Residential + HOA Property + Vacant Land + Public/Quasi-Public/Institutions
East	Suburban Mixed Use-6 + Urban Mixed Use-20 + Community Mixed Use-12	PD + AS-1 + RSC-2 + AR	Single Family Residential + Public/Quasi-Public/Institutions + Vacant Land
West	Urban Mixed Use-20 + Community Mixed Use-12 + Public/Quasi-Public + Suburban Mixed Use-6	PD	Single Family Residential + Agriculture + Vacant Land + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 124.0178 ± acre subject site is located south of Big Bend Road, east of Interstate 75 and west of Simmons Loop. The subject site is in the Urban Service Area (USA) and is within the limits of the Riverview Community Plan and the SouthShore Areawide Systems Plan. The applicant requests a rezoning from Agricultural Rural (AR) to Planned Development (PD) to divide the site into three pockets with permitted uses specific to each pocket. According to the revised request, which was uploaded into Optix on April 9, 2026, the proposed four pockets will be labeled as villages:

1. Village A is proposed to be a residential pocket of the PD with a total of 80 dwelling units. Development within Village A may remain unplatted or be platted and may include any combination of the following residential housing types: townhomes, cottages, duplexes, and/or single-family detached homes.
2. Village B is proposed to be a residential pocket of the PD containing multifamily apartments with a total of 380 units.
3. Village C is proposed to be an agricultural/passive recreational pocket of the PD. The Applicant is proposing the following uses within Village C: agriculture (with accessory agricultural equipment and open storage), beekeeping, passive recreational uses and private pleasure crafts and utility trailer storage (for up to 20 total vehicles). All permitted uses within Village C will be for the personal use of the property owner only and shall not be open or accessible to the general public.

The subject site is located within the Urban Service Area, where Future Land Use Section (FLUS) Objective 1.1 directs approximately 80 percent of the County's anticipated growth. FLUS Policy 3.1.3 requires that new development be compatible with surrounding land uses, clarifying that compatibility does not necessitate identical form or use, but rather thoughtful and sensitive design that maintains the character of existing development. The surrounding land use pattern reflects a mix of uses. The subject site is currently comprised of vacant land, agricultural uses, and single-family residential development. Similar vacant land and single-family residential uses are located to the south, east, and west, with agricultural uses to the west. Public/quasi-public/institutional uses are present on all sides of the subject site. Given the existing development pattern in the surrounding area, the proposed development is consistent with the growth objectives of FLUS Objective 1.1 and satisfies the compatibility standards of FLUS Policy 3.1.3. The proposal demonstrates compatibility with surrounding uses and maintains the established character of the area.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Suburban Mixed Use-6 (SMU-6) Future Land Use category. SMU-6 allows for the consideration of agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The SMU-6 designation allows for a maximum of 6 dwelling units per gross acre (du/ga) and a maximum intensity of 0.25 Floor Area Ratio (FAR). The subject site is also in the Urban Mixed Use-20 (UMU-20) Future Land Use category. UMU-20 allows for the consideration of agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations. The UMU-20 Future Land Use designation allows for a maximum of 20 dwelling units per gross acre and a maximum intensity of 1.0 FAR.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed Planned Development (PD) and determined that wetlands are present on the subject site. Based on the revised request, approximately 59.73 acres of wetlands exist on the property. Pursuant to Future Land Use Section (FLUS) Policy 2.3.9, properties containing 25 percent or more wetlands and/or man-made water bodies, including borrow pits, are subject to an environmentally sensitive land calculation for density and Floor Area Ratio (FAR). Under this policy, the site's upland acreage is multiplied by a factor of 1.25 to establish the base acreage for density calculations. This adjusted acreage is then multiplied by the maximum density permitted under the applicable Future Land Use categories. Wetlands on the subject site comprise approximately 48 percent of the total site area, exceeding the 25 percent threshold; therefore, the wetland density credit provided by FLUS Policy 2.3.9 is applicable. The site contains a total of 64.29 acres of upland distributed between two Future Land Use categories: 61.59 acres designated Suburban Mixed Use-6 (SMU-6) and 2.70 acres designated Urban Mixed Use-20 (UMU-20). Applying the environmentally sensitive land calculation, the maximum allowable residential density is as follows: 461 dwelling units within the SMU-6 designation ($61.59 \text{ acres} \times 1.25 \times 6 \text{ du/ga}$) and 67 dwelling units within the UMU-20 designation ($2.70 \text{ acres} \times 1.25 \times 20 \text{ du/ga}$), for a total maximum of 528 dwelling units. The proposed development consists of 470 residential units, which is below the maximum density permitted. The proposed PD is consistent with the uses allowed under the existing Suburban Mixed Use-6 and Urban Mixed Use-20 Future Land Use categories and is therefore consistent with FLUS Goal 2 and Objective 2.2.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time

of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The surrounding land use pattern consists of mixed uses. FLUS Objective 4.4 and FLUS Policy 4.4.1 require that new development be compatible with the surrounding neighborhood. Specifically, Policy 4.4.1 states that any increase in density or intensity must be compatible with existing, proposed, or planned development and that development and redevelopment should be integrated with adjacent land uses through the provision of like or complementary uses, mitigation of potential adverse impacts, appropriate transportation and pedestrian connections, and a gradual transition of intensity. Given the existing pattern, the proposed development is compatible with and complementary to surrounding uses. Accordingly, the proposal meets the intent of FLUS Objective 4.4 and complies with FLUS Policy 4.4.1.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed Planned Development and determined that wetlands are present on the subject site. The Environmental Protection and Resiliency component of the Future Land Use Section (FLUS), Objective 6.1, promotes growth that is both sustainable and resilient while ensuring the protection of environmentally sensitive resources. FLUS Policy 6.1.1 requires that land development be regulated in a manner that safeguards the attributes, functions, and amenities of the natural environment under all projected growth scenarios. This includes the continued review, amendment, and implementation of land development regulations to ensure long-term environmental protection. FLUS Objective 6.2 further provides that new development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems, as described in the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan. Additionally, Objective 3.5 of the Environmental and Sustainability Section (ESS) of the Comprehensive Plan calls for the application of adopted criteria, standards, methodologies, and procedures to manage and maintain wetlands and other surface waters for optimal fisheries and environmental values, in consultation with the EPC. ESS Policy 3.5.1 emphasizes collaboration with the EPC to conserve and protect wetlands and surface waters from detrimental physical and hydrological alterations. It further requires a comprehensive planning-based approach to wetland ecosystem protection, ensuring no net loss of ecological values provided by wetlands and other authorized surface waters within Hillsborough County. The EPC provided comments on April 14, 2026, indicating that a resubmittal is not necessary at this time. Because the proposed Planned Development preserves the on-site wetlands and avoids adverse impacts, the request is consistent with the applicable Comprehensive Plan Objectives and Policies governing growth in environmentally sensitive areas.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the County be consistent with the Comprehensive Plan. The subject site is located within the boundaries of the Apollo Beach Community Plan, which provides localized policy guidance intended to preserve and enhance the character of the community while promoting coordinated and sustainable growth. The Community Plan emphasizes the importance of balancing residential, commercial, and civic development through high-quality land use planning and thoughtful community design. Goal 2 of the Apollo Beach Community Plan specifically seeks to ensure quality land use and development design throughout the community. A key strategy identified under this goal is the encouragement and incorporation of a diverse range of housing choices, including multi-family residential and live-work units, particularly within and around designated town centers and mixed-use activity areas. This strategy recognizes the importance of providing varied housing opportunities that support changing demographic needs, improve housing availability, and contribute to the creation of walkable and economically vibrant community environments. The proposed multi-family apartment development is consistent with the intent and vision of Goal 2 because it contributes to the diversity of housing types envisioned by the Community Plan. By introducing additional

multi-family residential opportunities within the area, the proposal supports broader housing choice objectives while promoting a more compact and integrated development pattern consistent with the planning framework established for Apollo Beach. The subject site is also located within the Riverview Community Plan. Goal 2 of the plan reflects the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map illustrates the unique qualities and land uses related to distinct geographic areas identified as "districts". The subject property is on Highway 301 Corridor which provides a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival. Goal 13 supports and promotes agriculture. The proposed Village C and Village D will include agricultural uses. The subject site is also located within the boundaries of the SouthShore Areawide Systems Plan. Goal 1 of the Cultural/Historic Objective of the SouthShore Areawide Systems Plan promotes sustainable, well-planned, and clustered growth patterns that preserve the area's environmental resources, cultural identity, and overall livability. Village A proposes townhomes, cottages, duplexes, and/or single-family detached homes while Village B proposes multifamily units. This mix of housing options encourages a thoughtfully planned and sustainable development pattern that enhances neighborhood diversity while maintaining compatibility with the surrounding area. Accordingly, the request is consistent with and meets the intent of Goal 2 of the Apollo Beach Community Plan, Goal 2 and Goal 13 of the Riverview Community Plan and Goal 1 of the Cultural/Historic Objective of the SouthShore Areawide Systems Plan, as outlined in the Livable Communities Element.

Overall, staff finds that the proposed Planned Development is compatible with the existing development pattern found within the surrounding area and supports the vision of the Apollo Beach Community Plan, Riverview Community Plan and the SouthShore Areawide Systems Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

Environmentally Sensitive Land Density Calculation

Policy 2.3.9: Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity.

- Wetlands shall:
- Exclude land below the mean high water line
- Include conservation and preservation areas
- Include wetlands associated with man-made water bodies as defined (including borrow pits)

Density and floor area ratio calculations for properties with 25% or greater wetlands and/or man-made water bodies (including borrow pits) shall be subject to an environmentally sensitive land calculation. Upland acreage of the site multiplied by 1.25 yields the base acreage for the density calculation. That acreage is then multiplied by the maximum intensity/density of the Future 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 3.1.3: 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.

Community Planning

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

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

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

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

Environmental Protection and Resiliency

Objective 6.1: *Encourage growth that is both sustainable and resilient while protecting environmentally sensitive resources.*

Policy 6.1.1: *Regulate land development to protect the attributes, functions and amenities of the natural environment. Continue to review, amend and implement land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.*

Environmental Considerations

Objective 6.2: *New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan.*

Clustering (For Conservation and Natural Resources)

Objective 6.3: *Clustering is highly encouraged to ensure that development will occur in a manner that protects existing natural resources and retains the character of, and the ability to manage, the areas surrounding those natural resources.*

LIVABLE COMMUNITIES ELEMENT: APOLLO BEACH COMMUNITY PLAN

Goal 2. Ensure Quality Land Use and Design

- *Incorporate a range of housing choices including multi-family and live-work units in and around town centers.*

LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

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

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

1. **Hwy 301 Corridor** – *Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.*

Goal 13 Support and promote agriculture.

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS PLAN

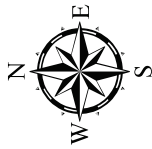
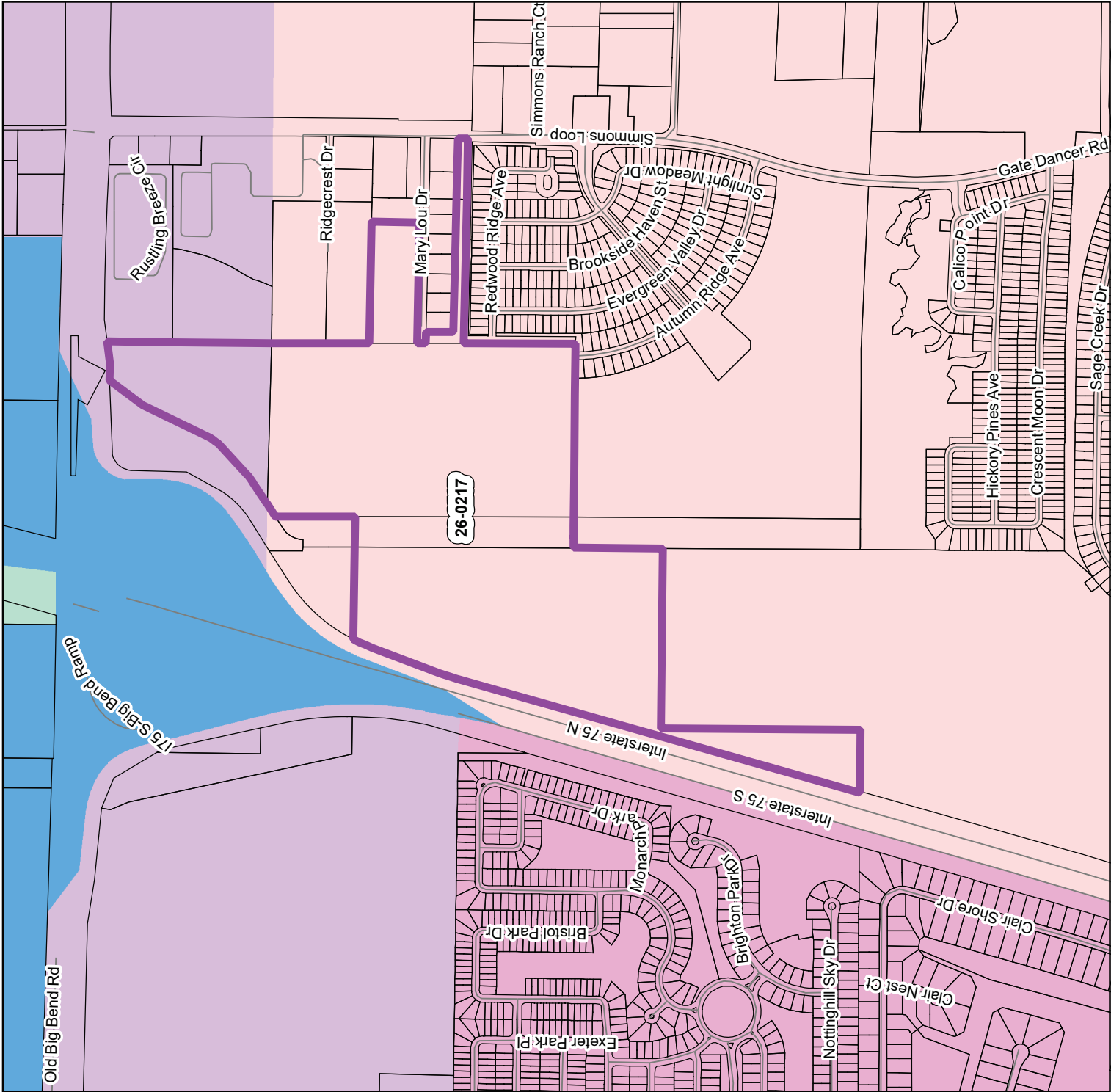
Cultural/Historic Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The community desires to:

1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ-PD 26-0217



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only and is not intended for use as a basis for any legal action. It is intended that the ACCURACY of this map is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for planning purposes only. For the most current data and information, use the appropriate source.

Map Printed from Rezoning System: 12/10/2025
Author: Samantha Linder
File: G:\Rezoning\System\MapProject\HCS\SamLinder_HCSRezoning.mxd



**GENERAL
SITE PLAN
FOR
CERTIFICATION**



**Hillsborough
County** Florida

DEVELOPMENT SERVICES

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

**HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

**BOARD OF COUNTY
COMMISSIONERS**

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

COUNTY ADMINISTRATOR

Bonnie M. Wise

COUNTY ATTORNEY

Julia Mandell

COUNTY INTERNAL AUDITOR

Melinda Jenzarli

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: Simmons Loop 75BB

Zoning File: PD 26-0217 Modification: NONE

Atlas Page: NONE Submitted: 6/26/26

To Planner for Review: 6/29/26 Date Due: ASAP

Contact Person: Kami Corbett Phone: 813-227-8421/kami.corbett@hwhlaw.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: Michelle Heinrich Date: 7/10/26

Date Agent/Owner notified of Disapproval: _____

[illegible]



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 05/18/2026

Revised: 5/26/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: RV (and APB)

PETITION NO: PD 26-0217

- ☐ 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.

CONDITIONS OF APPROVAL

1. Within Village A, the following platted residential use types may be permitted subject to compliance with the residential development standards below by use type and other conditions herein this zoning:

1.1 Product Type A, Single Family Attached (townhome) (Rear Loaded Only).

Minimum lot size: 1,280 sf
Minimum lot width: 16 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 10 ft.
Minimum side yard setback: 10 ft.
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.1.1 No front or side yard vehicular access shall be permitted.

1.1.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such

sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

- 1.1.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related **Condition 1.6**.

1.2 Product Type B, Single Family Detached – (Rear Loaded Only)

Minimum lot size: 2,880 sf
Minimum lot width: 32 ft.
Minimum lot depth: 90 ft.
Minimum front yard setback: 10 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

- 1.2.1 No front or side yard vehicular access shall be permitted.
- 1.2.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.
- 1.2.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related **Condition 1.6**.

1.3 Product Type C, Single Family Attached (townhome) (Front Loaded Only).

Minimum lot size: 1,280 sf
Minimum lot width: 16 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 10 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.3.1 Buildings shall contain a minimum of 3 attached units and a maximum of 8 attached units.

1.3.2. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 1.6](#).

1.4 Product Type D, Duplex (Front Loaded Only).

Minimum lot size: 1,200 sf
Minimum lot width: 20 ft.
Minimum lot depth: 60 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.4.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 1.6](#).

1.5 Product Type E, Single Family Detached (Front Loaded Only).

Minimum lot size: 3,200 sf
Minimum lot width: 40 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.5.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. Additionally, no portion of any structure on that same frontage (including porches or other entry features on that frontage) shall be closer than 15 feet from the closest edge of the sidewalk. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related [Condition 1.6](#).

1.6 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveways shall meet the following minimum requirements:

1.6.1 For front and side loaded units, such driveways shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

1.6.2 For rear (alley) loaded units, such driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between

the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

2. For non-platted residential development (multi-family) within Village A, uses may be permitted subject to compliance with the residential development standards below and other conditions herein this zoning.

Minimum setback to northern Village A boundary: 10 ft.
Minimum setback to southern Village A boundary: 20 ft.
Minimum setback to eastern Village A boundary: 10 ft.
Minimum setback to western Village A boundary: 0 ft.
Minimum building separation: 10 ft.
Maximum Height: 45 ft/3-stories

- 2.1 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveway shall meet the following minimum requirements:

- 2.1.1 For units constructed in the style of traditional front loaded single-family dwellings, townhome units and/or duplex units (i.e. with access via a front loaded roadway or a front loaded driveway), such units shall be constructed such that the driveway serving each individual unit shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

- 2.1.2 For units constructed in the style of traditional rear loaded single-family dwellings, townhome units and/or duplex units, (i.e. vehicular access via an alleyway and pedestrian access via a traditional roadway or driveway in the front) such rear access driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

Additionally, where a unit is accessed via an alleyway that does not front a traditional roadway or driveway in the front, and an alleyway is the sole means of access, then all such rear loaded units not fronting such facility instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a driveway or roadway at both ends of the continuous sidewalk. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

3. For multi-family units within Village A constructed in the style of duplex units, single-family detached units, or single-family attached units with fewer than 3 units in each building, such units may not be subdivided in the future unless they abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards.
4. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, within Village A, alleyways shall be designed as necessary to ensure that fire trucks, garbage trucks and other larger vehicles can safely turn around/travel through the site.
5. Due to the way traffic impacts were studied, all units constructed within Village B shall be constructed within apartment style buildings with a minimum height of four (4) stories. Apartment style buildings less than four (4) stories may be permitted provided the total number of trips generated by development within Villages A and B do not exceed 2,237 average daily trips, 184 a.m. peak hour trips, and 178 p.m. peak hour trips. Multi-family town homes, single family style and/or duplex style multi-family dwellings shall not be permitted.

6. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
7. The project shall be served by and limited to four (4) connections to Mary Lou Dr. as shown on the PD site plan. The location of access points serving Village A shall be adjusted (if necessary) at the time of site/construction plan review to meet minimum access spacing requirements and, to the greatest extent possible, minimize headlight impacts to the single-family homes on the south side of Mary Lou Dr. from vehicles exiting Village A unless otherwise approved by the County Engineer. Such access connections may be gated and, if so, shall comply with Typical Detail – 9 (TD-9) design requirements as found within the Hillsborough County Transportation Technical Manual (TTM). Additionally, the project shall be served by and limited to one (1) connection to Autumn Ridge Ave. Such connection shall be gated, and such gate shall comply with the standards which are the subject of the Design Exception (DE) referenced within Condition X, below.
8. Access to Village C shall be ~~via the access easement as~~ shown on Sheet PD-2. At the time of site/construction plan approval, and based on the uses ultimately developed, the County shall determine the type and configuration of vehicular/pedestrian access necessary to serve such uses. The ~~This may require the developer shall be required~~ to construct a commercial driveway (to include pedestrian connection) serving Village C to applicable standards between Village C and Mary Lou Dr. Such facility serving Village C ~~shall also include require the developer shall~~ construct ~~ion of~~ a bridge/culvert over Bullfrog Creek Rd. (to be reviewed and approved by Hillsborough County), as indicated on the PD site plan. ~~The Any~~ bridge/culvert shall be privately owned and maintained and meet Transportation Technical Manual (TTM) and other applicable requirements unless otherwise approved by the County Engineer.
9. Internal transportation facilities shall be privately owned and maintained.
10. Construction access shall be restricted to those access connections to/from Mary Lou Dr. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
11. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a northbound to westbound left turn lane on Simmons Loop.
12. Project development may be phased. As such, concurrently with each increment of development, the developer shall submit a trip generation and site access analysis which examines turning movements at the intersection of Simmons Loop and Mary Lou Dr. Such analysis shall examine existing plus project traffic and be used to determine whether a southbound to westbound right turn lane is warranted pursuant to LDC Sec. 6.04.04.D. to support that increment. The developer shall construct such turn lane concurrently with the increment of development triggering such warrant. Additionally, the developer shall construct a 5-foot-wide keyhole bicycle lane concurrently with the addition of the right turn lane. This condition may require the developer to dedicate and convey or otherwise acquire additional right-of-way to achieve full project buildout.
13. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Mary Lou Dr. substandard roadway improvements, and which permits deviations from the TS-3 Typical Section standard, non-residential subtype. As Mary Lou Dr. is a substandard local roadway, the developer will be required to improve the roadway (between the project boundary and Simmons Loop) prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, the developer shall:
 - a. Widen the roadway such that there are 12-foot-wide travel lanes;
 - b. Construct Type-F curb on both sides of the roadway;
 - c. Construct a 5-foot-wide sidewalk along the north side of the roadway; and,
 - d. Construct a 6-foot-wide sidewalk along the south side of the roadway, adjacent to the F-curb.
14. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Simmons Loop

substandard roadway improvements, and which permits deviations from the TS-4 Typical Section standard (for 2-lane, undivided, urban collector roadways). As Simmons Loop is a substandard collector roadway, the developer will be required to improve the roadway prior to concurrent with the initial increment of development, consistent with the Design Exception (except that the southbound right turn lane will be constructed when specified in **Condition 12**). Specifically, the developer shall:

- a. Extend the curb and gutter, bicycle lane and sidewalk on the west side of Simmons Loop, from their current terminus south of the project to the southern boundary of folio 77743.0100 (for a distance of +/- 100 feet); and,
 - b. Dedicate and convey to Hillsborough County 35 feet of right-of-way along its Simmons Loop frontage.
15. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Autumn Ridge Ave. gate design, and which permits deviations from the Typical Detail – 9 (TD-9) standards for gated residential projects. The developer shall construct the gated entrance consistent with the Design Exception.

Other Conditions

1. The developer shall revise both PD site plan sheets to show Bullfrog Creek and show/label the area of crossing as “**Proposed Potential** Bridge/Culvert – See Conditions of Approval”.
2. On PD site plan sheet PD-1:
 - a. Within the “Allowable Uses by Village”, **Village A use list**, delete the reference to “Cottages”; ~~Staff notes that no development standards for such use type are proposed.~~ delete the phrase “Platted or Unplatted:” and add the phrase “, All Platted or Unplatted” at the end.
3. On PD site plan sheet PD-2:
 - a. Revise the inset titled “Two-Way Alley” to instead state “Two-way Alleway for Units Not Fronting a Street or Driveway” and replace note 1 with a note which instead reads “See Conditions of Approval.”
 - b. Revise Note 1 within the “Platted A Dimensional Standards” table, to add “No accessory structures shall be permitted within a front or side yard which provides vehicular access.” to the end of the note.
 - c. Revise Note 6 within the “Platted A Dimensional Standards” table, to replace the words to correct the note to reflect the inset title change per condition 2.a., above.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 124.018 ac., from Agricultural Rural (AR) and Agricultural Single-Family – 1 (AS-1) to Planned Development (PD). The applicant is proposing up to 460 dwelling units and other uses as follows:

VILLAGE A

PLATTED OR UNPLATTED: TOWNHOMES, COTTAGES, DUPLEXES (80 DU) OR SINGLE FAMILY DETACHED (35 DU)

VILLAGE BMULTI-FAMILY APARTMENTS (380 DU)
ONE STORY GARAGES**VILLAGE C**AGRICULTURE (WITH ACCESSORY VEHICLE EQUIPMENT AND STORAGE)
BEE KEEPING
PASSIVE RECREATIONAL USES
RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILER STORAGE - 20 TOTAL VEHICLES

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. Information shown below is based upon data from the 12th Edition of the ITE Trip Generation Manual. Staff notes that ITE does provide data for typical agricultural uses and are typically low trip generators. As such, those Village C uses were excluded from the calculations below consistent with current practice.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR and AS-1, 25 Single-Family Detached Dwelling Units (ITE Code 210)	467	22	27

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 80 Single-Family Duplex Units (ITE Code 215)	526	32	38
PD, 380 Multifamily Dwelling Units (4 to 10 stories) (ITE Code 221)	1,711	152	140
PD, RV/Boat Storage (ITE Code 151)	4	1	1
Subtotal:	2,241	185	179

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 1,774	(+) 163	(+) 152

EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Simmons Loop is a 2-lane, substandard, collector road, characterized by +/- 11-foot-wide travel lanes in average condition. The roadway transitions to a 3-lane section (with 2 northbound lanes) in the vicinity of the project. The existing right-of-way on Simmons Loop in the vicinity of the project varies between +/- 94 feet and +/- 102 feet. There are 4-foot to 7-foot-wide bicycle lanes along portions of the roadway in the vicinity of the proposed project. There are +/- 5-foot to 6-foot-wide sidewalks along portions of the east and west sides of the roadway in the vicinity of the proposed project.

The roadway is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane roadway. Simmons Loop was recently extended south (as Gate Dancer Rd.) to Paseo al Mar Blvd. Although no more right-of-way is needed to construct the two-lane roadway, additional right-of-way is needed in various segments to complete the bicycle/pedestrian network and construction auxiliary turn lanes. The applicant has agreed to dedicate and convey certain additional right-of-way necessary to accommodate certain required improvements.

Mary Lou Dr. is a 2-lane, substandard, local roadway, characterized by +/- 15-feet of pavement in average condition. The roadway lies within a +/- 60-foot-wide right-of-way. There are no sidewalk or bicycle facilities present along the roadway.

SITE ACCESS AND CONNECTIVITY

The project parcels are currently served by two public roads, an existing connection to Mary Lou Dr. and a roadway stubout to Autumn Ridge Dr. which was designed with a temporary T-turnaround instead of a terminal cul-de-sac, given the road was planned to allow traffic to continue into the site as was envisioned within the adjacent PD 23-0552 which was most recently modified via PRS 24-0512. Such connection is also necessary to achieve compliance with LDC Sections 6.03.01.H., governing emergency access, Sec. 6.02.01.A. regarding connectivity, and to permit garbage or similar utility trucks to continue through the proposed project without having to turn around and ultimately add additional trips on Simmons Loop Rd. to move between adjacent projects.

Access to Village C shall be via a 40-foot-wide easement which runs through TECO owned property. Such access will necessitate a culvert/bridge crossing of Bullfrog Creek. EPC has indicated that wetland impacts necessary to access disconnected upland areas within this village will be evaluated at a later date.

Staff notes that direct access to Simmons Loop is not possible, since such access would not meet spacing requirements. Additionally, there are no locations within a reasonable distance south of the project that exiting project traffic could U-turn to travel back north (given the narrow nature of the 2-lane roadway and its existing/planned configuration). As such, access to Mary Lou provides for reasonable access to the property while minimizing the safety and operational aspects of unnecessary U-turns on Simmons Loop or other unsafe modifications that would otherwise be required.

Both northbound left and southbound right turn lanes on Simmons Loop onto Mary Lou Dr. are anticipated to be required to support full project buildout. The left turn lane will be constructed with the initial increment of development. The right turn lane will be phased and constructed at such time as it is warranted.

REQUESTED DESIGN EXCPEITION – SIMMONS LOOP – SUBSTANDARD ROAD

As Simmons Loop is a substandard collector roadway, the developer is required to improve Simmons Loop to current Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the Transportation Technical Manual (TTM) Typical Section – 4 (TS-4) (for 2-lane, Undivided, Urban Collector Roadways) include the following:

1. The developer shall be permitted to maintain 5-foot-wide to 7-foot-wide bicycle lanes in lieu of the 7-foot-wide buffered bicycle lanes required pursuant to TS-4; and,
2. The developer will be permitted to eliminate the required 5-foot-wide grass strip separator (between the back of curb and closest edge of sidewalk) required per TS-4 within the area north

of Mary Lou Dr. where a 6-foot-wide sidewalk is to be constructed against the back of curb adjacent to the southbound right turn lane.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

REQUESTED DESIGN EXCPETION – MARY LOU DR. – SUBSTANDARD ROAD

As Mary Lou Dr. is a substandard local roadway, the developer is required to improve Mary Lou Dr. to current Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the Transportation Technical Manual (TTM) Typical Section – 3 (TS-3) (for 2-lane, Urban, Local Roadways), Non-Residential Subtype include the following:

1. The developer shall be permitted to utilize Type-F curb in lieu of the Miami curb required per TS-3; and,
2. The developer will be permitted to eliminate the required 5-foot-wide grass strip separator (between the back of curb and closest edge of sidewalk) required per TS-3 on the south side Mary Lou Dr. where a 6-foot-wide sidewalk is to be constructed against the back of curb adjacent along the entire roadway.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

REQUESTED DESIGN EXCPETION – TYPICAL DETAIL – 9 (TD-9)

The developer is proposing to develop a gated access to Autumn Ridge Ave., which is required to comply with TD-9 standards as found within the Transportation Technical Manual (TTM). The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to propose/determine the alternate improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the TTM TD-9 include that the developer shall be permitted to provide 80 feet of gate queue in a single-entry lane configuration, rather than the up to 175 feet of queue that is required in a single-entry lane configuration per TD-9.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Simmons Loop was not evaluated as a part of the 2024 Hillsborough County Level of Service (LOS) Report. The new north/south collector roadway (i.e. extension of Simmons Loop south to Paseo al Mar Blvd.) is anticipated to improve area connectivity and reduce traffic on adjacent roadways including Big Bend Rd., I-75 and 19th Ave., particularly in conjunction with the Paseo al Mar Blvd. flyover bridge (over I-75), which was recently completed.

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 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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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddle@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Mary Lou Drive-Substandard Road ☒ 4. Mary Lou Drive-Substandard Road ☒ 2. Mary Lou Drive-Substandard Road ☒ 5. Mary Lou Drive-Substandard Road ☒ 3. Mary Lou Drive-Substandard Road ☐ 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	75BB, LLC
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)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000
☐ Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 26-0217
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150,
077742.0000
Lincks Project No. 25125 (25266.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Mary Lou Drive from the proposed Village B access to Simmons Loop.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

Mr. Mike Williams
April 29, 2026
Page 2

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

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Mary Lou Drive is a local road.

The request is for a Design Exception to TS-3 of the Hillsborough County Transportation Technical Manual for Mary Lou Drive. The segment of Mary Lou Drive currently has the following characteristics as compared to TS-3:

1. Lane Width – TS-3 has 12 foot lanes for non-residential. The existing roadway has 9 foot lanes.
2. Miami Curb – TS-3 has miami curb. The existing road is a rural roadway.
3. Sidewalk – TS-3 has five (5) foot sidewalk on both sides of the road. There is no sidewalk on the road.
4. Right of Way – TS-3 has 54 feet of right of way for a non-residential project. The existing road has approximately 56 feet of right of way.

The developer proposed the following improvements to Mary Lou Drive from Simmons Loop to Village B access:

- a. Widen the roadway to provide 12 foot lanes.
- b. Add Type F curb on the north and south sides of the road.
- c. Add 5 foot sidewalk on the north side of the road.
- d. Add 6 foot sidewalk on the south side of the road adjacent to the Type F curb.

The proposed typical section is shown in Figure 1.

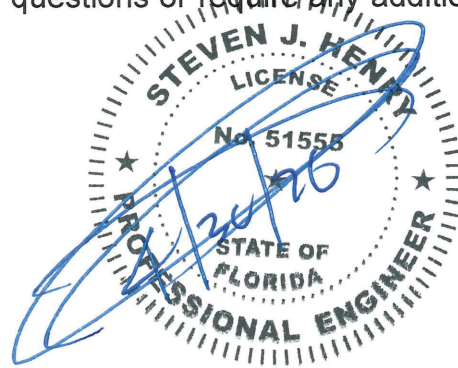
Mr. Mike Williams
April 29, 2026
Page 3

Based on the above, it is our opinion, the proposed improvements to Mary Lou Drive will offset the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Best Regards,

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



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

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

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

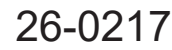
Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
Total				2,241	44	141	185	112	67	179

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

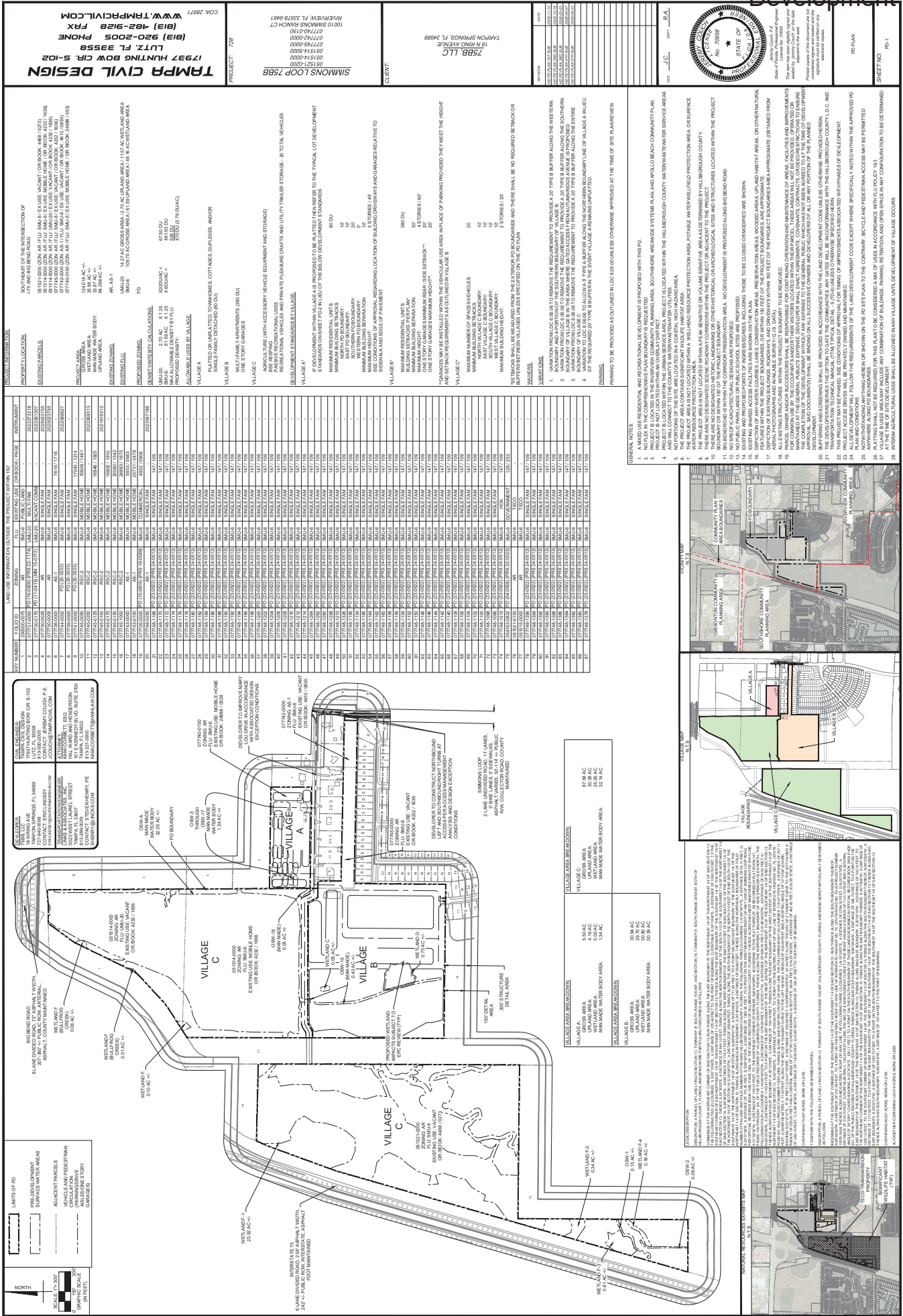


APPENDIX



PD PLAN





HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



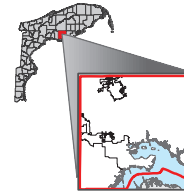
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- STATE ROADS**
PRINCIPAL ARTERIAL
ARTERIAL
UNCLASSIFIED ROADS
- COUNTY ROADS**
ARTERIAL
COLLECTOR
UNCLASSIFIED ROADS
- ROADS AND BOUNDARY LINES**
COUNTY BOUNDARY
MAJOR ROADS
HILLSBOROUGH COUNTY
PINELLAS COUNTY
JURISDICTIONS
URBAN SERVICE AREA
- NATURAL FEATURES**
WATER AND BAY
STREAMS/RIVERS

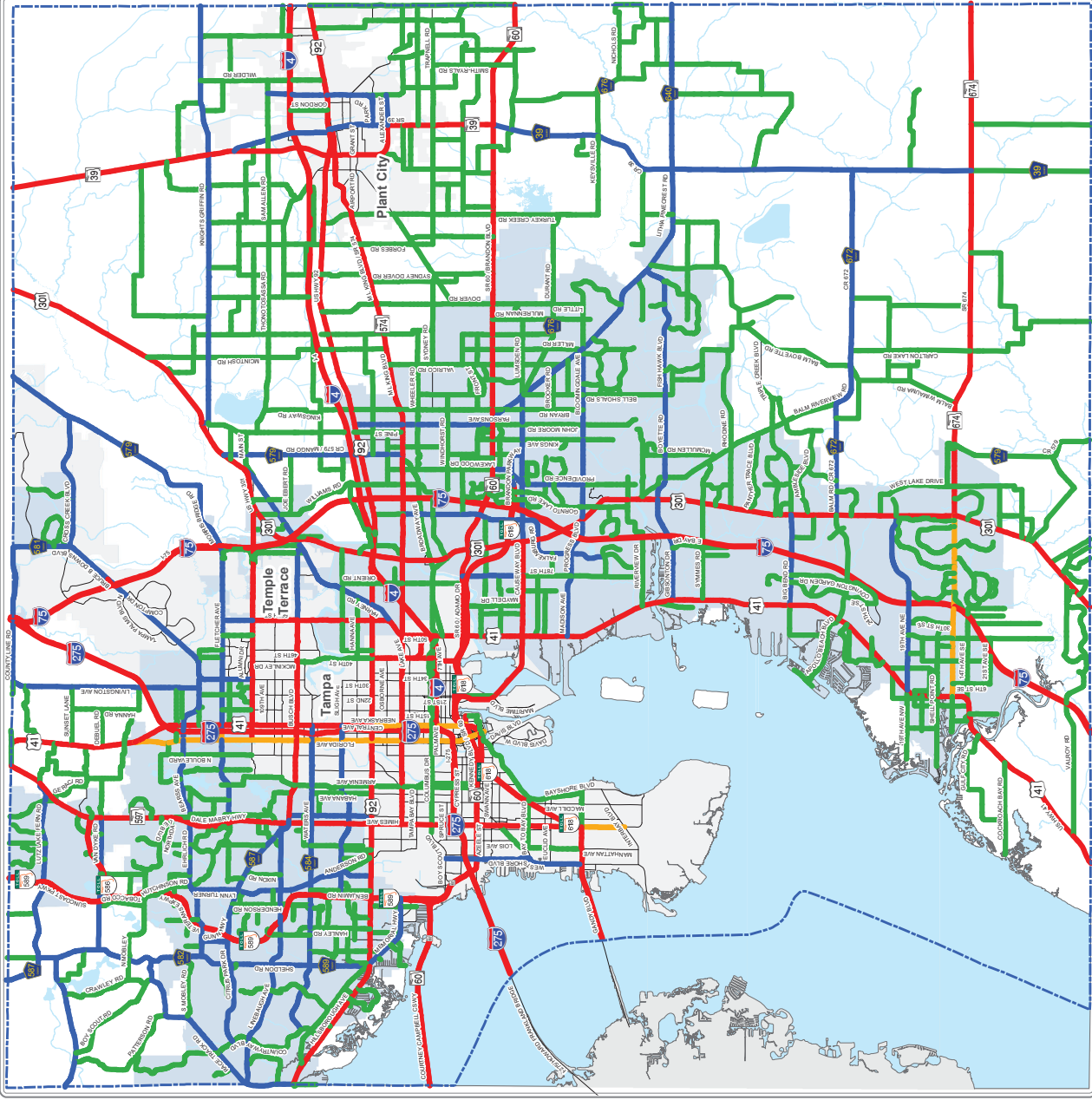
LOCATOR MAP AND REFERENCE INFORMATION



CONTENT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
JURISDICTIONAL AREAS HILLSBOROUGH COUNTY - Hillsborough County Planning Commission. Effective to Present.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective to Present.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted 2010 Long Range Transportation Plan for specific improvements.
ACCURACY: This information is the property of the Hillsborough County Planning Commission. It is not to be used for any other purpose without the written consent of the Hillsborough County Planning Commission. This map is not to be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

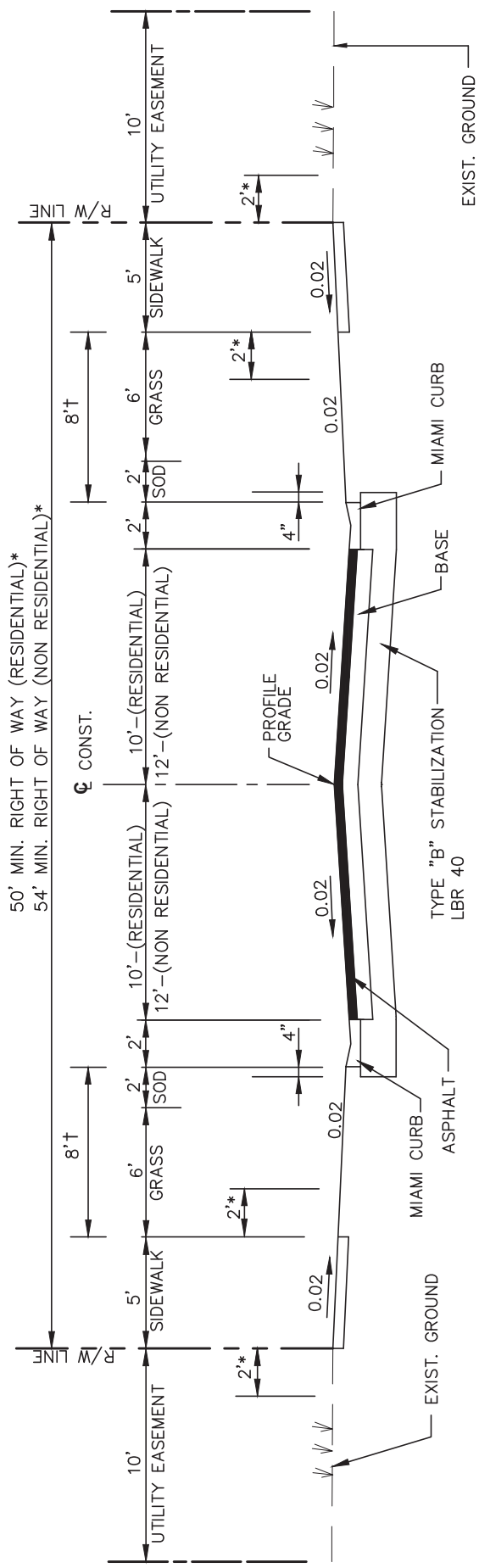
Author: RMatthe
Date: 1/1/2025
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

PlanHillsborough.org



TS-3





TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 35 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	LOCAL URBAN ROADS (2 LANE UNDIVIDED) TYPICAL SECTION	DRAWING NO. TS-3 SHEET NO. 1 OF 1
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Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddle@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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Hillsborough County Florida

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- 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)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Simmons Loop-Substandard Road ☒ 4. Simmons Loop-Substandard Road ☒ 2. Simmons Loop-Substandard Road ☐ 5. ☒ 3. Simmons Loop-Substandard Road ☐ 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	75BB, LLC
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)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 07742.0000
☐ Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 26-0217
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150
Lincks Project No. 25125 (25266.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Simmons Loop from Mary Lou Drive south approximately 350 feet to tie into the improvements recently constructed on Simmons Loop.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

Mr. Mike Williams
April 29, 2026
Page 2

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Simmons Loop is a collector road.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Simmons Loop. The segment of Simmons Loop currently has the following characteristics as compared to TS-4:

1. Lane Width – TS-4 has 11 foot lanes. The existing roadway has 11 foot lanes.
2. Curb & Gutter – TS-4 has curb and gutter. The existing road has curb and gutter on the east side of the road. The west side of the road south of Mary Lou Drive for approximately 260 feet is a rural roadway.
3. Bike Lanes – TS-4 has 7 foot buffered bike lanes. The existing road has 5 foot bike lanes on the east side of Simmons Loop and north of Mary Lou Drive. Approximately 260 feet south of Mary Lou Drive, Simmons Loop has 7 foot bike lanes.
4. Sidewalk – TS-4 has five (5) foot sidewalk on both sides of the road. There is sidewalk on the east side of the road.
5. Right of Way – TS-4 has 64 feet of right of way. The right of way within the vicinity of the project varies between 50 feet and 114 feet.

The Developer proposes to construct a northbound left turn lane and a southbound right turn lane at the intersection of Simmons Loop and Mary Lou Drive. The improvements will include the following:

- a. Southbound right turn lane
 - i. Eleven (11) foot right turn lane.
 - ii. Five (5) foot bike lane to match the bike lanes to the north.
 - iii. Six (6) foot sidewalk
- b. Northbound left turn lane
 - i. Eleven (11) foot left turn lane.
 - ii. Maintain five (5) foot bike lane on the east side of Simmons Loop.
 - iii. Extend the existing curb & gutter, 7 foot bike lane and 5 foot sidewalk approximately 100 feet north of the current terminus.
 - iv. The developer will convey 35 feet of right of way along Simmons Loop from the property adjacent to Simmons Loop.

The improvements are shown in Figure 1.

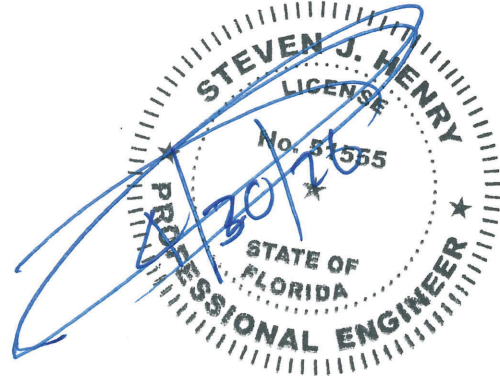
Mr. Mike Williams
April 29, 2026
Page 3

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

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

Best Regards,

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



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

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

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

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
			Total	2,241	44	141	185	112	67	179

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

Mr. Mike Williams
April 29, 2026
Page 5

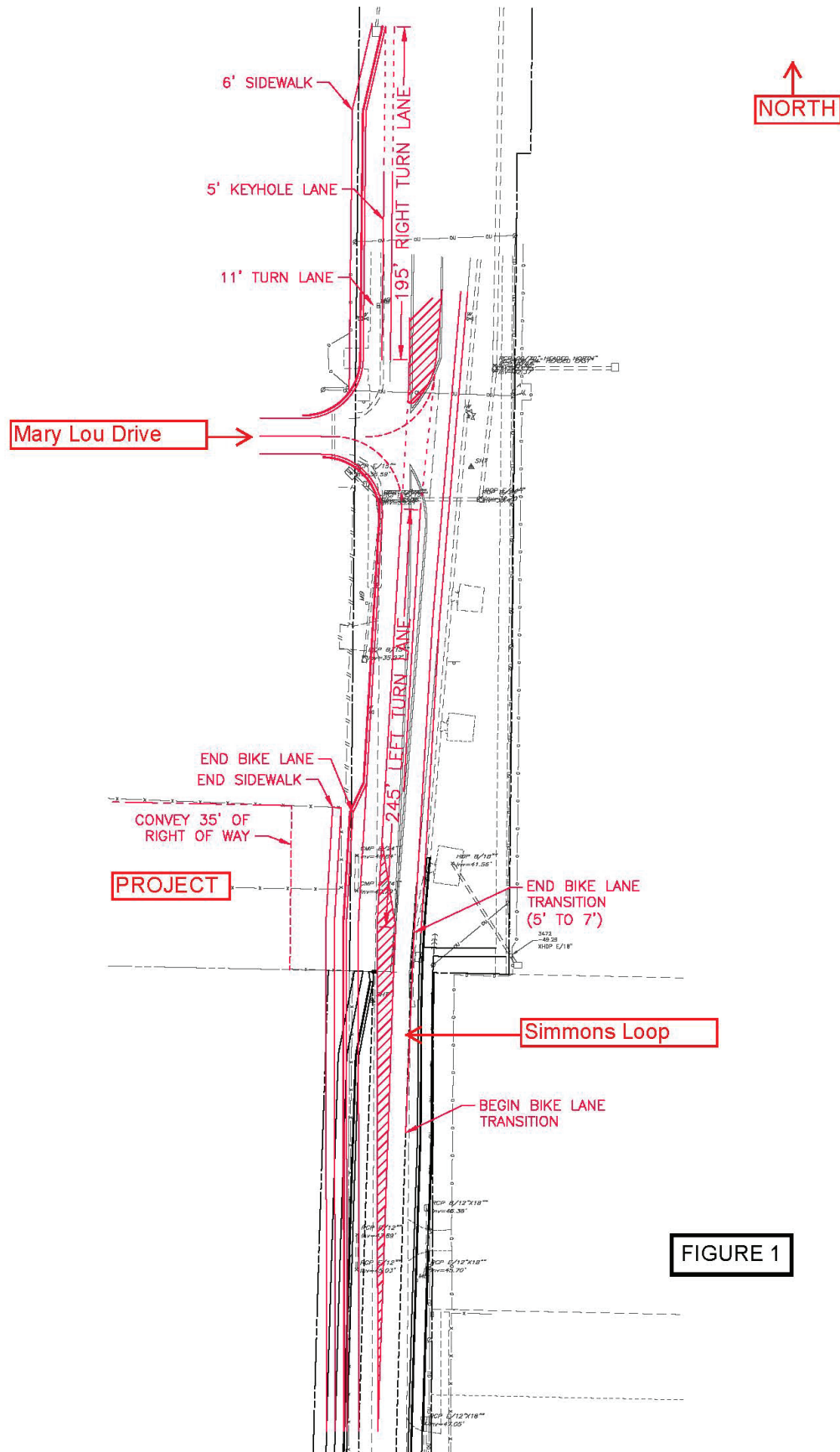


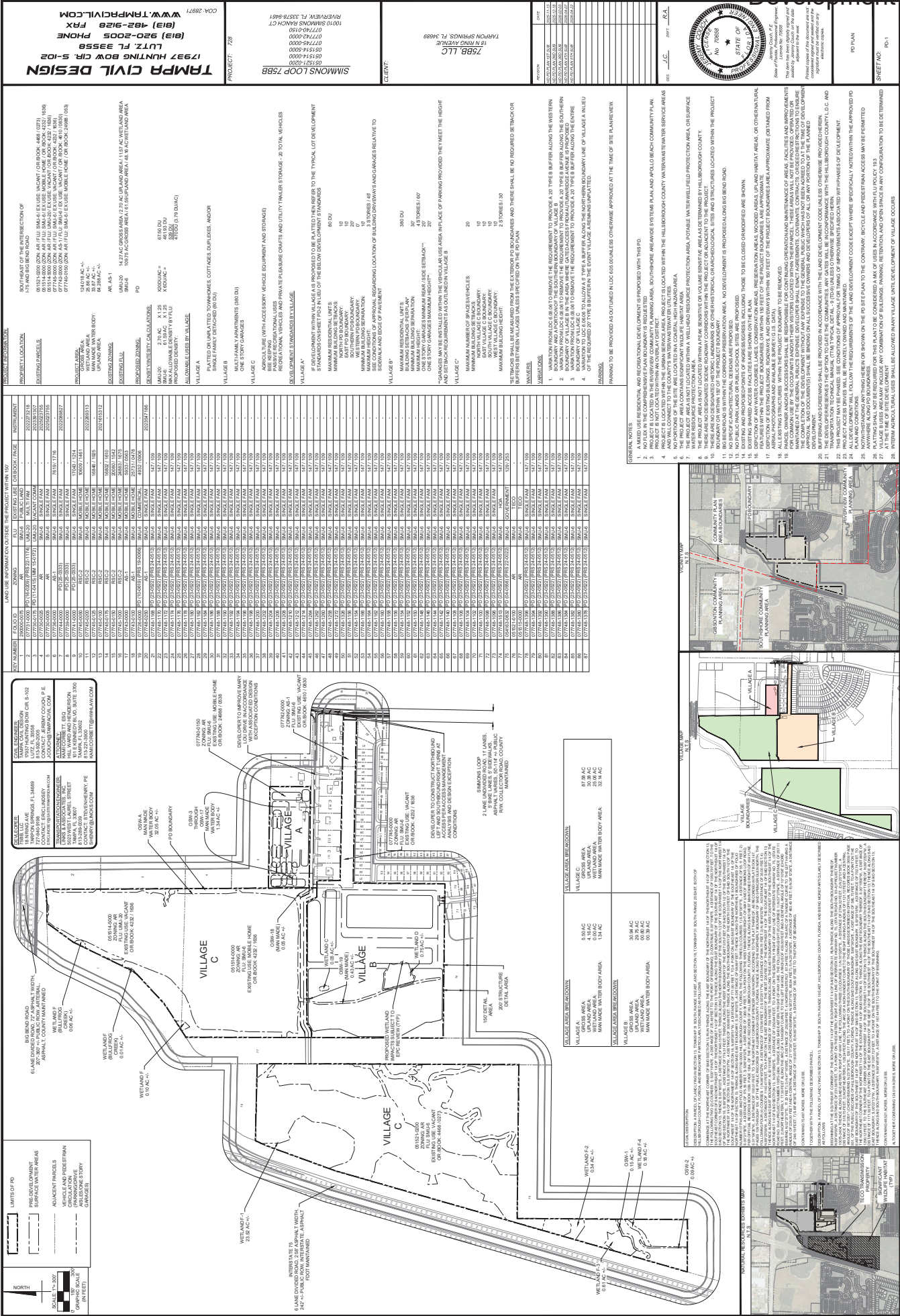
FIGURE 1

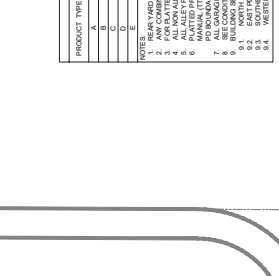
APPENDIX



PD PLAN







HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



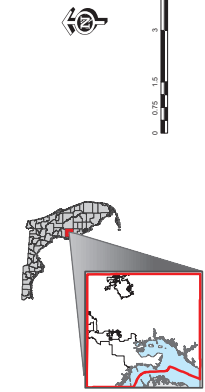
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- STATE ROADS**
PRINCIPAL ARTERIAL
ARTERIAL
UNCLASSIFIED ROADS
- COUNTY ROADS**
ARTERIAL
COLLECTOR
UNCLASSIFIED ROADS
- ROADS AND BOUNDARY LINES**
COUNTY BOUNDARY
MAJOR ROADS
HILLSBOROUGH COUNTY
PINELLAS COUNTY
JURISDICTIONS
URBAN SERVICE AREA
- NATURAL FEATURES**
WATER AND BAY
STREAMS/RIVERS

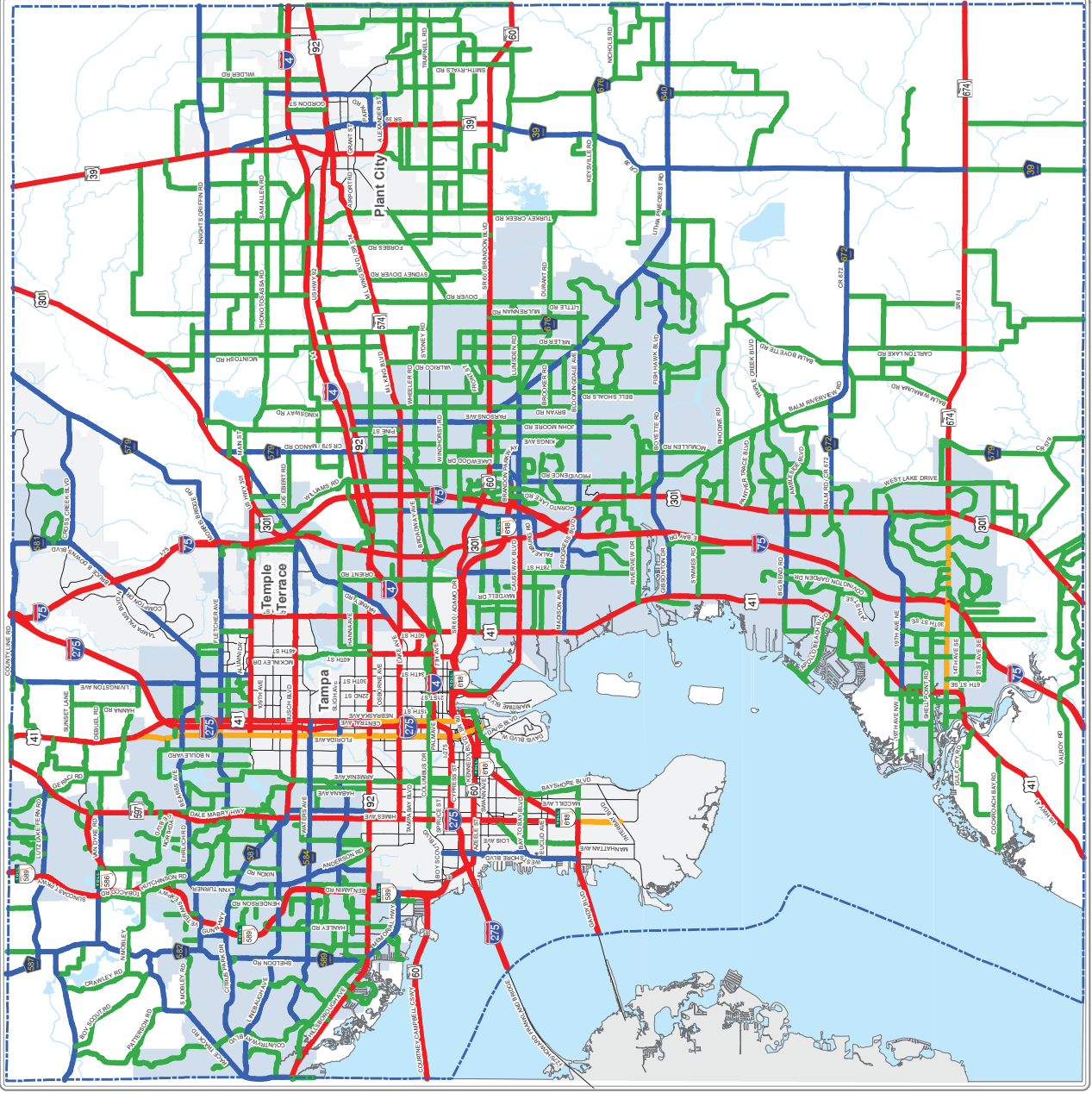
LOCATOR MAP AND REFERENCE INFORMATION



CONTENT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
JURISDICTIONAL AREAS HILLSBOROUGH COUNTY - Hillsborough County Planning Commission. Effective to Present.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective to Present.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted TPO Long Range Transportation Plan for specific improvements.
ACCURACY: This information is the property of the Hillsborough County Planning Commission. It is not to be used for any other purpose without the written consent of the Hillsborough County Planning Commission. This map is not to be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

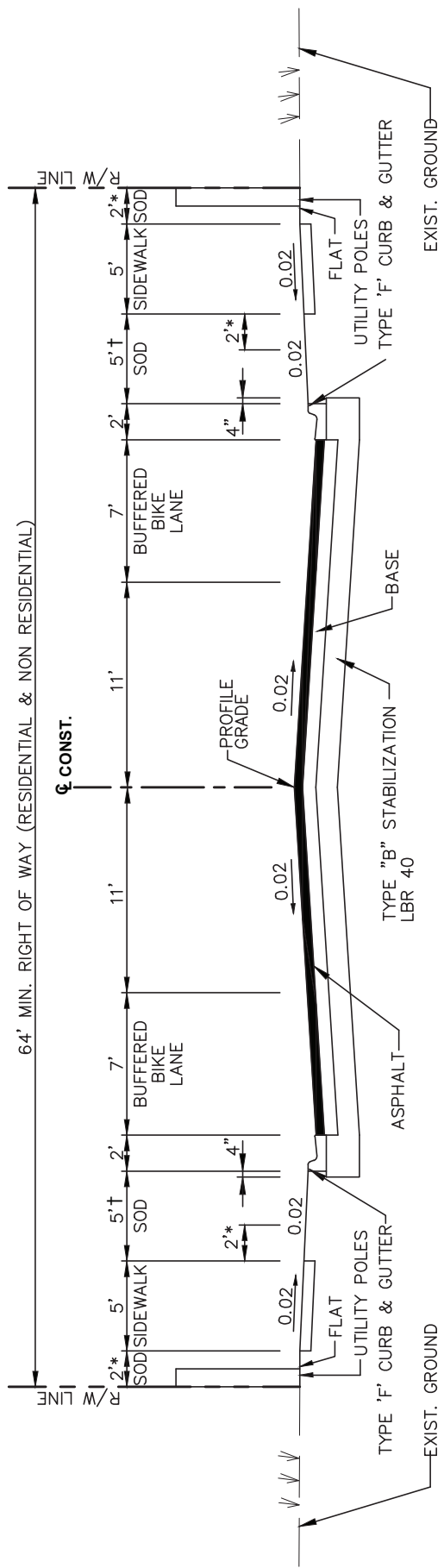
Author: RMatthe
Date: 1/1/2025
Path: G:\projects\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Newark_V08_08122024_Adopted.mxd

Plan Hillsborough.org



TS-4





TYPICAL SECTION

N.T.S.

5,000 TO 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED – 40 MPH

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

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

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddle@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	☐ New Request	☒ Revised Request	☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Alternative to TD-9 ☒ 2. Alternative to TD-9 ☒ 3. Alternative to TD-9 ☒ 4. Alternative to TD-9 ☐ 5. ☐ 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	75BB, LLC		
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)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000		
☐ Check This Box If There Are More Than Five Folio Numbers			
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request	Steven J. Henry, P.E.		
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation			
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number	PD 26-0217		
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number)			
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150,
077742.0000
Lincks Project No. 25125 (25226.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the requirements of TD-9.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

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

Mr. Mike Williams
April 29, 2026
Page 2

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Mary Lou Drive and Autumn Ridge Avenue are local roads.

The developer proposes to gate the access to the project at Autumn Ridge Avenue. The layout for the gate is shown in Figure 1. Based on the Hillsborough County Transportation Technical Manual, and the proposed development, the queue length for the gate is to be 175 feet. A Design Exception request to allow a total of 80 foot queue length. The justification for the reduced length is as follows:

1. The main entrance for the Multi-Family development is to be via Mary Lou Drive.
2. It is not anticipated that the entrance at Autumn Ridge Avenue would be utilized by a significant amount of the project traffic as Autumn Ridge Avenue is within the Spencer Glen Subdivision.
3. Even if the queue did exceed the 80 feet provided, it would only queue along Autumn Ridge Avenue not effecting the collector/arterial roadway network.

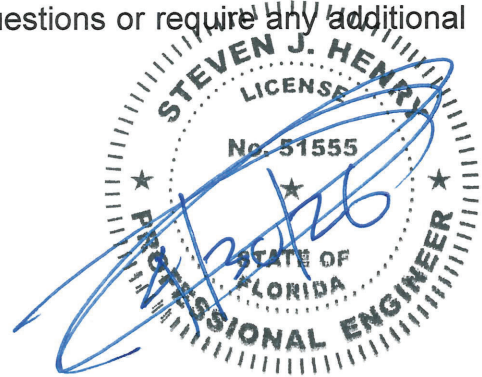
Mr. Mike Williams
April 29, 2026
Page 3

Based on the above, it is our opinion, the proposed queue length should be adequate to meet the Transportation Technical Manual.

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

Best Regards,

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



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

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

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

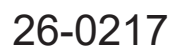
Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
Total				2,241	44	141	185	112	67	179

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

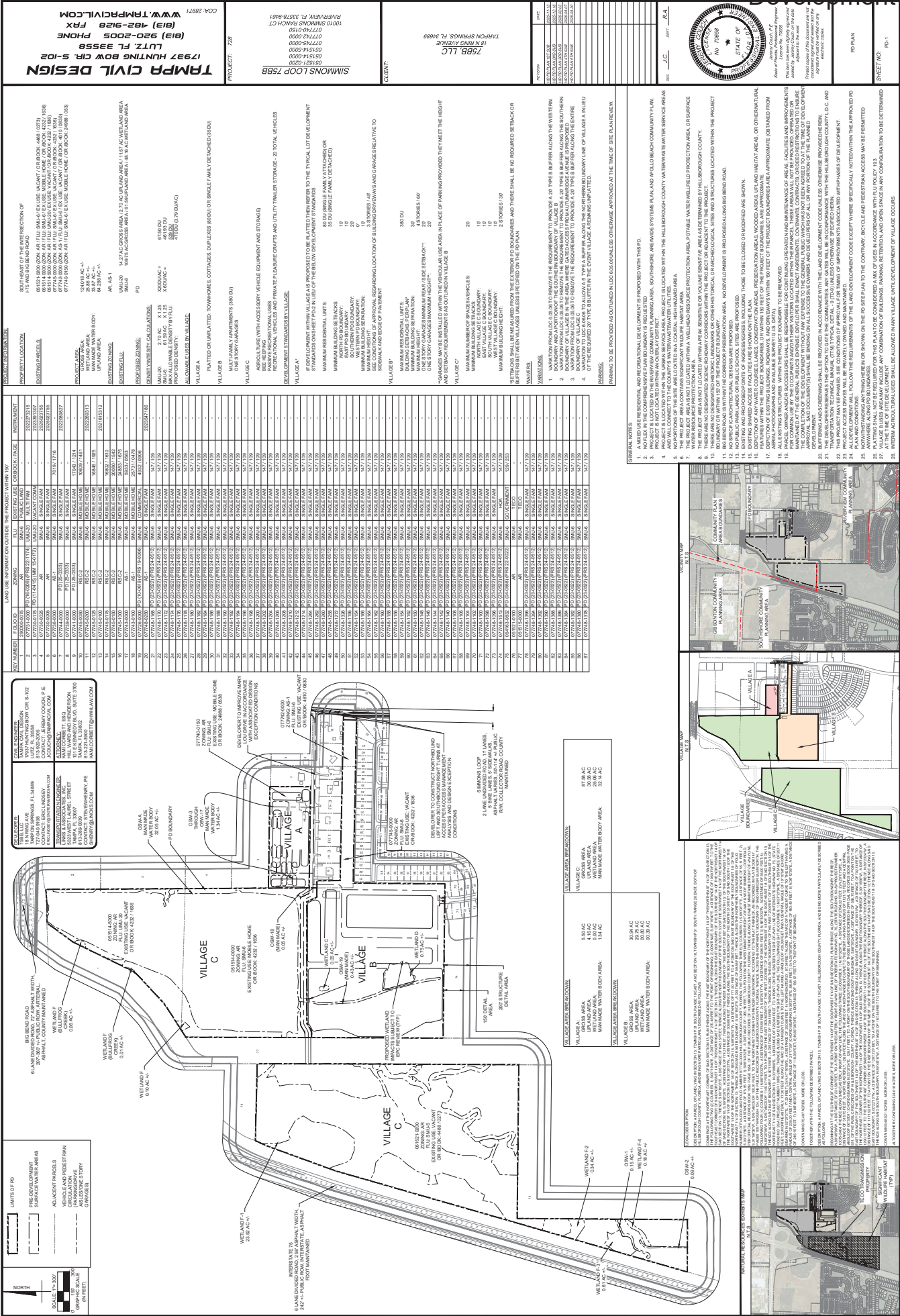


APPENDIX



PD PLAN





HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



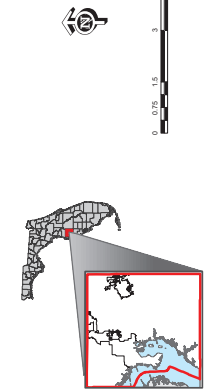
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- STATE ROADS**
 - PRINCIPAL ARTERIAL
 - ARTERIAL
 - UNCLASSIFIED ROADS
- COUNTY ROADS**
 - ARTERIAL
 - COLLECTOR
 - UNCLASSIFIED ROADS
- ROADS AND BOUNDARY LINES**
 - COUNTY BOUNDARY
 - MAJOR ROADS
 - HILLSBOROUGH COUNTY
 - PINELLAS COUNTY
 - JURISDICTIONS
 - URBAN SERVICE AREA
- NATURAL FEATURES**
 - WATER AND BAY
 - STREAMS/RIVERS

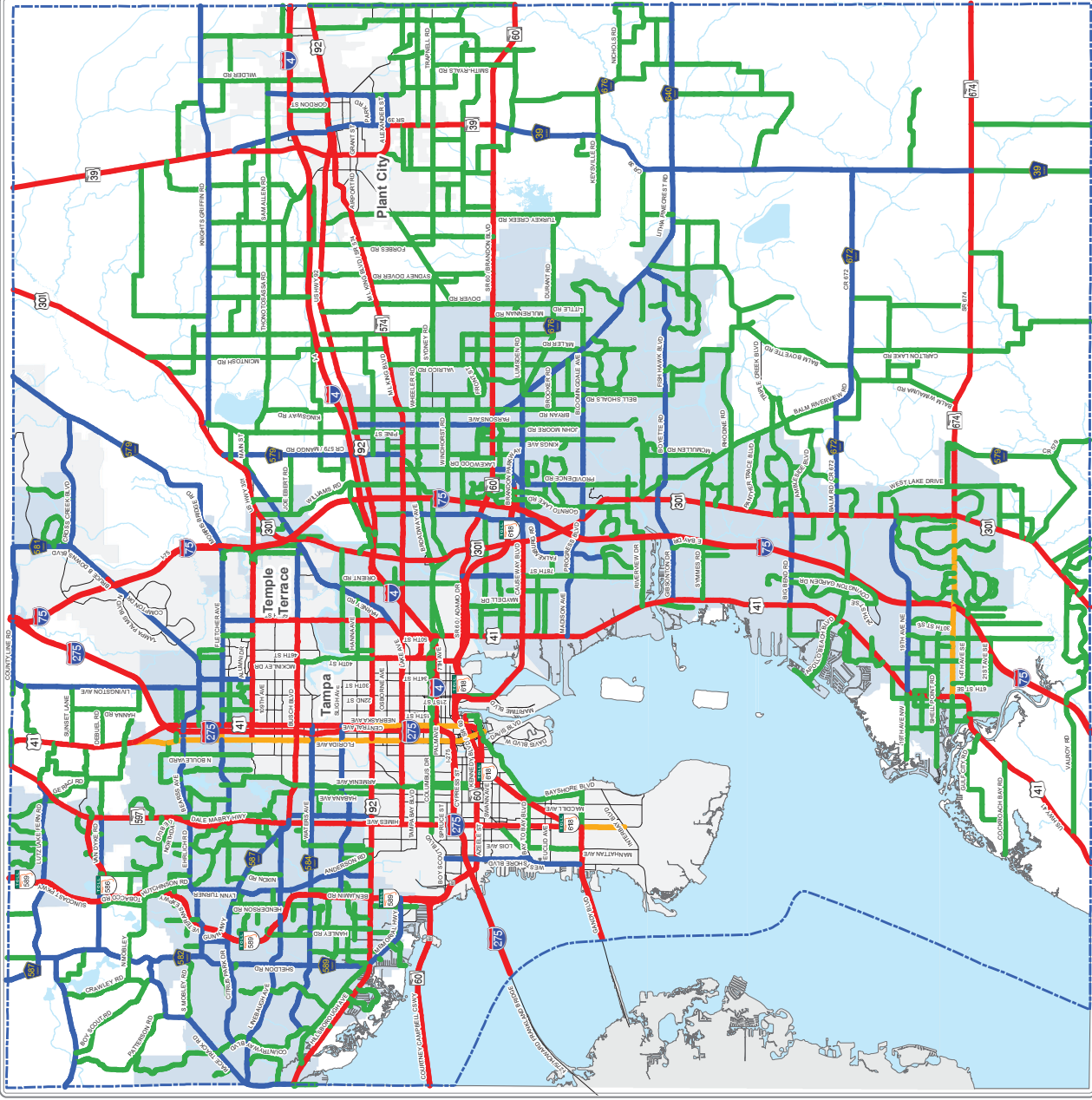
LOCATOR MAP AND REFERENCE INFORMATION



CONTENT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
JURISDICTIONAL AREAS HILLSBOROUGH COUNTY - Hillsborough County Planning Commission. Effective to Present.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective to Present.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted 2010 Long Range Transportation Plan for specific improvements.
ACCURACY: This information is the property of the Hillsborough County Planning Commission. It is not to be used for any other purpose without the express written consent of the Hillsborough County Planning Commission. This map is not to be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

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

Plan Hillsborough.org



TD-9



FOR ALL PRIVATE AND PUBLIC RESIDENTIAL DEVELOPMENT WITH GUARDBOUSES OR ELECTRONIC ENTRANCES



FOR PUBLIC RESIDENTIAL DEVELOPMENTS

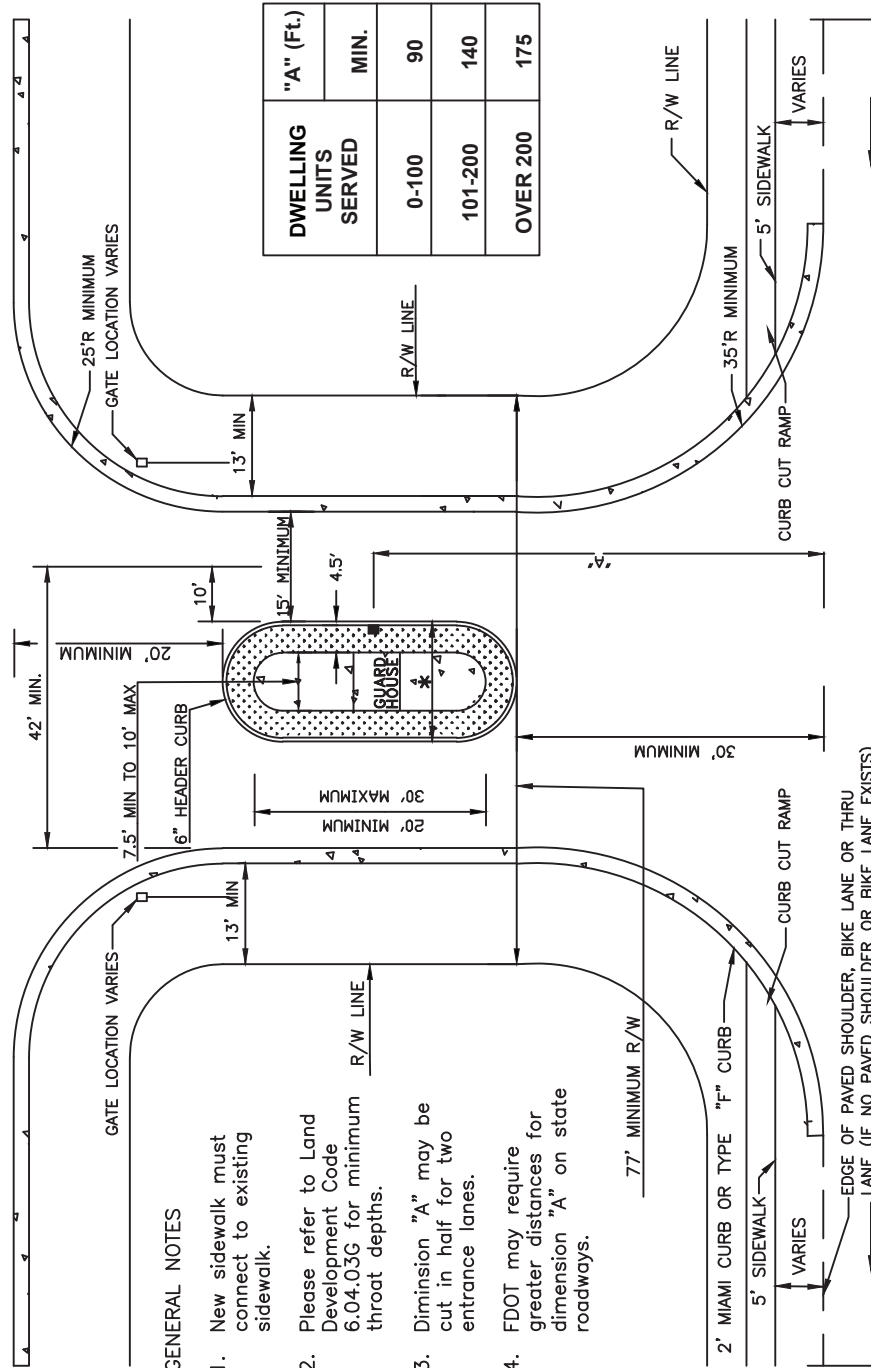
1. Communities desiring to place guardhouses and/or gates within public right-of-way must obtain right-of-way use permit and enter into a construction and maintenance agreement with the County. Any such guardhouse shall be unattended and for ornamental purposes only. Gates must be for ornamental purposes only, fixed in an open position, and shall not be located within the clear zone area.

2. * Minimum width of median containing a guardhouse shall be 16.5'. Minimum width of median without a guardhouse shall be 10'.
3. There shall be no stop bars or other stop controls at guardhouses within public rights-of-way.

PRIVATE GATED DEVELOPMENTS

1. Private gated developments shall provide adequate space for a single unit 30-foot truck to make a U-Turn. This minimum outside distance is 42'. This U-Turn area shall be between the electronic entrance device and entrance gate.
2. The distance "A" in the table shall be measured from the stop bar at the guardhouse or from the electronic entry devices, inclusive of any entry control features.
3. * Minimum width of median for the Electronic Entry Device is 4 feet.

PROPOSED RESIDENTIAL ROAD



GENERAL NOTES

1. New sidewalk must connect to existing sidewalk.
2. Please refer to Land Development Code 6.04.03G for minimum throat depths.
3. Dimension "A" may be cut in half for two entrance lanes.
4. FDOT may require greater distances for dimension "A" on state roadways.

EXISTING ROAD



Hillsborough
County Florida

TRANSPORTATION
TECHNICAL
MANUAL

REVISION DATE:
10/17

ENTRANCE MEDIAN, GUARDHOUSE
AND ELECTRONIC ENTRY
TYPICAL DETAILS

DRAWING NO. TD-9

SHEET NO. 1 OF 1

COMMISSION

Gwendolyn "Gwen" W. Myers CHAIR
Harry Cohen VICE-CHAIR
Chris Boles
Donna Cameron Cepeda
Ken Hagan
Christine Miller
Joshua Wostal



DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR
Elaine S. DeLeeuw ADMIN DIVISION
Sam Elrabi, P.E. WATER DIVISION
Diana M. Lee, P.E. AIR DIVISION
Michael Lynch WETLANDS DIVISION
Rick Muratti, Esq. LEGAL DEPT
Steffanie L. Wickham WASTE DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: TBD	COMMENT DATE: April 14, 2026
PETITION NO.: 26-0217	PROPERTY ADDRESS: 6810, 6811, 6838 Mary Lou Dr, Big Bend Rd, Riverview
EPC REVIEWER: Kelly M. Holland	FOLIO #s: 0515140000, 0515145000, 0515210200, 0777400150, 0777420000 and 0777450000
CONTACT INFORMATION: (813) 627-2600 x 1222	STRs: 13-31S-29E and 18-31S-20E
EMAIL: hollandk@epchc.org	
REQUESTED ZONING: Rezone from AR and AS-1 to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands are located throughout the area to be rezoned
Please allow these comments to supersede and cancel the comments issued to Hillsborough County on December 10, 2025 in their entirety. The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included: Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.	

Environmental Excellence in a Changing World

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

- The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

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

- The site plan depicts wetland and Other Surface Water impacts that have not been authorized by the Executive Director of the EPC. The wetland impacts are indicated for development of the property. Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

Kmh / app

ec: Kami Corbett, Agent - Kami.Corbett@hwhlaw.com



Adequate Facilities Analysis: Rezoning

Date: January 16, 2026

Acreage: ±124.02 acres

Jurisdiction: Hillsborough County

Proposed Zoning: Planned Development

Case Number: PD- 26-0217

Future Land Use: SMU-6 & UMU-20

HCPS #: RZ-740

Maximum Residential Units: 470

Address: 6811 & 6838 Mary Lou Dr, Riverview

Residential Type: Single-Family, Mobile Home & Multifamily

Parcel Folio Number(s): 051521-0200, et. al

School Data	Doby Elementary	Eisenhower Middle	Sumner High
FISH Capacity Total school capacity as reported to the Florida Inventory of School Houses (FISH)	958	1,509	3,301
2025/26 Enrollment K-12 enrollment on 2025/26 40 th day of school. This count is used to evaluate school concurrency per Interlocal Agreements with area jurisdictions	677	1,099	2,367
Current Utilization Percentage of school capacity utilized based on 40 th day enrollment and FISH capacity	71%	73%	72%
Concurrency Reservations Existing concurrency reservations due to previously approved development. Source: CSA Tracking Sheet as of 1/16/2026	247	368	201
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	61	24	32
Proposed Utilization School capacity utilization based on 40 th day enrollment, existing concurrency reservations, and estimated student generation for application	103%	99%	79%

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

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

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

E: renee.kamen@hcps.net

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



AGENCY COMMENT SHEET

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

FROM: **Reviewer: Ira Padgett** **Date: 5/27/2026**

Agency: Natural Resources **Petition #: 26-0217**

- ☐ This agency has **no comment**
- ☐ This agency has **no objections**
- ☒ This agency has **no objections, subject to listed or attached conditions**
- ☐ This agency **objects, based on the listed or attached issues.**

1. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal. **This statement should be identified as a condition of the rezoning.**
2. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, in consideration with the overall boundaries of this rezoning request. **This statement should be identified as a condition of the rezoning.**
3. This site contains trees that qualify as Grand Oaks as defined by the Land Development Code (LDC). All trees confirmed as a Grand Oak must be accurately located and labeled as such on the submitted preliminary plan/plat through the Site Development/Subdivision Review process. Design efforts are to be displayed on the submitted preliminary plan to avoid adverse impacts to these trees. **This statement should be identified as a condition of the rezoning.**



4. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. The potential for upland significant wildlife habitat within the boundaries of the proposed application shall require the site plan to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation provision for upland significant wildlife habitat will be addressed.
5. The planting of required trees shall be sensitive to overhead electric utility lines. Trees that exceed a mature, overall height of 20 feet shall not be planted within 30 feet of an existing or proposed overhead electric utility line.
This statement should be identified as a condition of the rezoning.
6. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
7. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
8. 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.
9. 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.
10. 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: 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: 02/10/2026

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: 75BB LLC

PETITION NO: 26-0217

LOCATION: 6811 Mary Lou Dr 2838 Mary Lou Dr

FOLIO NO: various see below

Estimated Fees:

(Fee estimate is based on a 2,000 s.f.

Single Family Detached Unit)

Mobility: \$9,183 per unit

Parks: \$2,145 per unit

School: \$8,227 per unit

Fire: \$335 per unit

(Fee estimate is based on a 1,200 s.f.

3 Bedroom Duplex Units)

Mobility: \$8,178 per unit

Parks: \$1,555 per unit

School: \$3,891 per unit

Fire: \$249 per unit

Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story)

Mobility: \$6,661 per unit

Parks: \$1,957 per unit

School: \$7,027 per unit

Fire: \$249 per unit

Project Summary/Description:

Urban Mobility, South Park/Fire - 470 units, townhome, cottages (SFR), duplexes, SFR

Folios: 51521.0200 51514.5000 51514.0000 77745.0000 77742.0000 77740.0150



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:** 11/20/2025

REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 12/7/2025

PROPERTY OWNER: Simmons Farms & Ranch, Inc. - **PID:** 26-0217
Sheffrey D. Gaines

APPLICANT: 75BB, LLC

LOCATION: 6811 Mary Lou Dr. Riverview, FL 33578
6838 Mary Lou Dr. Riverview, FL 33578

FOLIO NO.: 51521.0200, 51514.0000, 51514.5000, 77745.0000, 77742.0000,
77740.0150

AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the property is not located within a WRPA and/or SWRPA, as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

At this time, according to the Florida Department of Environmental Protection well location information, the property is not located within 500 feet of non-transient non-community and/or community water system wells; therefore, the site is not located within a PWWPA.

Based on the above Wellhead and Surface Water Resource Protection information, Hillsborough County Environmental Services Division has no objection to the applicant's request at this time.

WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER

PETITION NO.: RZ-PD 26-0217 REVIEWED BY: Clay Walker, E.I. DATE: 12/2/2025

FOLIO NO.: 51521.0200, 51514.0000, 51514.5000, 77745.0000, 77742.0000, 77740.0150

WATER

- ☐ The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☒ A 8 inch water main exists ☐ (approximately ____ feet from the site), ☒ (adjacent to the site), and is located east of the subject property within the east Right-of-Way of Simmons Loop. 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 8 inch wastewater forcemain exists ☐ (approximately ____ feet from the project site), ☒ (adjacent to the site) and is located east of the subject property within the east Right-of-Way of Simmons Loop. 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 Falkenburg Wastewater Treatment Plant. If all of the development commitments for the referenced facility are added together, they would exceed the existing reserve capacity of the facility. However, there is a plan in place to address the capacity prior to all of the existing commitments connecting and sending flow to the referenced facility. As such, an individual permit will be required based on the following language noted on the permits: The referenced facility currently does not have, but will have prior to placing the proposed project into operation, adequate reserve capacity to accept the flow from this project.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 1 Dec. 2025

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

APPLICANT: Kami Corbett

PETITION NO: MM 26 - 0217

LOCATION: _____

FOLIO NO: 51521.0200, 51514.0000, 51514.5000
77745.0000, 77742.0000, 77740.0150

SEC: 13 TWN: 31 RNG: 19

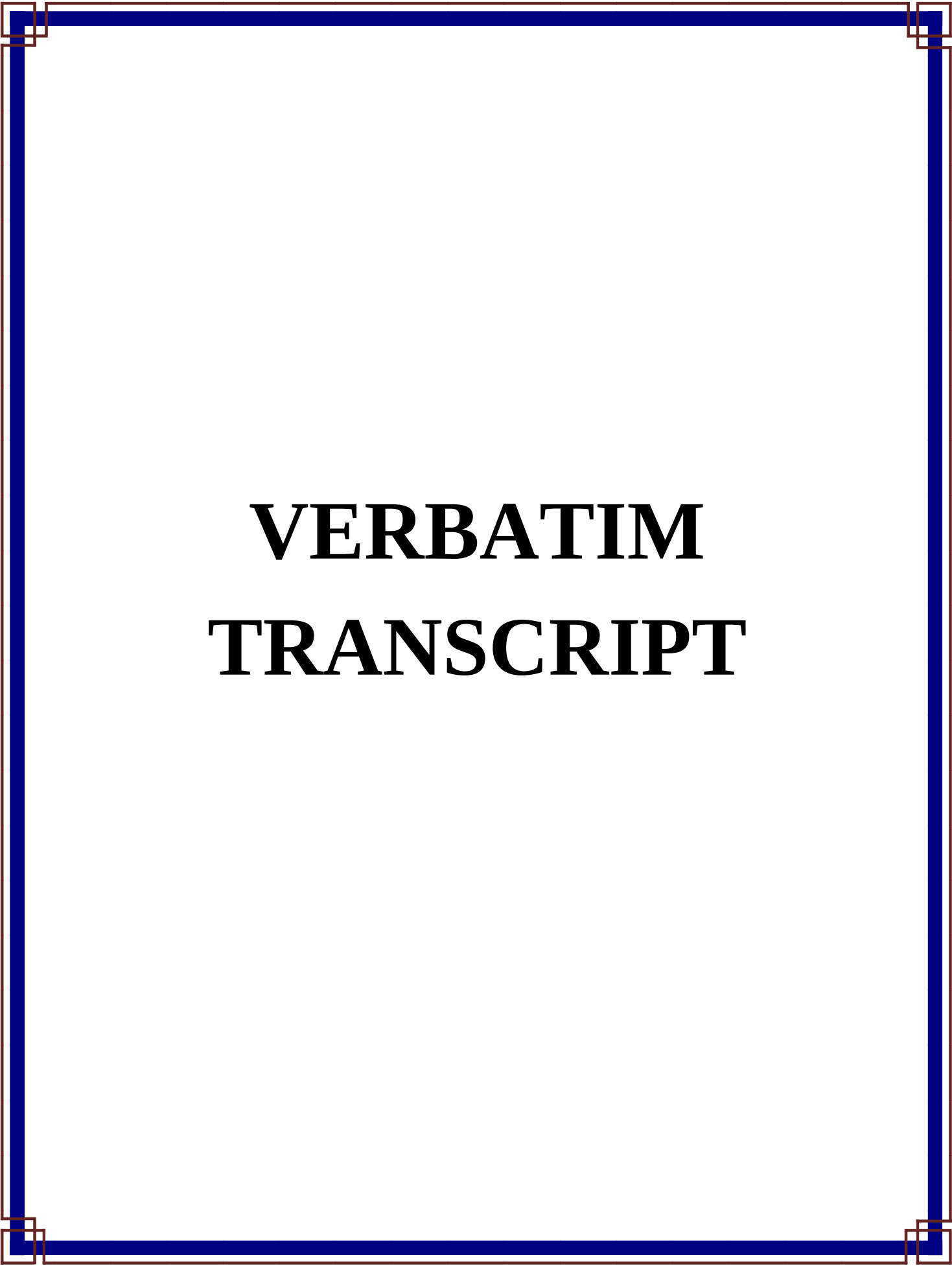
- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached conditions.

COMMENTS: The project is adjacent to a privately-owned preservation area. Per

Article IV Natural Resources / Part 4.01.00 Natural Resources / Sec. 4.01.11 Natural Preserves

- A. Land owned by the public or by a private, non-profit conservation organization and held for natural preservation purposes shall be protected from any adjacent development that would adversely impact the lands or interfere with the stated habitat management and conservation use objectives of that property, including prescribed burning.
- B. For development proposed adjacent to a publicly owned natural preserve, compatibility shall be ensured through a project compatibility plan, reviewed and approved by the agency managing the publicly owned lands and required as a condition of granting a Natural Resources Permit. The project compatibility plan shall be proposed by the developer and approved by the managing agency during the development review process. The preparation of a project compatibility plan should be a cooperative effort between the agency managing the publicly owned land and the developer of the adjacent property.
- C. For development proposed adjacent to a private, nonprofit natural preserve, compatibility shall be ensured through a project compatibility plan, reviewed and approved by the Administrator and required as a condition of granting the Natural Resources Permit. In its review of the project compatibility plan, the Administrator shall consider the recommendations of the private, non-profit conservation organization holding title to the land. The project compatibility plan shall be proposed by the developer and approved during the development review process. The preparation of a

project compatibility plan should be a cooperative effort between the nonprofit conservation organization holding title to the natural preserve and the developer of the adjacent property.



VERBATIM TRANSCRIPT

1 HILLSBOROUGH COUNTY, FLORIDA
2 BOARD OF COUNTY COMMISSIONERS
3

4 IN RE:
5 ZONING HEARING MASTER MEETING
6

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

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

22 Reported by:
23 Kate Khvostova
24
25

1 MS. HEINRICH: Our next application is item D.2, PD
2 26-0217. The applicant is requesting to rezone property
3 that's currently AR and AS-1 in development.
4 Carolanne Peddle with Development Services has reviewed this,
5 and will present staff findings after the applicant
6 presentation.

7 MS. CORBETT: Good evening. Kami Corbett with the
8 law firm of Hill Ward and Henderson. I have not been sworn.

9 HEARING OFFICER: Good. Raise your right hand.
10 Swear to tell the truth, the whole truth, and
11 nothing but the truth, so help you God.

12 MS. CORBETT: I do.

13 So the subject property is located south of Big
14 Bend Road just east of the interstate. This is one of the
15 remaining vacant parcels in the Simmons Loop area, which is
16 nearly developed out, and most of the parcels are already
17 entitled for something. They're either being built, or are
18 entitled for other uses. The zoning is AR and AS-1. You can
19 see it's kind of an unusual parcel, but it's something that,
20 when combined, works together for this mixed-use development.

21 You see we have UMU-20 to the north and then we
22 have CMU-12 to the west. We had actually considered a plan
23 amendment to CMU-12, but realized that we really ultimately
24 did not need that and withdrew that amendment. So we're
25 proposing a mixed-use village with several different

1 villages, three actually, and the staff report reflects that
2 we had modified this to three. There were originally four,
3 and each village will have unique uses, and I'll go through
4 those.

5 Village A is a typical town home duplex structure
6 or single-family structures, and we have the difference in
7 the number of units for each type of structure based on the
8 transportation analysis, and these units can either be
9 platted or unplatted. In Village B, we have traditional
10 multifamily, and note that we have an 80-foot building
11 setback line from the eastern and southern property boundary
12 lines. You can see it's real small in the site plan, but you
13 can see the site plan and the staff report, and you can see
14 that we are providing that minimum 80-foot distance
15 separation to have concern to make sure we're compatible with
16 the single-family residential, and then Village C contains
17 some of the natural areas, and we're proposing both
18 agricultural uses but also low-intensity commercial uses of
19 20 recreational vehicles, pleasure crafts, or utility trailer
20 vehicles in this village.

21 HEARING OFFICER: If you could just elaborate, does
22 the village -- label it as Village C, and it covers three
23 different tracks?

24 MS. CORBETT: Yes.

25 HEARING OFFICER: Right, and where would the

1 parking of the vehicles be?

2 MS. CORBETT: That would be determined at site. We
3 didn't locate a specific area. We need to work on the
4 access, and that's something we've deferred to site. EPC has
5 no objection to us moving forward with --

6 HEARING OFFICER: Well, that's where I'm leading
7 to.

8 MS. CORBETT: Yes. EPC is aware, and there's
9 emails in the file that makes it clear that EPC is aware that
10 we intend to access that parcel, and they're fine with us
11 doing that at the time of site development.

12 HEARING OFFICER: Yeah.

13 MS. CORBETT: Generally, speaking because it's such
14 a low-intensity use.

15 HEARING OFFICER: I suppose it's not the use per
16 se, it's the crossing of the creek and the floodplain --

17 MS. CORBETT: Correct.

18 HEARING OFFICER: -- and wetlands and --

19 MS. CORBETT: And we may not need to cross the
20 creek, and so that's why the proposed conditions that are in
21 the staff report address that. That also will be addressed
22 at site and Development Services and EPC, and all the
23 reviewing agencies will have to address that at the time of
24 site development.

25 HEARING OFFICER: Okay. All right.

1 MS. CORBETT: And this is a buffering and screening
2 slide showing that we are providing a 20-foot type B buffer
3 where we abut the multifamily to the single-family. We are
4 asking for some variations with respect to the buffers that
5 would be required in Village C. Essentially, they're
6 abutting the multifamily, so we're asking just to have no
7 buffer in those areas. We're buffering to ourselves.

8 We have a buffer on the east side between the
9 single-family and the medical office-type use that was
10 approved to the east on the north side of Simmons Loop.
11 They're providing that buffer as part of that development.
12 It's a medical rehab use that was rezoned sometime last year,
13 and this is just a typical what each of the buffers look
14 like. This is the type A buffer, the type B buffer, and the
15 elevation of the right-of-way buffer to give you an idea of
16 what will be seen from the roadway and from internal and
17 external to the development.

18 Lastly, Planning Commission staff has found this
19 consistent and approvable, and development services has also
20 found it approvable subject to the conditions. There were
21 some revised conditions. There were some optics issues over
22 the weekend, but there were also the staff report that you
23 have now is the correct staff report, and we're here to
24 answer any questions. Steve Henry is our traffic expert.
25 He's here. Campus Civil and their team are here if you have

1 any questions.

2 HEARING OFFICER: Okay. Can you go back to the
3 site plan?

4 MS. CORBETT: Which picture?

5 HEARING OFFICER: Show me how the access works.

6 MS. CORBETT: Show you how the access works?

7 HEARING OFFICER: Yeah. Point --

8 MS. CORBETT: You mean how does Marylou?

9 HEARING OFFICER: Yeah. How do you get off the
10 main highway to get into the project?

11 MS. CORBETT: Through Marylou Drive, which is the
12 yellow highlighted. It's a local roadway.

13 HEARING OFFICER: Okay.

14 MS. CORBETT: So you come off Simmons Loop. We do
15 actually have a typical section.

16 HEARING OFFICER: Okay.

17 MS. CORBETT: If that helps.

18 HEARING OFFICER: Yeah, and what about that strip
19 of land that's south of Marylou? Is that being used for
20 access?

21 MS. CORBETT: No. It is not being used for access.
22 It doesn't have any proposed development. It's just open
23 space. We just left that as open space. It is part of the
24 folio that we're re-rezoning, but we're not proposing any use
25 or access there.

1 HEARING OFFICER: Okay. The access point that's in
2 the southwest corner of the site, what kind of access is
3 that?

4 MS. CORBETT: In terms of how --

5 HEARING OFFICER: Is it --

6 MS. CORBETT: -- would you categorize it?

7 HEARING OFFICER: Is it gated?

8 MS. CORBETT: It is not gated -- oh, it is gated.

9 Yes. It is gated.

10 HEARING OFFICER: Okay.

11 MS. CORBETT: Sorry.

12 HEARING OFFICER: And when you said --

13 MS. CORBETT: It's not emergency access --

14 HEARING OFFICER: Yeah.

15 MS. CORBETT: -- but it is gated.

16 HEARING OFFICER: It's gated, but it's not an

17 emergency --

18 MS. CORBETT: Correct.

19 HEARING OFFICER: -- access --

20 MS. CORBETT: Correct.

21 HEARING OFFICER: -- because there's more than one

22 way in and out?

23 MS. CORBETT: Yeah. It was really more a function
24 of -- that access point was driven primarily by the PD to the
25 south that showed a cross-access arrow and showed the roadway

1 continuing, and so without having a local roadway continuing
2 through the middle of Village B, this was the alternative
3 that was arrived at with staff in terms of how we could
4 address providing access but allowing the driveways in the
5 apartment complex to serve as sort of internal only. So it
6 was largely driven by, I guess, access to the south, but it
7 was more driven by the fact that there's an arrow on the PD
8 to the south.

9 HEARING OFFICER: Okay. And what kind of comments
10 did you get from EPC about Village A? And I see that today
11 parts of it is a fish farm. There used to be a fish farm?

12 MS. CORBETT: Uh-huh.

13 HEARING OFFICER: Did EPC have any comments?

14 MS. CORBETT: I don't recall any specific comments
15 related to Village A. There was some discussion about
16 Village B, and we got pretty far down the reasonable use path
17 with Village B, in fact --

18 HEARING OFFICER: Right.

19 MS. CORBETT: -- but not really anything with
20 Village A.

21 HEARING OFFICER: Okay. There are conditions that
22 talk about compatibility with preservation areas.

23 MS. CORBETT: Yes. So, again, this picture is
24 probably the best one. So that's the Belmont CBD
25 conservation easement to the south of Village C.

1 HEARING OFFICER: Directly adjacent?

2 MS. CORBETT: Directly adjacent.

3 HEARING OFFICER: Okay.

4 MS. CORBETT: So it's just a standard conservation
5 easement. It's not ELAP. It's owned by the Belmont CBD, but
6 that's what the conditions are to address. So if at site
7 development that's determined to be a natural preservation
8 area, then we have to do the compatibility plan.

9 HEARING OFFICER: Okay. Yeah. Thank you.

10 All right. Development Services staff?

11 MS. PEDDLE: Good evening. Carolanne Peddle,
12 Development Services. Again, this is rezoning PD 26-0217.
13 Due to the optics or issues with optics at the time of filing
14 and requested changes, you'll have that revised report that I
15 provided for this hearing. Again, the applicant is
16 requesting to rezone approximately 124 acres of land from AR
17 and ASC-1 to allow for three village pockets with designated
18 uses, with a total of 460 dwelling units.

19 Village A will permit a total of 80 single-family
20 attached units or 35 single-family detached units. Village B
21 would allow for 380 multifamily dwelling units, while Village
22 C will allow for agriculture with accessory equipment
23 storage, beekeeping, passive recreational uses, and storage
24 for up to 20 recreational private pleasure craft and utility
25 trailer vehicles. The overall PD is within two future land

1 use categories. Village A and B are within the SMU-6
2 category and Village C is within both the SMU-6 and UMU-20
3 future land use categories.

4 The proposed plan development is located south of
5 Big Ben Road and bordered on the east by Interstate 75 North
6 for the two roadways. The area is prominently developed with
7 single-family dwelling units of various lot sizes to the
8 south and east from the subject parcel. The abutting PD
9 24-0512 to the south was designed to allow access to continue
10 north through the future development into the proposed PD.

11 Though there are properties zoned PD approved for
12 commercial and office uses to the north, the design of the
13 existing PD would provide adequate buffer and screening to
14 villages or Village A uses. Although the multifamily uses in
15 Village A and B will not be required to increase the building
16 setback by two feet for every one foot for building greater
17 than 20 feet tall, design setback and buffering and screening
18 provided should be adequate separation for the single-family
19 residential units to the north south and east. PD variations
20 to LDC section 606 for landscape and buffering was requested
21 as part of this application, but no waivers were requested.

22 Staff finds the request approvable subject to the
23 proposed conditions. That concludes my report. I'm
24 available for any questions if you have them.

25 HEARING OFFICER: Yeah. Just help me with the

1 conditions if you could. You said between optics and just
2 what was filed and today --

3 MS. PEDDLE: Yes.

4 HEARING OFFICER: -- there's a slightly different
5 report. I don't want to get into every minor change, but
6 could you just in general tell me what's changed?

7 MS. PEDDLE: So there were a few things changed to
8 the prior certification conditions, mostly in regards to some
9 of the transportation requirements, and then there was a
10 change to condition 9, 11, and 12 with regards to
11 transportation conditions as well, and then to conditions 23,
12 24, and 25, which were for the compliance with section 40111
13 for the conservation easement to the south of Village C.

14 HEARING OFFICER: Okay. Let me know if there's a
15 typo, I'm not sure. Condition Number 3.

16 MS. PEDDLE: Number 3.

17 HEARING OFFICER: Let me know when you get there.

18 MS. PEDDLE: Okay.

19 HEARING OFFICER: The first line talks about, for
20 non-platted residential development multifamily. That's
21 within Village A.

22 MS. PEDDLE: Yes.

23 HEARING OFFICER: Okay. The Village A for
24 condition number 1 says it's single-family attached, or
25 single-family detached?

1 MS. PEDDLE: Yes. So Village A can either be
2 platted or unplatted. So we broke up the conditions for
3 Village A to reflect development standards for platted units,
4 and then development standards for unplatted, which would be
5 multifamily.

6 HEARING OFFICER: Okay. All right. Thank you.

7 MS. PEDDLE: Sure.

8 HEARING OFFICER: All right. Planning commission
9 staff?

10 MR. ROYAL: Good evening, Tyrek Royal, Planning
11 Commission staff. The surrounding area is characterized by a
12 mix of vacant land agricultural uses single-family
13 residential development and public quasi-public uses. The
14 124-acre site is designated as Suburban Mixed-Use 6 and Urban
15 Mixed-Use 20, which will offer a range of residential,
16 agricultural, commercial offices, and mixed-use development.

17 The request aligns with FLU objective 1.1 by
18 directing growth to the Urban Service Area and FLU Policy
19 3.1.3 by ensuring compatibility with the surrounding
20 development pattern and maintaining character of the area.
21 The proposal is also consistent with FLU Goal 2 and FLU
22 objective 2.2, as the proposed 460 residential units remain
23 below the maximum allowable density permitted under the
24 site's future land use designations.

25 Applying the environmental sensitive land

1 calculations required under FLU policy 2.3.9 for properties
2 containing significant wetlands, the site is permitted up to
3 528 dwelling units. The request complies with FLU objective
4 4.4 and policy 4.4.1, by integrating a mix of housing types
5 and for multi-uses, while maintaining compatibility with the
6 surrounding residential and agricultural development.

7 Environmental considerations has also been
8 addressed through the preservation of approximately 59 acres
9 of on-site wetlands consistent with FLU objective 6.1 and 6.2
10 and related environmental protection policies. The request
11 further supports the goals of the Apollo Beach Community
12 Plan, Riverview Community Plan, and South Shore Area Wide
13 Systems Community Plans by promoting diverse housing
14 opportunities, preserving agricultural uses encouraging
15 sustainable land, and clustered development patterns and
16 supporting coordinated community growth.

17 Overall, staff finds proposed plan development
18 compatible with the surrounding area and consistent with the
19 comprehensive plan.

20 HEARING OFFICER: Thank you.

21 At this point in time, is there anyone in the
22 audience who wishes to speak in support of the application?
23 No one responding. Anyone in the audience wish to speak in
24 opposition to the application? No one responding.

25 Staff, anything further?

1 MS. HEINRICH: Nothing for zoning. Transportation
2 is available as well if you have any questions about the
3 transportation condition changes.

4 HEARING OFFICER: No. I'm good. Thank you.

5 All right. The applicant opportunity for rebuttal.

6 MS. CORBETT: Just to clarify your question with
7 respect to the condition 3, the nomenclature has changed a
8 couple times, so I see where you're pointing out some
9 inconsistency on how they are described. The intent is for
10 the 85 units that they can be either town homes, which can be
11 platted or un-platted, but they can also be, like, duplexes
12 or villas that are single-family style or single-family
13 structures, but that are attached and are multifamily, and so
14 that's, I think, why you see different --

15 HEARING OFFICER: Right.

16 MS. CORBETT: -- words being used. That was one of
17 the things that we clarified in between the original filing
18 with the staff report and the version that you have in front
19 of you now.

20 HEARING OFFICER: Right.

21 MS. CORBETT: So the intent, I think everyone's in
22 agreement on what the intent is.

23 HEARING OFFICER: Yeah. Let's put that on the
24 record. The intent is you're not proposing an apartment
25 complex within Village A.

1 MS. CORBETT: No. It's town homes, duplexes,
2 villas --

3 HEARING OFFICER: Okay.

4 MS. CORBETT: -- attached, you know.

5 HEARING OFFICER: All right.

6 MS. CORBETT: Low rise.

7 HEARING OFFICER: All right. Very good. Anything
8 else?

9 MS. CORBETT: Not if you don't have any questions.

10 HEARING OFFICER: I do not.

11 MS. CORBETT: We respectfully request your
12 recommendation for approval.

13 HEARING OFFICER: Thank you. With that, that
14 concludes this application, and staff are ready for the next
15 item.

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1 MS. HEINRICH: Our next application is item D.3, PD
2 rezoning 26-0303. The applicant is requesting to rezone
3 property from CG to planned development. Chris Grandlienard
4 with Development Services has reviewed this and will present
5 staff findings after the applicant presentation.

6 HEARING OFFICER: Okay.

7 The applicant, please.

8 MR. PRESSMAN: Good evening, Mr. Hearing Officer,
9 and staff. My name is Todd Pressman, 200 Second Avenue
10 South, Number 451, St. Petersburg. This is Mr. Bill Rice
11 who's the property owner. He'll speak in just a moment. As
12 this comes forward Planning Commission is consistent.
13 Development Services approves. There's no agency objections,
14 no opposition on the record when I checked a couple days ago,
15 and I could not pull up optics this afternoon, and there was
16 a code citation pending.

17 So the issue is rezoning from CG to PD for road
18 services. It's a smaller parcel 0.46 acres. Basically,
19 Mr. Rice has been running a towing and repossession firm, a
20 towing yard, open storage of passenger and commercial
21 vehicles, RVs, equipment, and operating office. So we're
22 located within the Osa area shown here on Harney Road,
23 running a little bit south of Highway 301. Looking closer
24 here it accesses on Harney Road. It does not access to Main
25 Street, and looking at the aerial, what you'll see running on

**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

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

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

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

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

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

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

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

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

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

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

APPLICATION # RZ 26-0426 VS	PLEASE PRINT NAME <u>LAURI METZGER</u> MAILING ADDRESS <u>11915 KEATING DRIVE</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33624</u> PHONE _____
APPLICATION # RZ 26-0528	PLEASE PRINT NAME <u>Margaret Perez</u> MAILING ADDRESS <u>3410 Northdale Blvd, Suite 100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33624</u> PHONE <u>813-949-7447</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>Todd Treisman</u> MAILING ADDRESS <u>200 2nd Ave #451</u> CITY <u>St. Pet</u> STATE <u>FL</u> ZIP <u>33701</u> PHONE <u>727-904-1700</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>NASHAT SOUFAN</u> MAILING ADDRESS <u>P.O. Box 46363</u> CITY <u>TAMPA</u> STATE <u>FL</u> ZIP <u>33627</u> PHONE <u>813-462-5533</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>Debbie Hines</u> MAILING ADDRESS <u>15123 N. 24th St</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>813-735-2803</u>
APPLICATION # mm 26-0551	PLEASE PRINT NAME <u>Ross Pappas</u> MAILING ADDRESS <u>15803 Dewitt Ct</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>813 16114-0176</u>

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

APPLICATION # MM 26-0551	PLEASE PRINT NAME <u>Barbara Fite</u> MAILING ADDRESS <u>16102 E Lake Burrell Dr</u> CITY <u>Lutz</u> STATE <u>FL</u> ZIP <u>33549</u> PHONE <u>813 246-1544</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Elise Batsel</u> MAILING ADDRESS <u>401 E. Jackson St.</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33628</u> PHONE <u>813 222 5052</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>David M Smith</u> MAILING ADDRESS <u>401 E Jackson Street Suite 2100</u> CITY <u>Tampa</u> STATE <u>FL</u> ZIP <u>33601</u> PHONE <u>813 222 5010</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Steve Harky</u> MAILING ADDRESS <u>5023 W. LAMAR ST</u> CITY <u>TPA</u> STATE <u>FL</u> ZIP <u>33607</u> PHONE <u>813-289 0039</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Peter Cowell</u> MAILING ADDRESS <u>3304 W. Wagoning Cir</u> CITY <u>Tpa</u> STATE <u>FL</u> ZIP <u>33611</u> PHONE <u>813-244-5754</u>
APPLICATION # RZ 26-0555	PLEASE PRINT NAME <u>Jonas Alday</u> MAILING ADDRESS <u>1400 N Gordon St</u> CITY <u>Plant City</u> STATE <u>FL</u> ZIP <u>33567</u> PHONE <u>478-908-6359</u>

DATE/TIME 5-26-2026 6PM

Hearing Master Steve LUCE

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

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

Application # RZ 26-0560	NAME Amy Howe, PE MAILING ADDRESS 1807 Curry Rd CITY Lutz STATE FL ZIP 33549 PHONE 727-235-2558
Application # RZ 26-0560	NAME Donald Miller MAILING ADDRESS 2415 Forrest Crest Cir CITY Lutz STATE FL ZIP 33549 PHONE 813-417-8514
Application # RZ 26-0560	NAME Kayla Witkowski MAILING ADDRESS 3010 W Azelle St Suite #50 CITY Tampa STATE FL ZIP 33618 PHONE 813-223-3914
Application # RZ 26-0560	NAME Michael Yates MAILING ADDRESS Palm Traffic 4006 S. MacDill Ave CITY Tampa STATE FL ZIP 33611 PHONE 813-359-8391
Application #	NAME MAILING ADDRESS CITY STATE ZIP PHONE
Application #	NAME MAILING ADDRESS CITY STATE ZIP PHONE
Application #	NAME MAILING ADDRESS CITY STATE ZIP PHONE

HEARING TYPE: ZHM, PHM, VRH, LUHO

DATE: May 26, 2026

HEARING MASTER: Steve Luce

PAGE: 1 of 1

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

MAY 26, 2026 - ZONING HEARING MASTER

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

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

A. WITHDRAWALS AND CONTINUANCES

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

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

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

 Steve Luce, ZHM, overview of ZHM process.

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

 Steve Luce, ZHM, Oath.

B. REMANDS - **None**.

C. REZONING STANDARD (RZ-STD):

C.1. RZ-STD 26-0728

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

 Testimony provided.

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

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

 Attorney Dorman, explained no further testimony could be heard.

C.2. RZ-STD 26-0740

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

TUESDAY, MAY 26, 2026

 Testimony provided.

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

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

D.1. MM 26-0045

 Michelle Heinrich, DS, called MM 26-0045.

 Testimony provided.

 Steve Luce, ZHM, closed MM 26-0045.

D.2. RZ-PD 26-0217

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

 Testimony provided.

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

D.3. RZ-PD 26-0303

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

 Testimony provided.

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

D.4. RZ-PD 26-0329

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

 Testimony provided.

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

D.5. RZ-PD 26-0338

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

 Testimony provided.

TUESDAY, MAY 26, 2026

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

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

D.6. RZ-PD 26-0339

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

 Testimony provided.

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

D.7. MM 26-0340

 Michelle Heinrich, DS, called MM 26-0340.

 Testimony provided.

 Steve Luce, ZHM, closed MM 26-0340.

D.8. RZ-PD 26-0426

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

 Testimony provided.

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

D.9. RZ-PD 26-0528

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

 Testimony provided.

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

D.10. MM 26-0551

 Michelle Heinrich, DS, called MM 26-0551.

 Testimony provided.

 Steve Luce, ZHM, closed MM 26-0551.

TUESDAY, MAY 26, 2026

D.11. RZ-PD 26-0555

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

 Testimony provided.

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

D.12. RZ-PD 26-0560

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

 Testimony provided.

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

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

 ADJOURNMENT

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

PD 26-0217

Simmons Loop

Application No. RZ 26-0217
Name: Kami Corbett
Entered at Public Hearing: ZHM
Exhibit # 1
Date: 05/26/2026

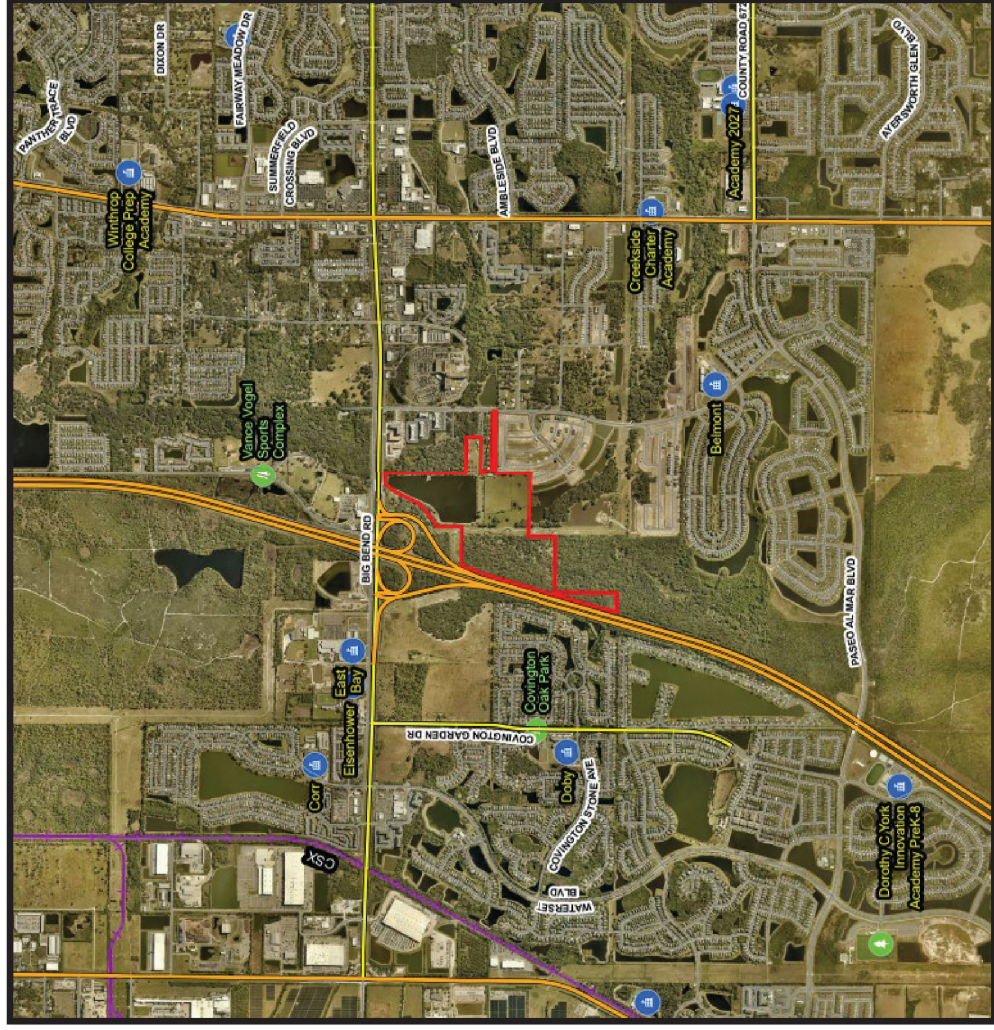
Unincorporated Hillsborough County
Zoning Hearing Master
May 26, 2026

TAMPA
CIVIL

HMH | HILL WARD
HENDERSON

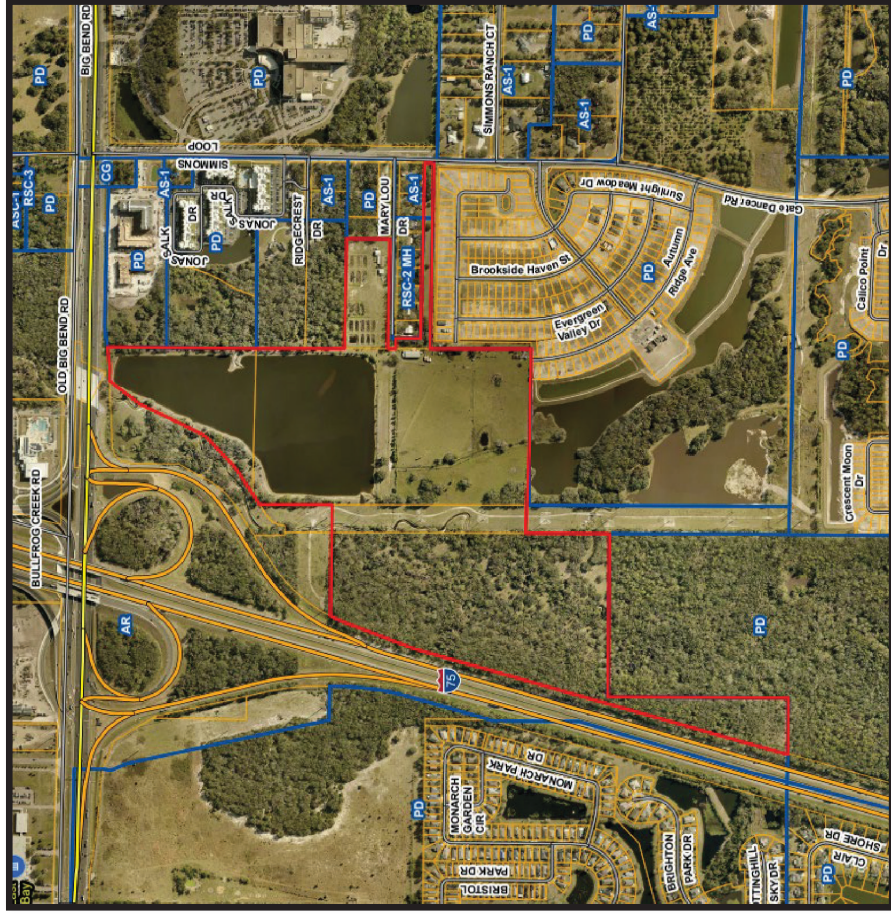
General Site Location

- 124 +/- acres
- East of I-75, South of Big Bend Road, West of Simmons Loop
- Within the Urban Service Area, Riverview Community Plan Area, Apollo Beach Community Plan Area, and SouthShore Areawide Systems Plan Area

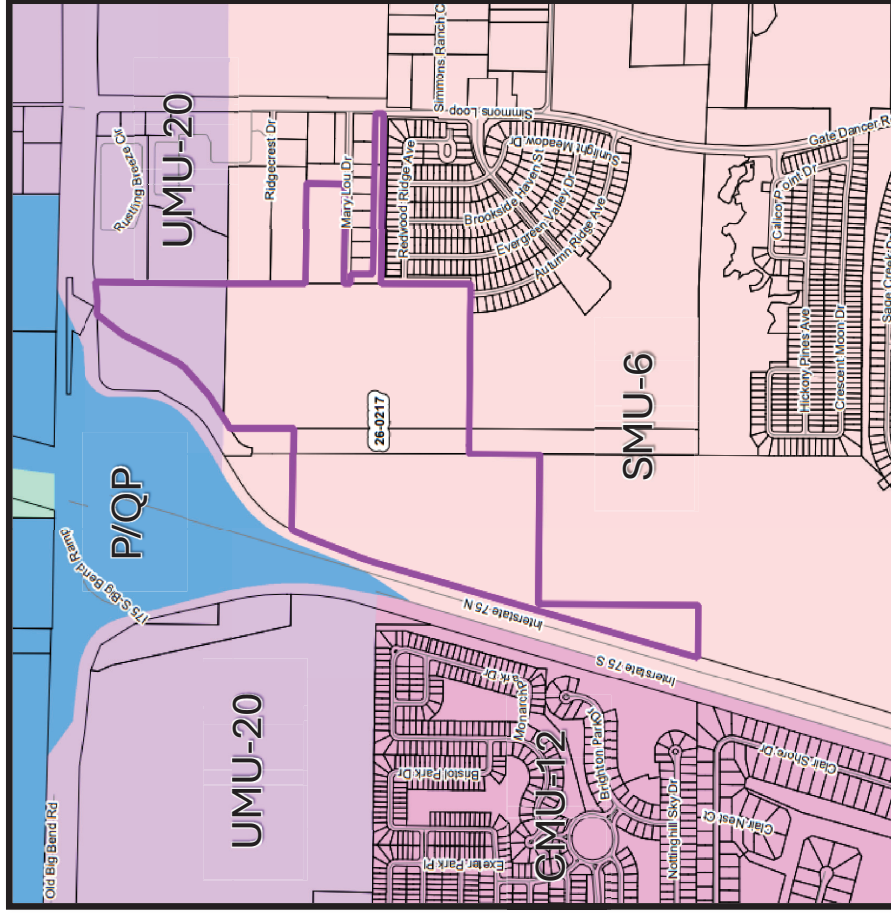


Zoning and Future Land Use

Zoning: AR & AS-1

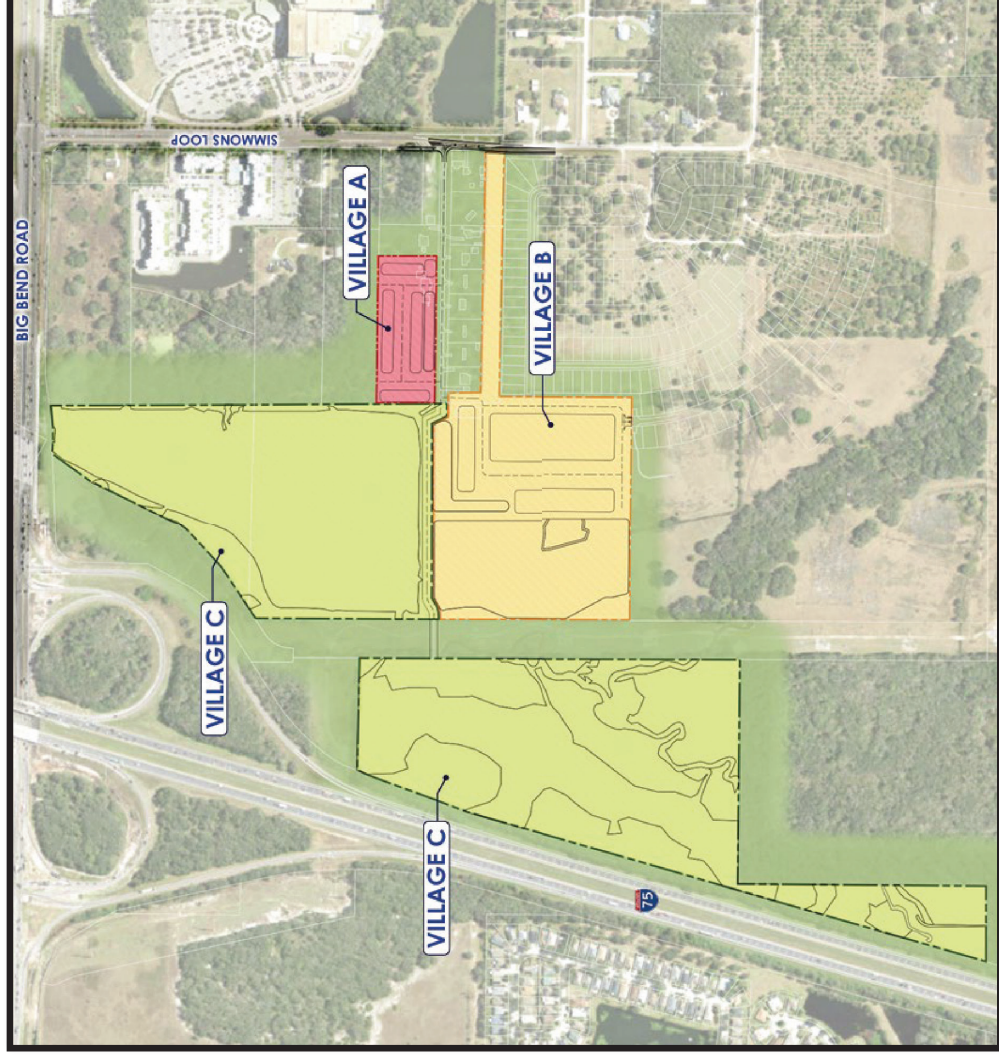


FLU: SMU-6 & UMU-20



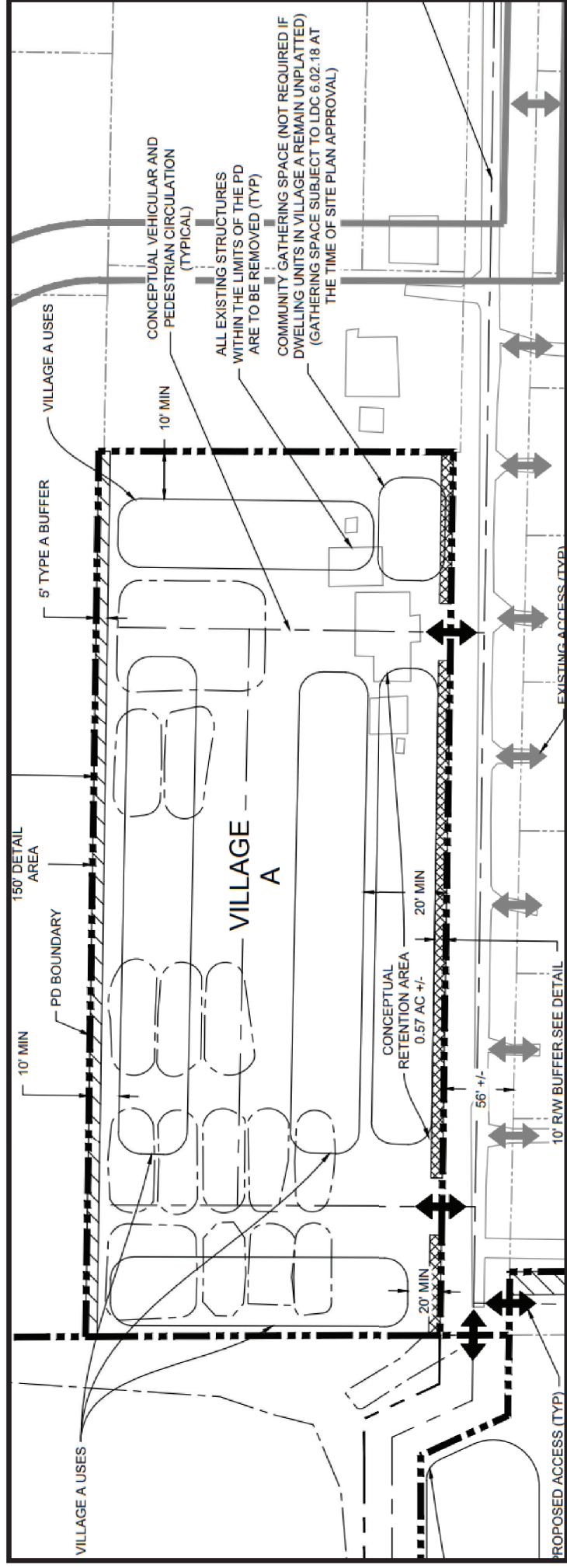
Request

- Rezone from AR & AS-1 to PD for:
 - Up to **460** residential units (3.71 du/ac)
 - Storage for up to **20** recreational, private pleasure crafts, and utility trailer vehicles
 - Agriculture (with accessory equipment storage)
 - Beekeeping
 - Passive recreational uses
- Divided into 3 Villages with uses specific to each Village
 - Village A – Single family – attached/detached
 - Village B – Multifamily
 - Village C – RV/Boat Storage/Agricultural Uses



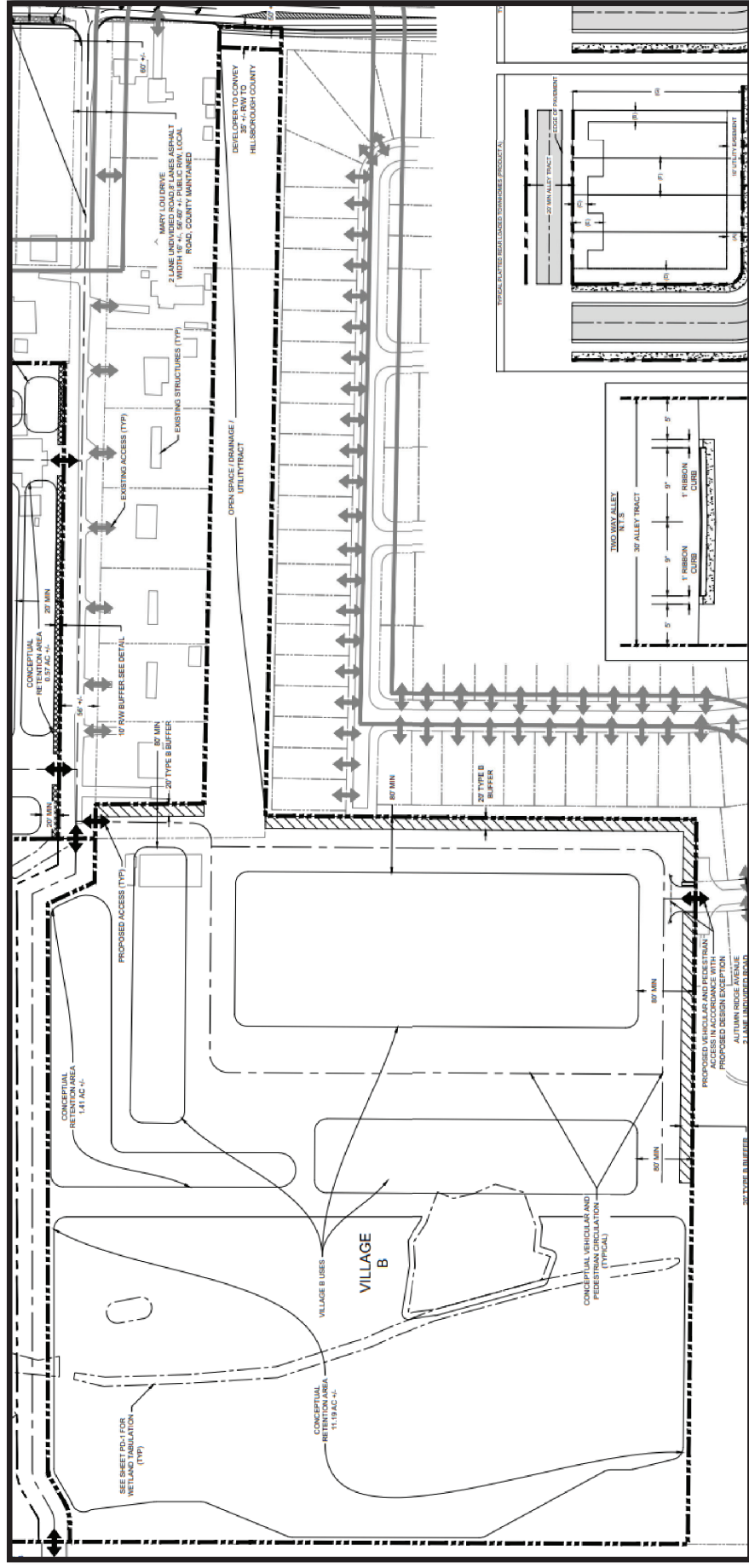
Request – Village A

- **80** townhomes/duplex structures or **35** single-family structures – platted or unplatted



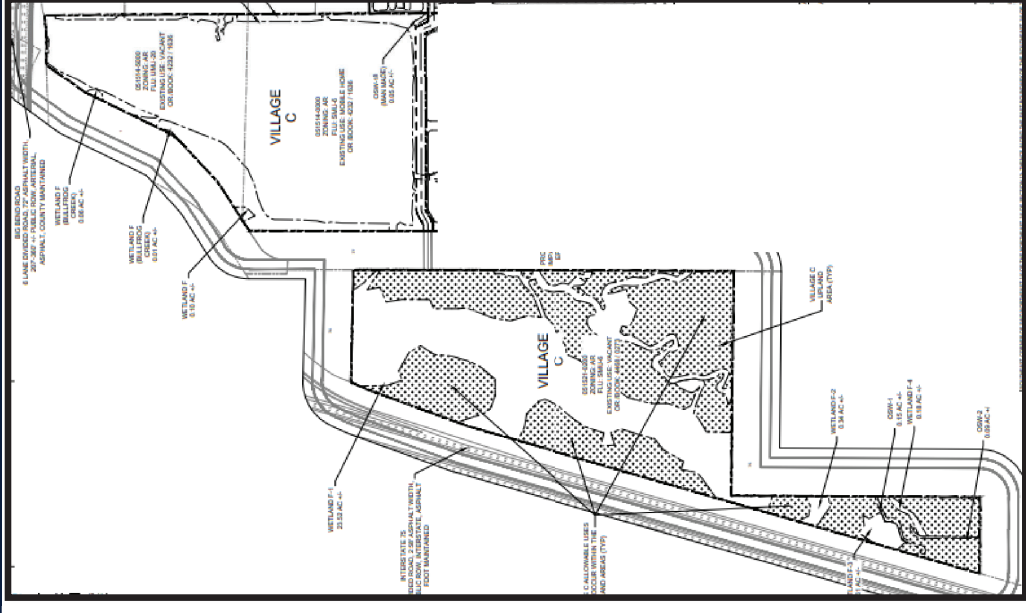
Request – Village B

- Up to **380** multifamily units
- Minimum Building Setback of **80 feet** from eastern and southern property boundary line

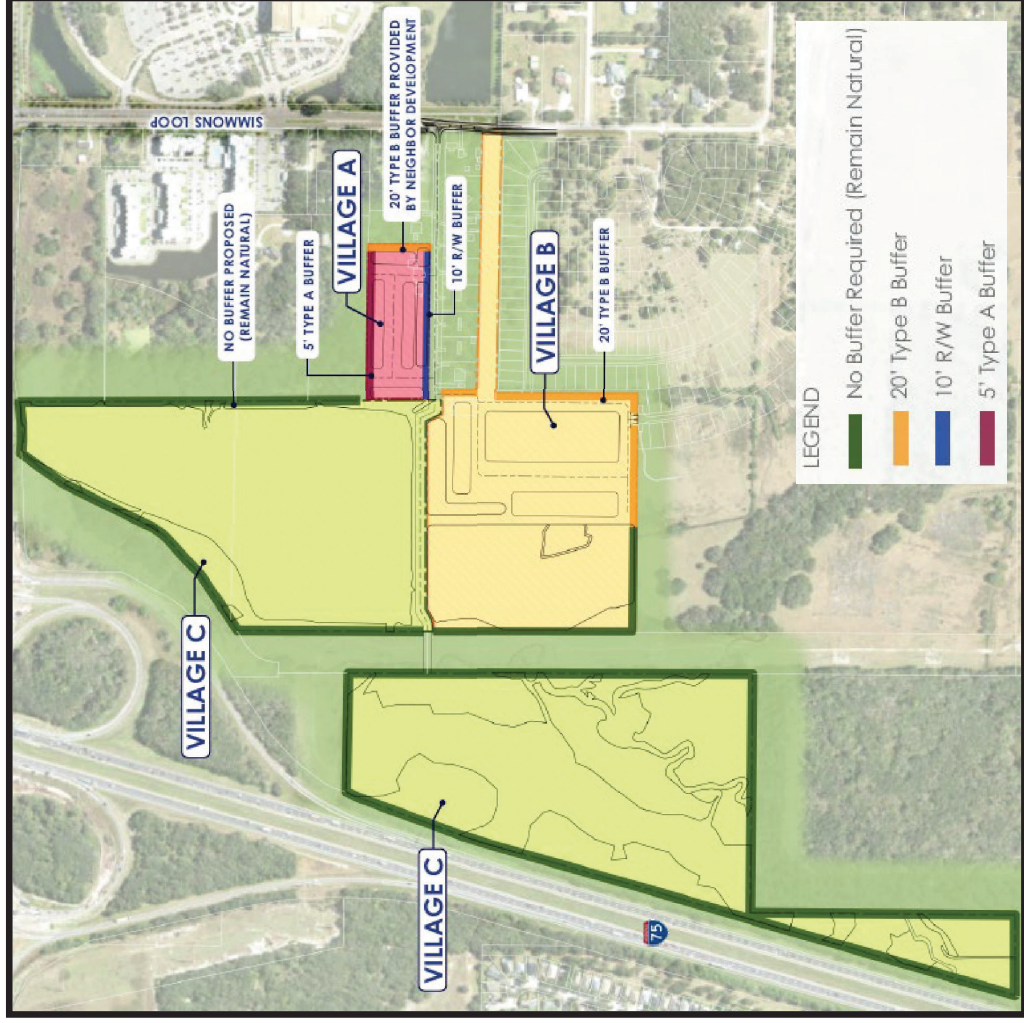


Request – Village C

- Storage for up to **20** recreational, private pleasure crafts, and utility trailer vehicles
- Agriculture (with accessory vehicle equipment and storage)
- Beekeeping
- Passive recreational uses



Buffering and Screening



TYPE A BUFFER

6" TALL SOLID FENCE

TYPE B BUFFER

ORNAMENTAL OR SHADE TREES
20' O.C. MIN 6" TALL AT PLANTING

6" TALL SOLID FENCE

ELEVATION VIEW OF R/W BUFFER

ORNAMENTAL OR SHADE TREES
20' O.C. MIN 6" TALL AT PLANTING

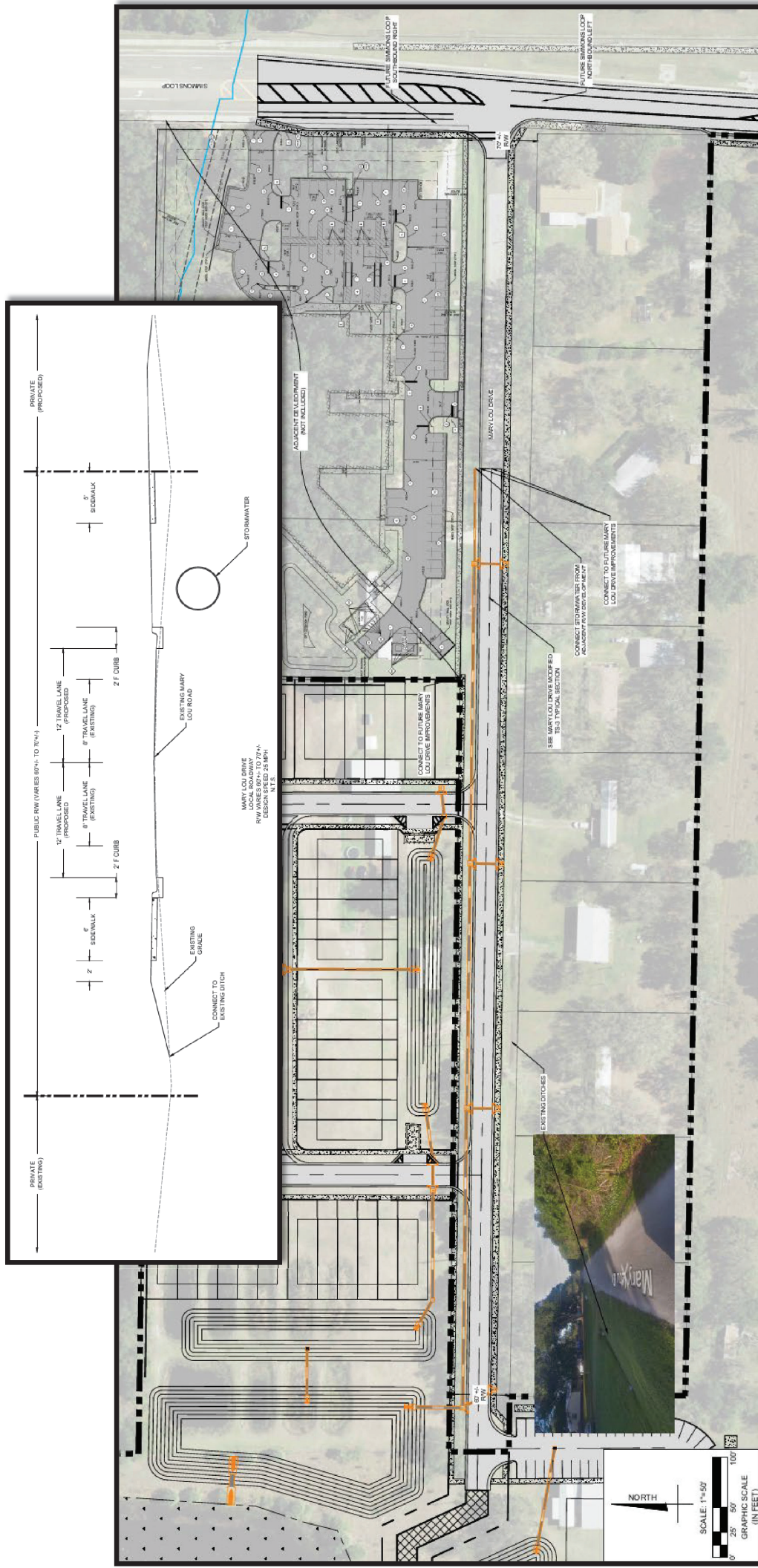
6" TALL DECORATIVE FENCE

4" TALL HEDGE

Conclusion

- COMPATIBLE with the surrounding development pattern
- Planning Commission Staff finds this request CONSISTENT with the Hillsborough County Comprehensive Plan, subject to proposed conditions
- Development Services Staff finds this request APPROVABLE, subject to proposed conditions
- Applicant respectfully requests APPROVAL

Mary Lou Drive Typical Section



Rezoning Application: PD 26-0217 (Revised)

Zoning Hearing Master Date: May 26, 2026

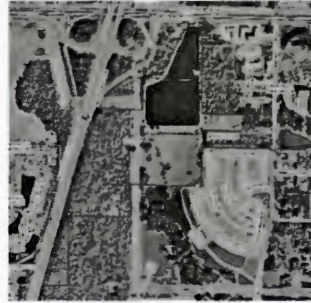
BOCC Land Use Meeting Date: July 21, 2026

**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: 75BB, LLC
 FLU Category: UMU-20, SMU-6
 Service Area: Urban
 Site Acreage: 124.017 +/-
 Community Plan Area: Apollo Beach, Riverview
 Overlay: None



Application No. RZ 26-0217
 Name: Caroline Peddle
 Entered at Public Hearing: 2HM
 Exhibit # 1 Date: 5-26-2026

Introduction Summary:

The applicant is requesting to rezone approximately 124.017 acres of land from AR (Agricultural Rural) and AS-1 (and Agricultural, Single-Family) to allow ~~four~~ three village pockets with designated uses with a total of ~~470~~ 460 dwelling units. Village A would permit a total of 80 single-family attached units or 35 single-family detached units. Village B would allow 380 multi-family dwelling units. While Village C will allow for agriculture with accessory equipment storage, beekeeping, passive recreational uses, and storage for up to 20 recreational, private pleasure crafts, and utility trailer vehicles.

~~This rezoning includes a request~~ The overall PD is within two Future Land Use Categories. Villages A and B are within the SMU-6 FLU category and Village C is within both the SMU-6 and UMU-20 Future Land Use categories.

Zoning:	Existing			Proposed	
District(s)	AR	AS-1	PD: Village A (5.50 ac)	PD: Village B (30.94 ac)	PD: Village C (87.58 ac)
Typical General Use(s)	Single-Family Residential	Single-Family Residential	Single-Family, Multi-Family Residential	Multi-Family Residential	Agriculture, Beekeeping, Passive Recreational uses, and Recreational Vehicles, Private Pleasure Crafts, and Utility Trailer Storage
Acreage	122.88	1.13	124.01		
Density/Intensity	1 DU per 5 GA	1 DU per GA	Village A: 6.3 - 14.5 u/a (80-35 units) Village B: 12.2 u/a (380 units)		NA
Mathematical Maximum*	24 units	1 unit	20 u/a (110 units) 6 u/a (33 units)	380 units 6 u/a (185 units)	NA 20 u/a (260 units) 1.0 FAR (566,80 sf) 6 u/a (447 units) 0.35 FAR (1,137,05 sf)

*number represents a pre-development approximation

Development Standards:	Existing			Proposed	
District(s)	AR	AS-1	PD: Village A	PD: Village C	PD: Village C
Lot Size / Lot Width	217,800 SF/ 150'	43,560 SF / 150'	1,280 – 3,200 SF/ 16'-40'	NA	NA

APPLICATION NUMBER: PD 26-0217 (Revised)

ZHM HEARING DATE: May 26, 2026

BOCC LUM MEETING DATE: July 21, 2026

Case Reviewer: Carolanne Peddle

Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides B/S: NA	50' Front 50' Rear 15' Sides B/S: NA	10' - 20 Front 10' Rear 5' - 10' Sides B/S: 5'/A	Southern: 80 ft. Eastern: 80 ft. B/S: 20'/ B	North: 10' East: 10' South: 10' West: 10'
Height	50'	50'	45 ft/3-stories	60 ft/4-stories	30 ft/2-stories

Additional Information:

PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application.

Planning Commission Recommendation:

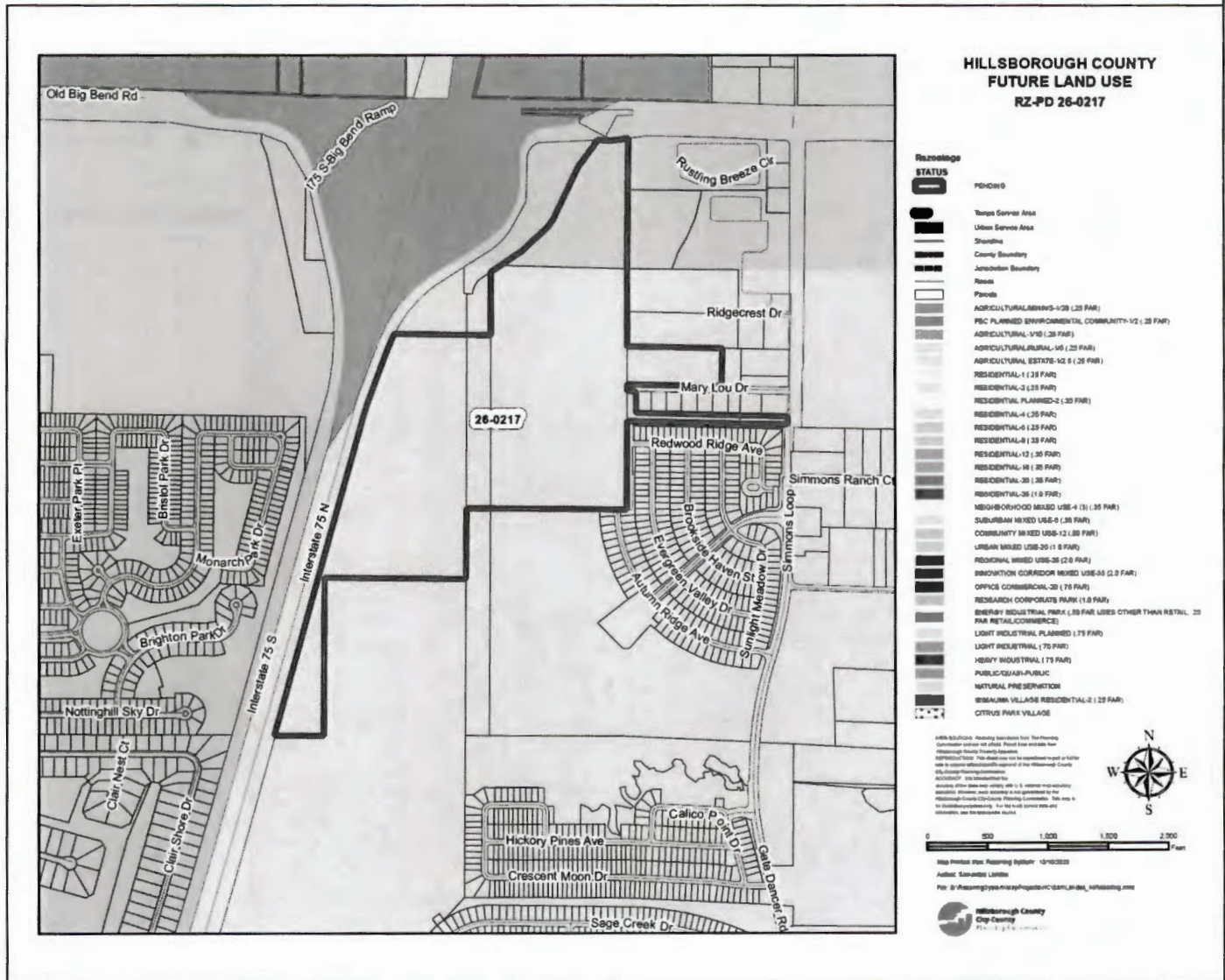
Consistent

Development Services Recommendation: Approvable, subject to

proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	UMU-20	SMU-6
Maximum Density/F.A.R.:	20 DU per GA/ 1.00 FAR for all single or mixed- use.	6 DU per GA/ 0.25, 0.35, or 0.50 FAR
Typical Uses:	Agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate location	Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria.

Adjacent Zonings and Uses				
Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR, RSC-2 MH	1 DU per 5 GA/ FAR: NA, 2 DU per GA/ FAR: NA	Agricultural, Residential	SINGLE FAMILY R
South	PD 23-0522 , AR	6 DU per GA/ FAR: 0.35	Residential, commercial, cultural/institutional	Residential HOA, Municipal, Residential

APPLICATION NUMBER: PD 26-0217 (Revised)

ZHM HEARING DATE: May 26, 2026

BOCC LUM MEETING DATE: July 21, 2026

Case Reviewer: Carolanne Peddle

East	1- PD 25-0333 2- PD 16-0209 3- PD 11-0415 4- RSC-2 MH 5- PD 23-0522	1 FAR: .25 2- 20 u/a 3- 17.9 u/a 4- 2 u/a 5- 6 u/a / FAR 0.35	1 Nursing, Convalescent, Extended Care Facility 2- Multi-Family 3- Multi-Family, Commercial 4- Residential 5- Residential, commercial, cultural/institutional	1 SINGLE FAMILY R 2 -Vacant 3 -Vacant, Multi-Family 4 -Residential 5 -Residential
West	NA (Interstate 75)	NA	NA	NA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Simmons Loop	County Collector - Urban	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☒ Corridor Preservation Plan ☒ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Mary Lou Dr.	County Local - Rural	2 Lanes ☒ Substandard Road ☒ Sufficient ROW Width (for Urban Road)	☐ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	467	22	27
Proposed	2,241	185	179
Difference (+/-)	(+) 1,774	(+) 163	(+) 152

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

Connectivity and Cross Access

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

Notes:

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
Simmons Loop/ Substandard Road	Design Exception Requested	Approvable
Mary Lou Dr./ Substandard Road	Design Exception Requested	Approvable
Southern Gate/ TD-9	Design Exception Requested	Approvable

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Natural Resources	☐ Yes ☒ No	☐ Yes ☐ No	☐ Yes ☐ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Check if Applicable: ☒ Wetlands/Other Surface Waters ☒ <u>Use of Environmentally Sensitive Land Credit</u> ☐ Wellhead Protection Area ☐ Surface Water Resource Protection Area ☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☐ Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☒ Design Exc./Adm. Variance Requested ☒ Off-site Improvements Provided	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Service Area/ Water & Wastewater ☒ Urban ☐ City of Tampa ☐ Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Hillsborough County School Board Adequate ☐ K-5 ☒ 6-8 ☒ 9-12 ☐ N/A Inadequate ☒ K-5 ☐ 6-8 ☐ 9-12 ☐ N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Impact/Mobility Fees (Fee estimate is based on a 2,000 s.f. Single Family Detached Unit) Mobility: \$9,183 per unit Parks: \$2,145 per unit School: \$8,227 per unit Fire: \$335 per unit (Fee estimate is based on a 1,200 s.f. 3 Bedroom Duplex Units) Mobility: \$8,178 per unit Parks: \$1,555 per unit School: \$3,891 per unit Fire: \$249 per unit Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$6,661 per unit Parks: \$1,957 per unit School: \$7,027 per unit Fire: \$249 per unit				

APPLICATION NUMBER: PD 26-0217 (Revised)

ZHM HEARING DATE: May 26, 2026

BOCC LUM MEETING DATE: July 21, 2026

Case Reviewer: Carolanne Peddle

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☐ Meets Locational Criteria ☒ N/A ☐ Locational Criteria Waiver Requested ☐ Minimum Density Met ☐ N/A ☐ Density Bonus Requested ☐ Consistent ☐ Inconsistent	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development (PD) is located south of Big Bend Road and bordered on the East by Interstate 75 N where the two roadways meet. The area is prominently developed with single family dwelling units at various lot sizes to the south and east of the subject parcels. The abutting PD 24-0512 to the south was designed to allow access to continue north through future development into the proposed PD. Though there are properties zoned PD approved for commercial and office uses to the northeast the design of the exiting PD should provide adequate buffering and screening to Village A uses. Although the multifamily uses in Villages A and B are not required to increase the building setback by 2 feet for every 1 foot for buildings greater than 20 feet tall the design, setbacks, and buffering and screening should provide adequate separation from the single-family residential units to the north, south, and east.

Within Village A, products B, D, and E are single-family detached on platted lots which are not required to comply with the 2:1 setback based upon the use; however, the proposed building height exceeds the maximum found in comparable single-family detached standard zoning districts. Product B will feature rear loaded garages, accessed via an alley which will likely be along the north, west and east boundaries of Village A so as to orient the homes internal to the project. Conditions of approval require a minimum of 24 feet from the rear loaded garage to the alley, which are permitted to be one-way or two-way alleys. The Typical Section for a one-way alley requires 10 feet of pavement and a two-way alley will require 16 feet of pavement. Both Typical Sections also require 5 feet of sod on each side, increasing the full one-way alley width to 20 feet and the full two-way alley width to 26 feet. Together, the garage setback and alley provide a separation of approximately 50 feet. Property to the north of Village A is zoned AR and is undeveloped. It is also within the SMU-6 Future Land Use category, which can consider densities of 6 units per acre and/or non-residential development if rezoned. Property to the east is zoned PD 25-0333 which is approved for a non-residential use (nursing, convalescent, extended care facility). Property to the west is internal to the PD and proposes non-residential/agricultural uses. While not required, the southern boundary along Mary Lou Drive will provide a buffer with includes decorative fencing and plantings.

Within Village A, products A and C are townhome units and limited to a maximum of 80 units (density of 14 units per acre). Due to the building form (3 or more attached units), the use is considered multi-family for buffering and screening purposes. This would require a 20 foot wide buffer with Type B screening and compliance with the 2:1 setback, when compared to standard multifamily zoning districts. Product A will feature a rear loaded garage with the same setbacks and alley widths required of single-family detached units. In lieu of the 20 foot wide buffer with Type B screening, a 5 foot wide buffer with Type A screening is proposed. This results in approximately 55 feet of separation along the northern Village boundary which is comparable to complying with the 2:1 setback (50 feet) and a 5-foot wide buffer. Property to the east is zoned PD 25-0333 which is approved for a non-residential use (nursing, convalescent, extended care facility). Property to the west is internal to the PD and proposes non-residential/agricultural uses.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to certification the following changes must be made:

1. The developer shall revise both PD site plan sheets to show Bullfrog Creek and show/label the area of crossing as "Proposed Potential Bridge/Culvert – See Conditions of Approval".
2. On PD site plan sheet PD-1:
 - a. Within the "Allowable Uses by Village", Village A use list, delete the reference to "Cottages" ~~Staff notes that no development standards for such use type are proposed~~ delete the phrase "Platted or Unplatted;" and add the phrase ", All Platted or Unplatted" at the end.
 - b. Revise Variation number 4 to state "Variation to LDC 6.06.06 to allow a 5' Type A buffer along the northern boundary line of Village A in lieu of the required 20' Type B buffer in the event Village A is platted or unplatted."
3. On PD site plan sheet PD-2:
 - a. Revise the inset titled "Two-Way Alley" to instead state "Two-way Alleway for Units Not Fronting a Street or Driveway" and replace note 1 with a note which instead reads "See Conditions of Approval."
 - b. Revise Note 1 within the "Platted A Dimensional Standards" table, to add "No accessory structures shall be permitted within a front or side yard which provides vehicular access." to the end of the note.
 - c. Revise Note 6 within the "Platted A Dimensional Standards" table, to replace the words to correct the note to reflect the inset title change per condition 2.a., above.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 05, 2026.

1. The development consists of 3 Villages which shall permit the following uses:
 - Village A: 80 single family attached dwelling units, or 35 single family detached dwelling units
 - Village B: 380 multifamily dwelling units
 - Village C: Agriculture (with accessory vehicle equipment and storage), Beekeeping, Passive Recreational uses, and Recreational Vehicles, Private Pleasure Crafts, and Utility Trailer Storage for up to 20 total vehicles
2. Within Village A, the following platted residential use types may be permitted subject to compliance with the residential development standards below by use type and other conditions herein this zoning:

2.1 Product Type A, Single Family Attached (townhome) (Rear Loaded Only).

Minimum lot size: 1,280 sf

Minimum lot width: 16 ft.

Minimum lot depth: 80 ft.

Minimum front yard setback: 10 ft.

Minimum side yard setback: 10 ft (external to property line)

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffering and screening: 5' buffer with Type A screening required along northern Village A boundary. If platted, this buffer shall be platted as a separate tract to be owned and maintained by the HOA or similar entity for the purpose of screening installation and maintenance.

2.1.1 No front or side yard vehicular access shall be permitted.

2.1.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

2.1.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.2 Product Type B, Single Family Detached – (Rear Loaded Only)

Minimum lot size: 2,880 sf

Minimum lot width: 32 ft.

Minimum lot depth: 90 ft.

Minimum front yard setback: 10 ft.

Minimum side yard setback: 5 ft

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffer and Screening: None

2.2.1 No front or side yard vehicular access shall be permitted.

2.2.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply

with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

- 2.2.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.3 Product Type C, Single Family Attached (townhome) (Front Loaded Only).

Minimum lot size: 1,280 sf

Minimum lot width: 16 ft.

Minimum lot depth: 80 ft.

Minimum front yard setback: 20 ft.

Minimum side yard setback: 10 ft (external to property line)

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffering and screening: 5' buffer with Type A screening required along northern Village A boundary.

This buffer shall be platted as a separate tract to be owned and maintained by the HOA or similar entity for the purpose of screening installation and maintenance.

- 2.3.1 Buildings shall contain a minimum of 3 attached units and a maximum of 8 attached units.

- 2.3.2. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.4 Product Type D, Duplex (Front Loaded Only).

Minimum lot size: 1,200 sf

Minimum lot width: 20 ft.

Minimum lot depth: 60 ft.

Minimum front yard setback: 20 ft.

Minimum side yard setback: 5 ft (external to property line)

Minimum rear yard setback: 10 ft.

Minimum corner setback: 10 ft.

Minimum garage setback: 20 ft.

Maximum lot coverage: 85%

Maximum Height: 45 ft/3-stories

Buffer and Screening: None

- 2.4.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.5 Product Type E, Single Family Detached (Front Loaded Only).

Minimum lot size: 3,200 sf
Minimum lot width: 40 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 5 ft.
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories
Buffer and Screening: None

- 2.5.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. Additionally, no portion of any structure on that same frontage (including porches or other entry features on that frontage) shall be closer than 15 feet from the closest edge of the sidewalk. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 2.6.

2.6 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveways shall meet the following minimum requirements:

- 2.6.1 For front and side loaded units, such driveways shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,
- 2.6.2 For rear (alley) loaded units, such driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

3. For non-platted residential development (multi-family) within Village A, uses may be permitted subject to compliance with the residential development standards below and other conditions herein this zoning.

Minimum setback to northern Village A boundary: 10 ft.
Minimum setback to southern Village A boundary: 20 ft.
Minimum setback to eastern Village A boundary: 10 ft.

Minimum setback to western Village A boundary: 0 ft.

Minimum building separation: 10 ft.

Maximum Height: 45 ft/3-stories

Buffering and screening: 5' buffer with Type A screening required along northern Village A boundary

* Building height shall be exempt from the 2:1 setback increase requirement of LDC Sec. 6.01.01

- 3.1 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveway shall meet the following minimum requirements:

3.1.1 For units constructed in the style of traditional front loaded single-family dwellings, townhome units and/or duplex units (i.e. with access via a front loaded roadway or a front loaded driveway), such units shall be constructed such that the driveway serving each individual unit shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

3.1.2 For units constructed in the style of traditional rear loaded single-family dwellings, townhome units and/or duplex units, (i.e. vehicular access via an alleyway and pedestrian access via a traditional roadway or driveway in the front) such rear access driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

Additionally, where a unit is accessed via an alleyway that does not front a traditional roadway or driveway in the front, and an alleyway is the sole means of access, then all such rear loaded units not fronting such facility instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a driveway or roadway at both ends of the continuous sidewalk. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

4. For multi-family units within Village A constructed in the style of duplex units, single-family detached units, or single-family attached units with fewer than 3 units in each building, such units may not be subdivided in the future unless they abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards.
5. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, within Village A, alleyways shall be designed as necessary to ensure that fire trucks, garbage trucks and other larger vehicles can safely turn around/travel through the site.
6. Village B shall be subject to the following development standards:

Maximum number of units: 380 DU

Minimum setback to southern Village B boundary: 80 ft.

Minimum setback to eastern Village B boundary: 80 ft.

Minimum building separation: 30 ft.

Maximum Height: 60 ft/4-stories

Minimum rear / side setback for garages: 20 ft.

Maximum height for garages: 20 ft. / 1-story

* Garage setbacks shall be measured from the exterior Village B boundaries

** Garages may be installed within the vehicular use area in place of parking, provided they meet the height and setback requirements as outlined above

*** Building height shall be exempt from the 2:1 setback increase requirement of LDC Sec. 6.01.01

7. Village C shall be subject to the following development standards:

Minimum setback to northern Village C boundary: 10 ft.

Minimum setback to southern Village C boundary: 10 ft.

Minimum setback to eastern Village C boundary: 10 ft.

Minimum setback to western Village C boundary: 10 ft.

Maximum Building Height: 30 ft/2-stories

8. Buffering and screening shall be provided as shown on the general site plan.

9. Due to the way traffic impacts were studied, all units constructed within Village B shall be constructed within apartment style buildings with a minimum height of four (4) stories. Apartment style buildings less than four (4) stories may be permitted provided the total number of trips generated by development within Villages A and B do not exceed 2,237 average daily trips, 184 a.m. peak hour trips, and 178 p.m. peak hour trips. Multi-family town homes, single family style and/or duplex style multi-family dwellings shall not be permitted.

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

11. The project shall be served by and limited to four (4) connections to Mary Lou Dr. as shown on the PD site plan. The location of access points serving Village A shall be adjusted (if necessary) at the time of site/construction plan review to meet minimum access spacing requirements and, to the greatest extent possible, minimize headlight impacts to the single-family homes on the south side of Mary Lou Dr. from vehicles exiting Village A, unless otherwise approved by the County Engineer. Such access connections may be gated and, if so, shall comply with Typical Detail – 9 (TD-9) design requirements as found within the Hillsborough County Transportation Technical Manual (TTM). Additionally, the project shall be served by and limited to one (1) connection to Autumn Ridge Ave. Such connection shall be gated, and such gate shall comply with the standards which are the subject of the Design Exception (DE) referenced within Condition 12, below.

12. Access to Village C shall be ~~via the access easement~~ as shown on Sheet PD-2. At the time of site/construction plan approval, and based on the uses ultimately developed, the County shall determine the type and configuration of vehicular/pedestrian access necessary to serve such uses. This may require the developer ~~shall be required~~ to construct a commercial driveway (to include pedestrian connection) serving Village C to applicable standards between Village C and Mary Lou Dr. Such facility serving Village C ~~shall require the developer~~ may also include construction of a bridge/culvert over Bullfrog Creek Rd. (to be reviewed and approved by Hillsborough County), as indicated on the PD site plan. The Any bridge/culvert shall be privately owned and maintained and meet Transportation Technical Manual (TTM) and other applicable requirements, unless otherwise approved by the County Engineer.

13. Internal transportation facilities shall be privately owned and maintained.

14. Construction access shall be restricted to those access connections to/from Mary Lou Dr. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
15. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a northbound to westbound left turn lane on Simmons Loop.
16. Project development may be phased. As such, concurrently with each increment of development, the developer shall submit a trip generation and site access analysis which examines turning movements at the intersection of Simmons Loop and Mary Lou Dr. Such analysis shall examine existing plus project traffic and be used to determine whether a southbound to westbound right turn lane is warranted pursuant to LDC Sec. 6.04.04.D. to support that increment. The developer shall construct such turn lane concurrently with the increment of development triggering such warrant. Additionally, the developer shall construct a 5-foot-wide keyhole bicycle lane concurrently with the addition of the right turn lane. This condition may require the developer to dedicate and convey or otherwise acquire additional right-of-way to achieve full project buildout.
17. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Mary Lou Dr. substandard roadway improvements, and which permits deviations from the TS-3 Typical Section standard, non-residential subtype. As Mary Lou Dr. is a substandard local roadway, the developer will be required to improve the roadway (between the project boundary and Simmons Loop) prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, the developer shall:
 - a. Widen the roadway such that there are 12-foot-wide travel lanes;
 - b. Construct Type-F curb on both sides of the roadway
 - c. Construct a 5-foot-wide sidewalk along the north side of the roadway; and,
 - d. Construct a 6-foot-wide sidewalk along the south side of the roadway, adjacent to the F-curb.
18. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Simmons Loop substandard roadway improvements, and which permits deviations from the TS-4 Typical Section standard (for 2-lane, undivided, urban collector roadways). As Simmons Loop is a substandard collector roadway, the developer will be required to improve the roadway prior to concurrent with the initial increment of development, consistent with the Design Exception (except that the southbound right turn lane will be constructed when specified in Condition 16). Specifically, the developer shall:
 - a. Extend the curb and gutter, bicycle lane and sidewalk on the west side of Simmons Loop, from their current terminus south of the project to the southern boundary of folio 77743.0100 (for a distance of +/- 100 feet); and,
 - b. Dedicate and convey to Hillsborough County 35 feet of right-of-way along its Simmons Loop frontage.
19. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Autumn Ridge Ave. gate design, and which permits deviations from the Typical Detail – 9 (TD-9) standards for gated residential projects. The developer shall construct the gated entrance consistent with the Design Exception.

20. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
21. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
22. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

23. The development is adjacent to a privately owned preservation area and shall be subject to compliance with LDC Section 4.01.11. Land owned by the public or by a private, non-profit conservation organization and held for natural preservation purposes shall be protected from any adjacent development that would adversely impact the lands or interfere with the stated habitat management and conservation use objectives of that property, including prescribed burning.

~~24. For development proposed adjacent to a publicly owned natural preserve, compatibility shall be ensured through a project compatibility plan, reviewed and approved by the agency managing the publicly owned lands and required as a condition of granting a Natural Resources Permit. The project compatibility plan shall be proposed by the developer and approved by the managing agency during the development review process. The preparation of a project compatibility plan should be a cooperative effort between the agency managing the publicly owned land and the developer of the adjacent property.~~

~~25. For development proposed adjacent to a private, nonprofit natural preserve, compatibility shall be ensured through a project compatibility plan, reviewed and approved by the Administrator and required as a condition of granting the Natural Resources Permit. In its review of the project compatibility plan, the Administrator shall consider the recommendations of the private, non-profit conservation organization holding title to the land. The project compatibility plan shall be proposed by the developer and approved during the development review process. The preparation of a project compatibility plan should be a cooperative effort between the nonprofit conservation organization holding title to the natural preserve and the developer of the adjacent property.~~

~~24.26~~ If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. 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.

~~25.27~~ In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

APPLICATION NUMBER: PD 26-0217 (Revised)

ZHM HEARING DATE: May 26, 2026

BOCC LUM MEETING DATE: July 21, 2026

Case Reviewer: Carolanne Peddle

Zoning Administrator Sign Off:

J. Brian Grady

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

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

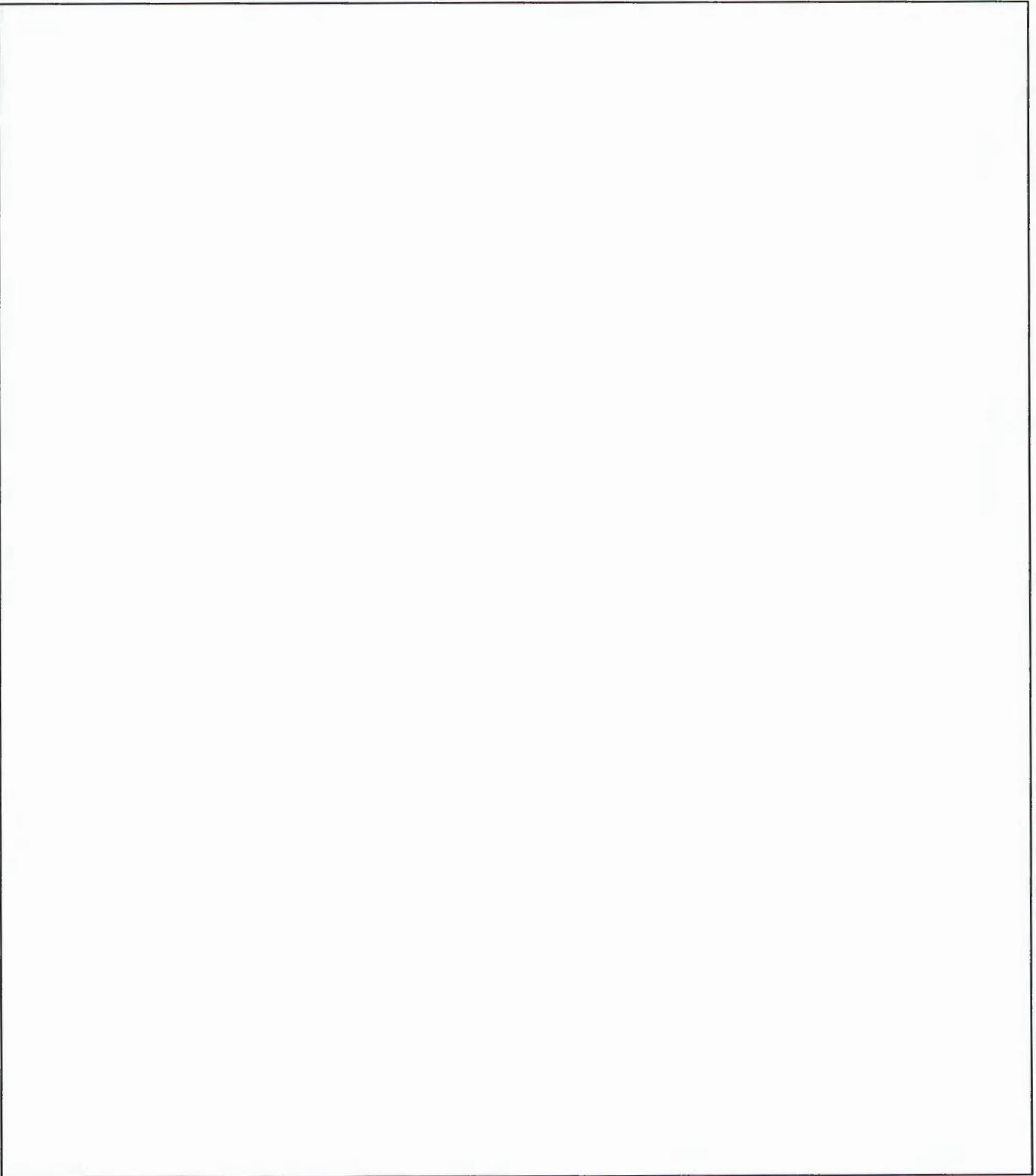
APPLICATION NUMBER: PD 26-0217 (Revised)

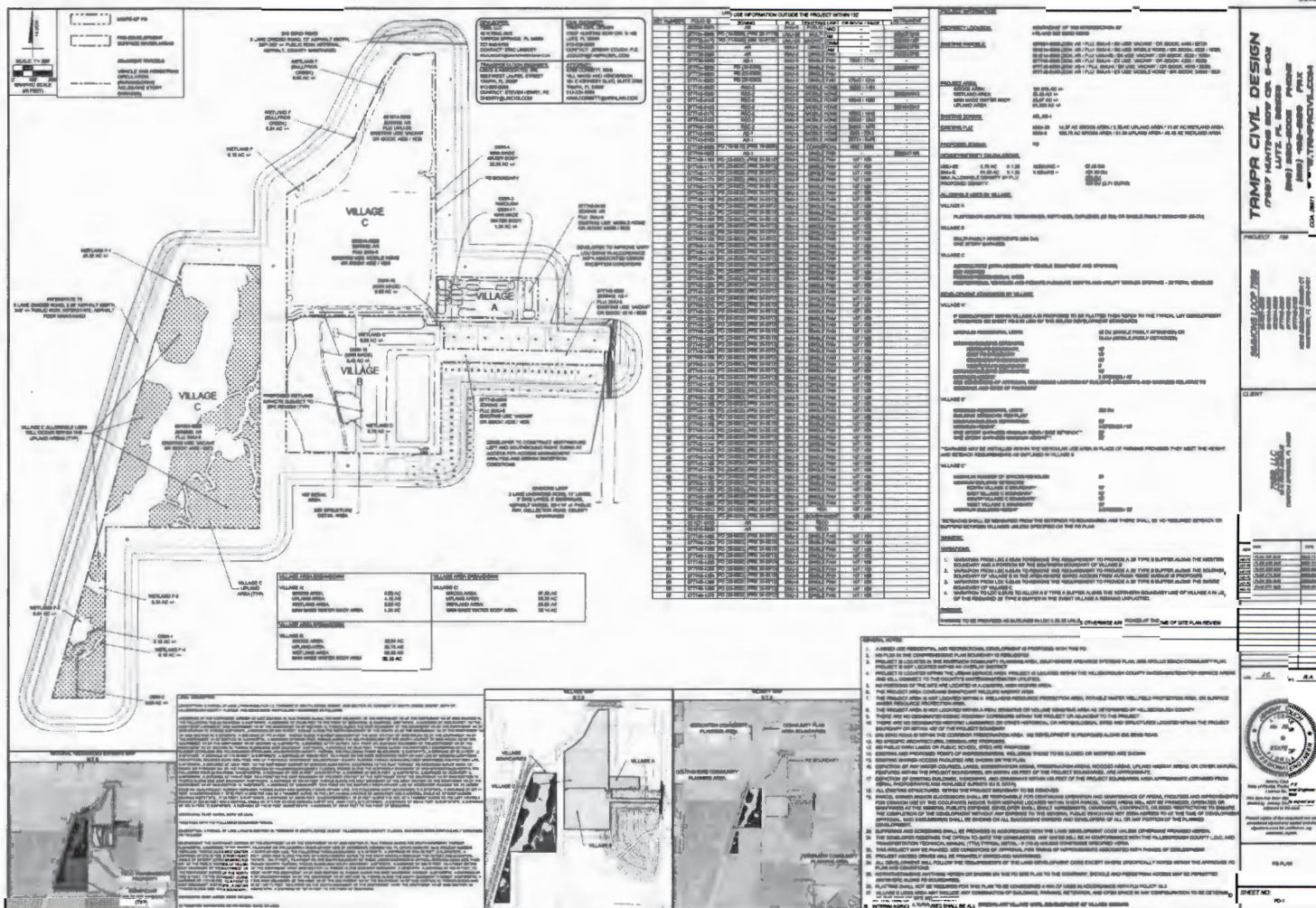
ZHM HEARING DATE: May 26, 2026

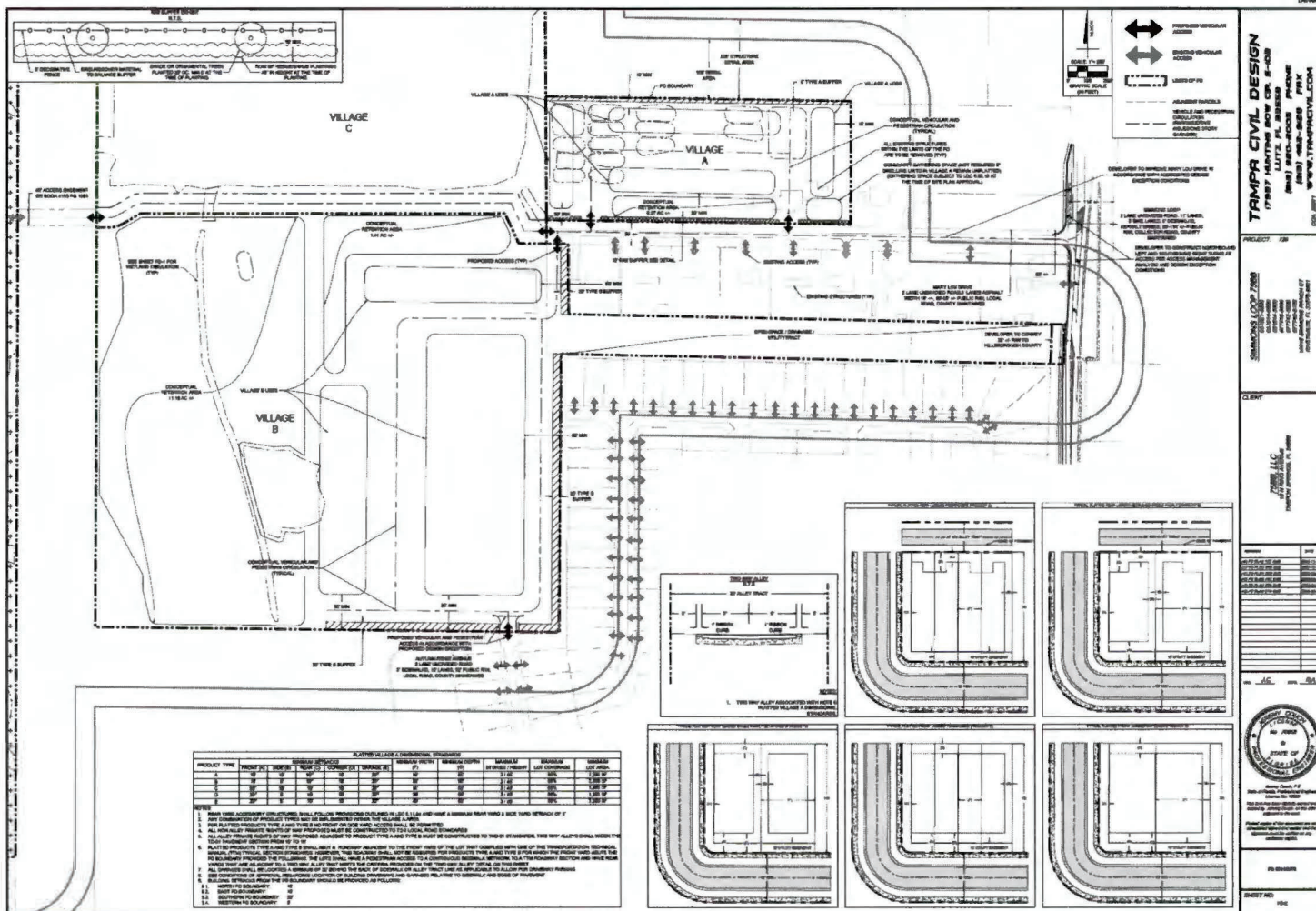
BOCC LUM MEETING DATE: July 21, 2026

Case Reviewer: Carolanne Peddle

8.0 PROPOSED SITE PLAN (FULL)







APPLICATION NUMBER: PD 26-0217 (Revised)

ZHM HEARING DATE: May 26, 2026

BOCC LUM MEETING DATE: July 21, 2026

Case Reviewer: Carolanne Peddle

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 05/18/2026

Revised: 5/26/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: RV (and APB)

PETITION NO: PD 26-0217

- ☐ 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.

CONDITIONS OF APPROVAL

1. Within Village A, the following platted residential use types may be permitted subject to compliance with the residential development standards below by use type and other conditions herein this zoning:

1.1 Product Type A, Single Family Attached (townhome) (Rear Loaded Only).

Minimum lot size: 1,280 sf
Minimum lot width: 16 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 10 ft.
Minimum side yard setback: 10 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.1.1 No front or side yard vehicular access shall be permitted.

- 1.1.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such

sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

- 1.1.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 1.6.

1.2 Product Type B, Single Family Detached – (Rear Loaded Only)

Minimum lot size: 2,880 sf
Minimum lot width: 32 ft.
Minimum lot depth: 90 ft.
Minimum front yard setback: 10 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

- 1.2.1 No front or side yard vehicular access shall be permitted.
- 1.2.2 All dwelling units constructed in accordance with these standards shall abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards. Additionally, dwelling units shall be served by an alleyway in the rear. One-way alleyways shall comply with the TTM TND-1 Typical Section. Two-way alleyways shall also be permitted. Two-way alleyways shall generally comply with the TND-1 Typical section; however, the pavement width shall be increased to a minimum of 16 feet. All rear loaded units not fronting a street shall instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a roadway at both ends of the continuous sidewalk. Such sidewalks shall be privately owned and maintained with easements sufficient to grant rights of ingress/egress to each homeowner taking pedestrian access from such sidewalk system. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.
- 1.2.3 Rear setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 24 feet between the far-side edge of alleyway pavement to the face of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 1.6.

1.3 Product Type C, Single Family Attached (townhome) (Front Loaded Only).

Minimum lot size: 1,280 sf
Minimum lot width: 16 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 10 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.3.1 Buildings shall contain a minimum of 3 attached units and a maximum of 8 attached units.

1.3.2. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 1.6.

1.4 Product Type D, Duplex (Front Loaded Only).

Minimum lot size: 1,200 sf
Minimum lot width: 20 ft.
Minimum lot depth: 60 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.4.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 1.6.

1.5 Product Type E, Single Family Detached (Front Loaded Only).

Minimum lot size: 3,200 sf
Minimum lot width: 40 ft.
Minimum lot depth: 80 ft.
Minimum front yard setback: 20 ft.
Minimum side yard setback: 5 ft
Minimum rear yard setback: 10 ft.
Minimum corner setback: 10 ft.
Minimum garage setback: 20 ft.
Maximum lot coverage: 85%
Maximum Height: 45 ft/3-stories

1.5.1 Setbacks for garages (whether attached or detached) shall be increased as necessary to provide a minimum of 20 feet between the closest edge of the sidewalk and façade of the garage. Additionally, no portion of any structure on that same frontage (including porches or other entry features on that frontage) shall be closer than 15 feet from the closest edge of the sidewalk. If units have garages and driveways within which cars may park, or only driveways within which cars may park, see related Condition 1.6.

1.6 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveways shall meet the following minimum requirements:

1.6.1 For front and side loaded units, such driveways shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

1.6.2 For rear (alley) loaded units, such driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between

the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

2. For non-platted residential development (multi-family) within Village A, uses may be permitted subject to compliance with the residential development standards below and other conditions herein this zoning.

Minimum setback to northern Village A boundary: 10 ft.
Minimum setback to southern Village A boundary: 20 ft.
Minimum setback to eastern Village A boundary: 10 ft.
Minimum setback to western Village A boundary: 0 ft.
Minimum building separation: 10 ft.
Maximum Height: 45 ft/3-stories

- 2.1 Notwithstanding anything herein to the contrary, for all units where vehicles will be permitted to park within residential driveways, such driveway shall meet the following minimum requirements:

- 2.1.1 For units constructed in the style of traditional front loaded single-family dwellings, townhome units and/or duplex units (i.e. with access via a front loaded roadway or a front loaded driveway), such units shall be constructed such that the driveway serving each individual unit shall be a minimum of 20 feet long as measured between the façade of the garage (or façade of that portion of the structure adjacent to the driveway where no garage is present) and the closest edge of sidewalk. Additionally, no other portion of any structure shall be permitted within 15 feet as measured from the closest edge of the sidewalk; and,

- 2.1.2 For units constructed in the style of traditional rear loaded single-family dwellings, townhome units and/or duplex units, (i.e. vehicular access via an alleyway and pedestrian access via a traditional roadway or driveway in the front) such rear access driveways shall be a minimum of 20 feet long; however, in order to ensure sufficient backing and maneuvering distance, such minimum length shall be increased as necessary to ensure there is a minimum of 24 feet between the far-side edge of alleyway pavement and the point at which the minimum 20-foot-long driveway begins.

Additionally, where a unit is accessed via an alleyway that does not front a traditional roadway or driveway in the front, and an alleyway is the sole means of access, then all such rear loaded units not fronting such facility instead be accessed using the wider alleyway section as shown on the PD site plan and shall front on a continuous sidewalk system with a minimum width of 5 feet. Such continuous sidewalk shall connect to a sidewalk within a driveway or roadway at both ends of the continuous sidewalk. Sidewalks may perpendicularly cross but otherwise shall not be permitted within or running adjacent to alleyways.

3. For multi-family units within Village A constructed in the style of duplex units, single-family detached units, or single-family attached units with fewer than 3 units in each building, such units may not be subdivided in the future unless they abut a roadway (along the front of the unit) complying with one of the Transportation Technical Manual (TTM) Typical Section standards.
4. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, within Village A, alleyways shall be designed as necessary to ensure that fire trucks, garbage trucks and other larger vehicles can safely turn around/travel through the site.
5. Due to the way traffic impacts were studied, all units constructed within Village B shall be constructed within apartment style buildings with a minimum height of four (4) stories. ~~Apartment style buildings less than four (4) stories may be permitted provided the total number of trips generated by development within Villages A and B do not exceed 2,247 average daily trips, 184 in peak hour trips, and 178 in peak hour trips. Multi-family town-homes, single-family style and/or duplex style multi-family dwellings shall not be permitted.~~

6. Notwithstanding anything herein these conditions or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
7. The project shall be served by and limited to four (4) connections to Mary Lou Dr. as shown on the PD site plan. The location of access points serving Village A shall be adjusted (if necessary) at the time of site/construction plan review to meet minimum access spacing requirements and, to the greatest extent possible, minimize headlight impacts to the single-family homes on the south side of Mary Lou Dr. from vehicles exiting Village A. Such access connections may be gated and, if so, shall comply with Typical Detail – 9 (TD-9) design requirements as found within the Hillsborough County Transportation Technical Manual (TTM). Additionally, the project shall be served by and limited to one (1) connection to Autumn Ridge Ave. Such connection shall be gated, and such gate shall comply with the standards which are the subject of the Design Exception (DE) referenced within Condition X, below.
8. Access to Village C shall be ~~via the access easement as shown on Sheet PD-2. At the time of site/construction plan approval and based on the map ultimately developed, the County shall determine the type and configuration of driveway for the connection and shall have the authority to require the developer shall be required to construct a commercial driveway (to include pedestrian connection) serving Village C to applicable standards between Village C and Mary Lou Dr. Such facility serving Village C shall be required to construct a bridge/culvert over Bullfrog Creek Rd. (to be reviewed and approved by Hillsborough County), as indicated on the PD site plan. The bridge/culvert shall be privately owned and maintained and meet Transportation Technical Manual (TTM) and other applicable requirements.~~
9. Internal transportation facilities shall be privately owned and maintained.
10. Construction access shall be restricted to those access connections to/from Mary Lou Dr. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
11. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a northbound to westbound left turn lane on Simmons Loop.
12. Project development may be phased. As such, concurrently with each increment of development, the developer shall submit a trip generation and site access analysis which examines turning movements at the intersection of Simmons Loop and Mary Lou Dr. Such analysis shall examine existing plus project traffic and be used to determine whether a southbound to westbound right turn lane is warranted pursuant to LDC Sec. 6.04.04.D. to support that increment. The developer shall construct such turn lane concurrently with the increment of development triggering such warrant. Additionally, the developer shall construct a 5-foot-wide keyhole bicycle lane concurrently with the addition of the right turn lane. This condition may require the developer to dedicate and convey or otherwise acquire additional right-of-way to achieve full project buildout.
13. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Mary Lou Dr. substandard roadway improvements, and which permits deviations from the TS-3 Typical Section standard, non-residential subtype. As Mary Lou Dr. is a substandard local roadway, the developer will be required to improve the roadway (between the project boundary and Simmons Loop) prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, the developer shall:
 - a. Widen the roadway such that there are 12-foot-wide travel lanes;
 - b. Construct Type-F curb on both sides of the roadway;
 - c. Construct a 5-foot-wide sidewalk along the north side of the roadway; and,
 - d. Construct a 6-foot-wide sidewalk along the south side of the roadway, adjacent to the F-curb.
14. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Simmons Loop

substandard roadway improvements, and which permits deviations from the TS-4 Typical Section standard (for 2-lane, undivided, urban collector roadways). As Simmons Loop is a substandard collector roadway, the developer will be required to improve the roadway prior to concurrent with the initial increment of development, consistent with the Design Exception (except that the southbound right turn lane will be constructed when specified in Condition 12). Specifically, the developer shall:

- a. Extend the curb and gutter, bicycle lane and sidewalk on the west side of Simmons Loop, from their current terminus south of the project to the southern boundary of folio 77743.0100 (for a distance of +/- 100 feet); and,
 - b. Dedicate and convey to Hillsborough County 35 feet of right-of-way along its Simmons Loop frontage.
15. If PD 26-0217 is approved, the County Engineer will approve a Design Exception request (dated April 30, 2026) which was found approvable by the County Engineer (on May 11, 2026) for the Autumn Ridge Ave. gate design, and which permits deviations from the Typical Detail – 9 (TD-9) standards for gated residential projects. The developer shall construct the gated entrance consistent with the Design Exception.

Other Conditions

1. The developer shall revise both PD site plan sheets to show Bullfrog Creek and show/label the area of crossing as “~~_____~~ Bridge/Culvert – See Conditions of Approval”.
2. On PD site plan sheet PD-1:
 - a. Within the “Allowable Uses by Village”, Village A use list, delete the reference to “Cottages”. ~~Staff notes that no development standards for such use type are proposed. delete the phrase “Platted or Unplatted” and add “In plume”. All Plans, or Unplatted” at the end.~~
3. On PD site plan sheet PD-2:
 - a. Revise the inset titled “Two-Way Alley” to instead state “Two-way Alleway for Units Not Fronting a Street or Driveway” and replace note 1 with a note which instead reads “See Conditions of Approval.”
 - b. Revise Note 1 within the “Platted A Dimensional Standards” table, to add “No accessory structures shall be permitted within a front or side yard which provides vehicular access.” to the end of the note.
 - c. Revise Note 6 within the “Platted A Dimensional Standards” table, to replace the words to correct the note to reflect the inset title change per condition 2.a., above.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 124.018 ac., from Agricultural Rural (AR) and Agricultural Single-Family – 1 (AS-1) to Planned Development (PD). The applicant is proposing up to 460 dwelling units and other uses as follows:

VILLAGE A

PLATTED OR UNPLATTED: TOWNHOMES, COTTAGES, DUPLEXES (80 DU) OR SINGLE FAMILY DETACHED (35 DU)

VILLAGE B

MULTI-FAMILY APARTMENTS (380 DU)
ONE STORY GARAGES

VILLAGE C

AGRICULTURE (WITH ACCESSORY VEHICLE EQUIPMENT AND STORAGE)
BEE KEEPING
PASSIVE RECREATIONAL USES
RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILER STORAGE - 20 TOTAL VEHICLES

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. Information shown below is based upon data from the 12th Edition of the ITE Trip Generation Manual. Staff notes that ITE does provide data for typical agricultural uses and are typically low trip generators. As such, those Village C uses were excluded from the calculations below consistent with current practice.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR and AS-1, 25 Single-Family Detached Dwelling Units (ITE Code 210)	467	22	27

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 80 Single-Family Duplex Units (ITE Code 215)	526	32	38
PD, 380 Multifamily Dwelling Units (4 to 10 stories) (ITE Code 221)	1,711	152	140
PD, RV/Boat Storage (ITE Code 151)	4	1	1
Subtotal:	2,241	185	179

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 1,774	(+) 163	(+) 152

EXISTING TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Simmons Loop is a 2-lane, substandard, collector road, characterized by +/- 11-foot-wide travel lanes in average condition. The roadway transitions to a 3-lane section (with 2 northbound lanes) in the vicinity of the project. The existing right-of-way on Simmons Loop in the vicinity of the project varies between +/- 94 feet and +/- 102 feet. There are 4-foot to 7-foot-wide bicycle lanes along portions of the roadway in the vicinity of the proposed project. There are +/- 5-foot to 6-foot-wide sidewalks along portions of the east and west sides of the roadway in the vicinity of the proposed project.

The roadway is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane roadway. Simmons Loop was recently extended south (as Gate Dancer Rd.) to Paseo al Mar Blvd. Although no more right-of-way is needed to construct the two-lane roadway, additional right-of-way is needed in various segments to complete the bicycle/pedestrian network and construction auxiliary turn lanes. The applicant has agreed to dedicate and convey certain additional right-of-way necessary to accommodate certain required improvements.

Mary Lou Dr. is a 2-lane, substandard, local roadway, characterized by +/- 15-feet of pavement in average condition. The roadway lies within a +/- 60-foot-wide right-of-way. There are no sidewalk or bicycle facilities present along the roadway.

SITE ACCESS AND CONNECTIVITY

The project parcels are currently served by two public roads, an existing connection to Mary Lou Dr. and a roadway stubout to Autumn Ridge Dr. which was designed with a temporary T-turnaround instead of a terminal cul-de-sac, given the road was planned to allow traffic to continue into the site as was envisioned within the adjacent PD 23-0552 which was most recently modified via PRS 24-0512. Such connection is also necessary to achieve compliance with LDC Sections 6.03.01.H., governing emergency access, Sec. 6.02.01.A. regarding connectivity, and to permit garbage or similar utility trucks to continue through the proposed project without having to turn around and ultimately add additional trips on Simmons Loop Rd. to move between adjacent projects.

Access to Village C shall be via a 40-foot-wide easement which runs through TECO owned property. Such access will necessitate a culvert/bridge crossing of Bullfrog Creek. EPC has indicated that wetland impacts necessary to access disconnected upland areas within this village will be evaluated at a later date.

Staff notes that direct access to Simmons Loop is not possible, since such access would not meet spacing requirements. Additionally, there are no locations within a reasonable distance south of the project that exiting project traffic could U-turn to travel back north (given the narrow nature of the 2-lane roadway and its existing/planned configuration). As such, access to Mary Lou provides for reasonable access to the property while minimizing the safety and operational aspects of unnecessary U-turns on Simmons Loop or other unsafe modifications that would otherwise be required.

Both northbound left and southbound right turn lanes on Simmons Loop onto Mary Lou Dr. are anticipated to be required to support full project buildout. The left turn lane will be constructed with the initial increment of development. The right turn lane will be phased and constructed at such time as it is warranted.

REQUESTED DESIGN EXCEPTION – SIMMONS LOOP – SUBSTANDARD ROAD

As Simmons Loop is a substandard collector roadway, the developer is required to improve Simmons Loop to current Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the Transportation Technical Manual (TTM) Typical Section – 4 (TS-4) (for 2-lane, Undivided, Urban Collector Roadways) include the following:

1. The developer shall be permitted to maintain 5-foot-wide to 7-foot-wide bicycle lanes in lieu of the 7-foot-wide buffered bicycle lanes required pursuant to TS-4; and,
2. The developer will be permitted to eliminate the required 5-foot-wide grass strip separator (between the back of curb and closest edge of sidewalk) required per TS-4 within the area north

of Mary Lou Dr. where a 6-foot-wide sidewalk is to be constructed against the back of curb adjacent to the southbound right turn lane.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

REQUESTED DESIGN EXCPEITION – MARY LOU DR. – SUBSTANDARD ROAD

As Mary Lou Dr. is a substandard local roadway, the developer is required to improve Mary Lou Dr. to current Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the Transportation Technical Manual (TTM) Typical Section – 3 (TS-3) (for 2-lane, Urban, Local Roadways), Non-Residential Subtype include the following:

1. The developer shall be permitted to utilize Type-F curb in lieu of the Miami curb required per TS-3; and,
2. The developer will be permitted to eliminate the required 5-foot-wide grass strip separator (between the back of curb and closest edge of sidewalk) required per TS-3 on the south side Mary Lou Dr. where a 6-foot-wide sidewalk is to be constructed against the back of curb adjacent along the entire roadway.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

REQUESTED DESIGN EXCPEITION – TYPICAL DETAIL – 9 (TD-9)

The developer is proposing to develop a gated access to Autumn Ridge Ave., which is required to comply with TD-9 standards as found within the Transportation Technical Manual (TTM). The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 30, 2026) to propose/determine the alternate improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on May 11, 2026). The deviations from the TTM TD-9 include that the developer shall be permitted to provide 80 feet of gate queue in a single-entry lane configuration, rather than the up to 175 feet of queue that is required in a single-entry lane configuration per TD-9.

If PD 26-0217 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Simmons Loop was not evaluated as a part of the 2024 Hillsborough County Level of Service (LOS) Report. The new north/south collector roadway (i.e. extension of Simmons Loop south to Paseo al Mar Blvd.) is anticipated to improve area connectivity and reduce traffic on adjacent roadways including Big Bend Rd., I-75 and 19th Ave., particularly in conjunction with the Paseo al Mar Blvd. flyover bridge (over I-75), which was recently completed.

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 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 Record Law.

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddle@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Mary Lou Drive-Substandard Road ☒ 4. Mary Lou Drive-Substandard Road ☒ 2. Mary Lou Drive-Substandard Road ☒ 5. Mary Lou Drive-Substandard Road ☒ 3. Mary Lou Drive-Substandard Road ☐ 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	75BB, LLC
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)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000
☐ Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	
Important: For Example, type "Residential Multi-Family Conventional - 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 26-0217
Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150,
077742.0000
Lincks Project No. 25125 (25266.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Mary Lou Drive from the proposed Village B access to Simmons Loop.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

Mr. Mike Williams
April 29, 2026
Page 2

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

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Mary Lou Drive is a local road.

The request is for a Design Exception to TS-3 of the Hillsborough County Transportation Technical Manual for Mary Lou Drive. The segment of Mary Lou Drive currently has the following characteristics as compared to TS-3:

1. Lane Width – TS-3 has 12 foot lanes for non-residential. The existing roadway has 9 foot lanes.
2. Miami Curb – TS-3 has miami curb. The existing road is a rural roadway.
3. Sidewalk – TS-3 has five (5) foot sidewalk on both sides of the road. There is no sidewalk on the road.
4. Right of Way – TS-3 has 54 feet of right of way for a non-residential project. The existing road has approximately 56 feet of right of way.

The developer proposed the following improvements to Mary Lou Drive from Simmons Loop to Village B access:

- a. Widen the roadway to provide 12 foot lanes.
- b. Add Type F curb on the north and south sides of the road.
- c. Add 5 foot sidewalk on the north side of the road.
- d. Add 6 foot sidewalk on the south side of the road adjacent to the Type F curb.

The proposed typical section is shown in Figure 1.

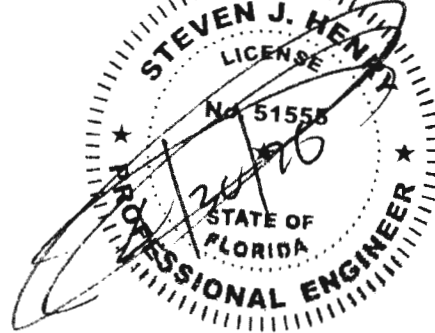
Mr. Mike Williams
April 29, 2026
Page 3

Based on the above, it is our opinion, the proposed improvements to Mary Lou Drive will offset the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Best Regards,

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



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

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

Sincerely,

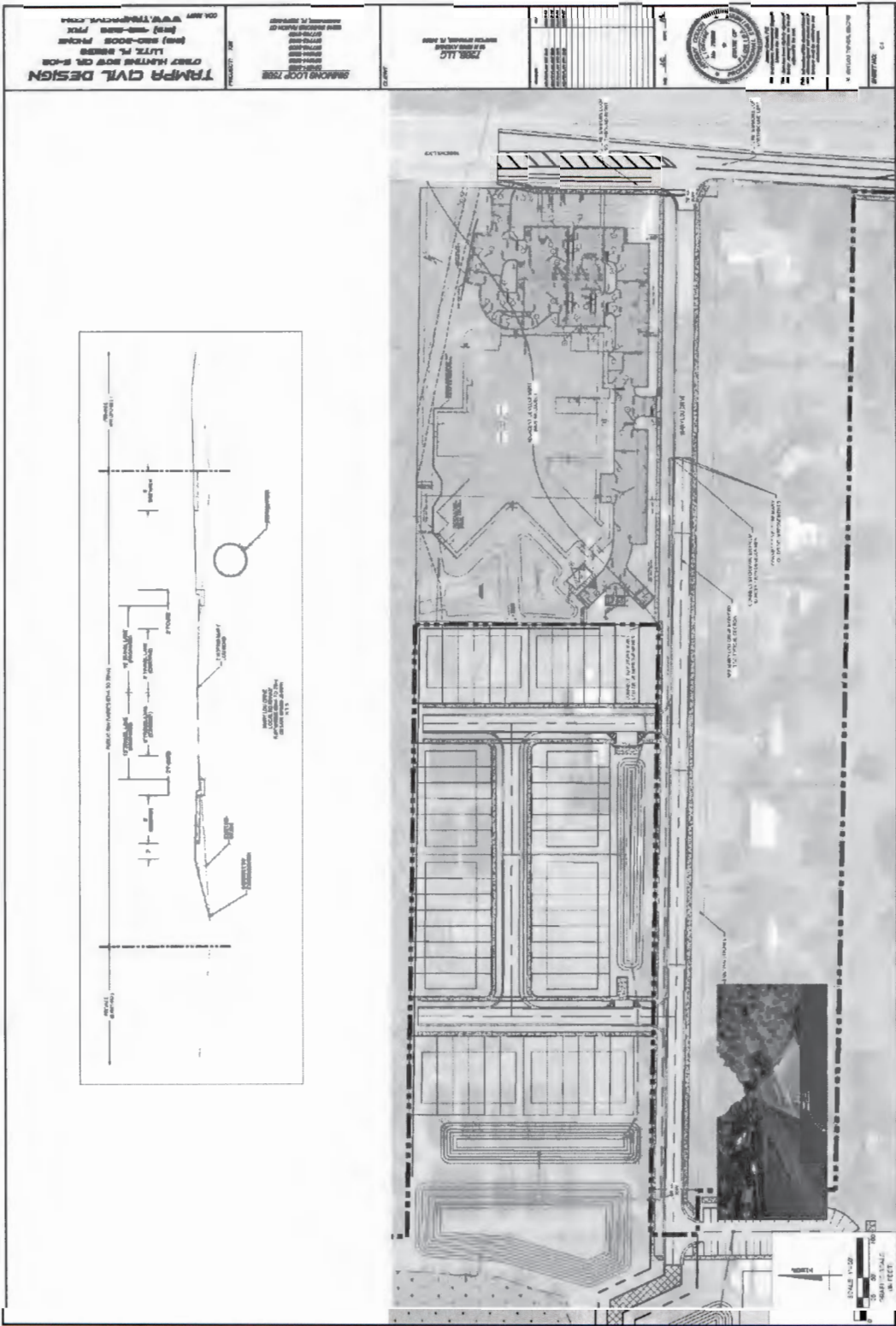
Michael J. Williams
Hillsborough County Engineer

TABLE 1
 PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE</u> <u>LUC</u>	<u>Trip Ends</u>			<u>AM Peak Hour</u> <u>Trip Ends</u>			<u>PM Peak Hour</u> <u>Trip Ends</u>		
				<u>Trip Ends</u>	<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38		
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140		
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1		
			Total	2,241	44	141	185	112	67	179		

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

Mr. Mike Williams
April 29, 2026
Page 5

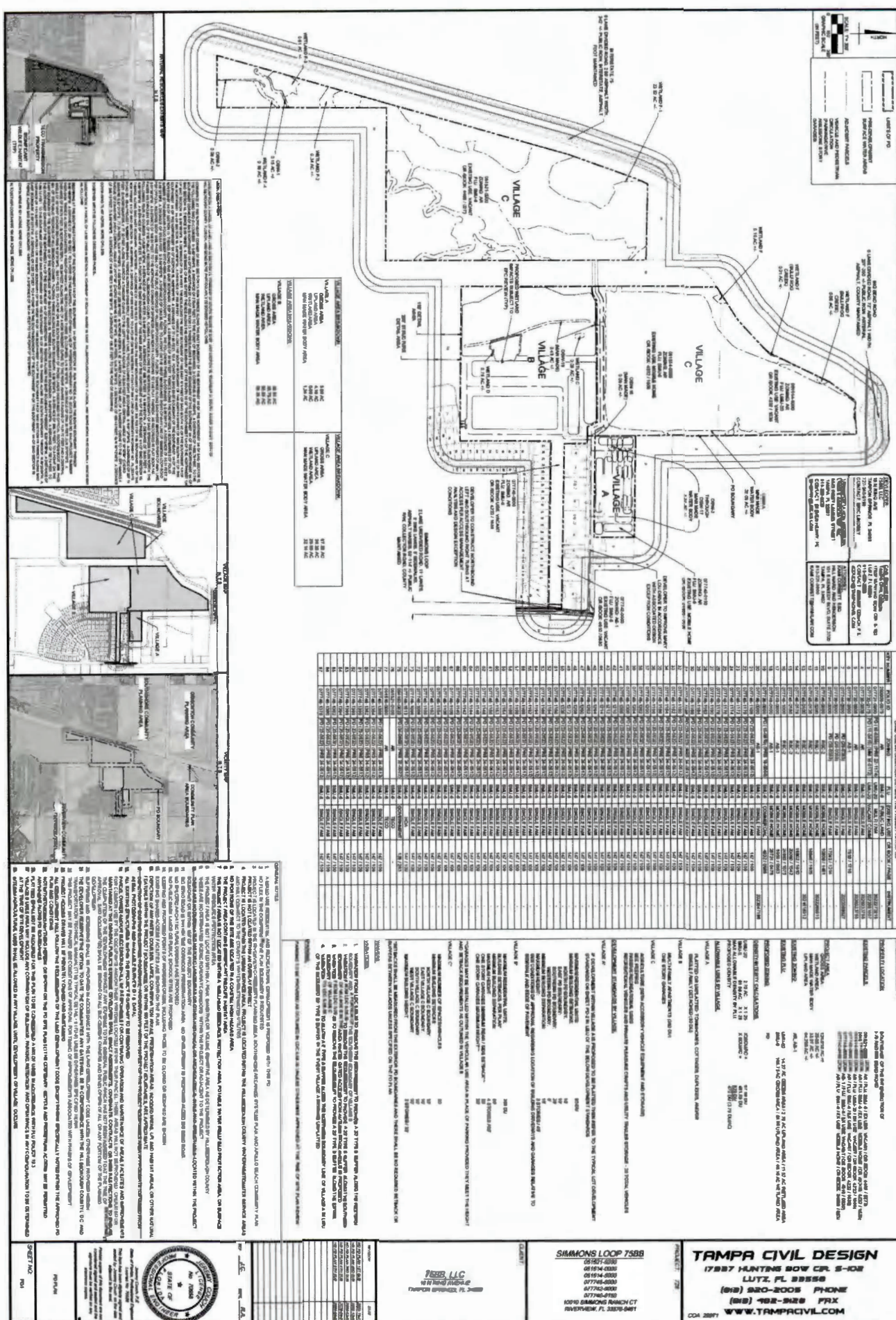


APPENDIX



PD PLAN





RECEIVED

APR 30 2026

Development Services

7588, LLC

10000 SIMMONS LOOP CT

DAVENPORT, FL 33550-9881

TAMPA CIVIL DESIGN

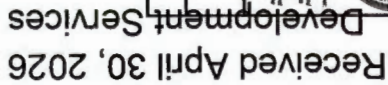
17887 HUNTING BOW CIR S-102

LUTZ, FL 33558

(813) 920-2008 PHONE

(813) 402-5125 FAX

WWW.TAMPACIVIL.COM



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- | | |
|---|--|
| STATE ROADS
PRINCIPAL ARTERIAL
ARTERIAL
UNCLASSIFIED ROADS | ROADS AND BOUNDARY LINES
COUNTY BOUNDARY
MAJOR ROADS
HILLSBOROUGH COUNTY
PINELLAS COUNTY
JACKSONVILLE
URBAN SERVICE AREA |
| COUNTY ROADS
ARTERIAL
COLLECTOR
UNCLASSIFIED ROADS | NATURAL FEATURES
WATER AND BAY
STREAMS/RIVERS |

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLIENT: C-1100 Hillsborough County - "New transportation system and subject to change."
 JURISDICTION: HILLSBOROUGH COUNTY, FLORIDA
 PREPARED BY: HILLSBOROUGH COUNTY PLANNING DEPARTMENT
 DATE: 12/1/2025
 PROJECT: HILLSBOROUGH COUNTY COMPREHENSIVE PLAN
 MAP: LOCAL FUNCTIONAL CLASSIFICATION
 SCALE: 1" = 1 MILE
 ACCURACY: This map is intended for general reference only and should not be used for legal purposes. The map is not a survey and does not represent any official position of the Hillsborough County Planning Department.

Author: B. M. Smith

Date: 12/1/2025

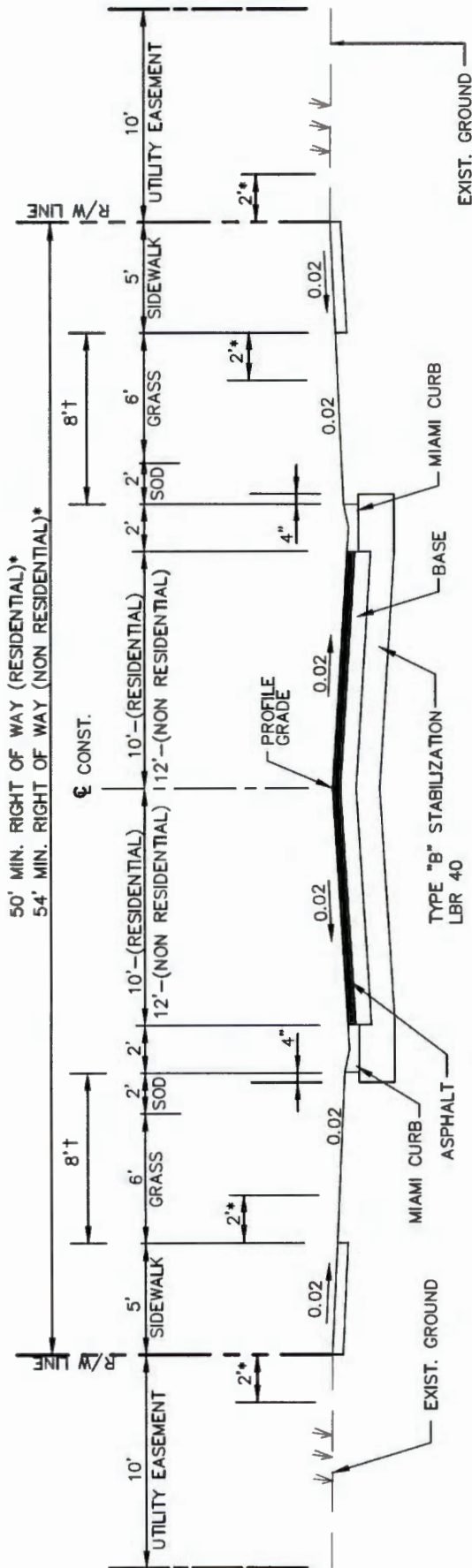
Path: G:\gis\work\Hillsborough\Hillsborough_Comp_Plan\Hillsborough_Comp_Plan_2021_Map_0002_Locals_Full\Hillsborough_Comp_Plan_08122025_Adopted.mxd

Hillsborough County, Florida



TS-3





TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 35 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**

**LOCAL URBAN ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. TS-3

SHEET NO. 1 OF

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 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: Williamsrn@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddleec@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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

Hillsborough County Florida

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Simmons Loop-Substandard Road ☒ 4. Simmons Loop-Substandard Road ☒ 2. Simmons Loop-Substandard Road ☐ 5. ☒ 3. Simmons Loop-Substandard Road ☐ 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 75BB, LLC 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) 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 07742.0000 ☐ Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".	
Name of Person Submitting Request Steven J. Henry, P.E. Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number PD 26-0217 Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number) Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150
Lincks Project No. 25125 (25266.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Simmons Loop from Mary Lou Drive south approximately 350 feet to tie into the improvements recently constructed on Simmons Loop.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

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

Mr. Mike Williams
April 29, 2026
Page 2

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Simmons Loop is a collector road.

The request is for a Design Exception to TS-4 of the Hillsborough County Transportation Technical Manual for Simmons Loop. The segment of Simmons Loop currently has the following characteristics as compared to TS-4:

1. Lane Width – TS-4 has 11 foot lanes. The existing roadway has 11 foot lanes.
2. Curb & Gutter – TS-4 has curb and gutter. The existing road has curb and gutter on the east side of the road. The west side of the road south of Mary Lou Drive for approximately 260 feet is a rural roadway.
3. Bike Lanes – TS-4 has 7 foot buffered bike lanes. The existing road has 5 foot bike lanes on the east side of Simmons Loop and north of Mary Lou Drive. Approximately 260 feet south of Mary Lou Drive, Simmons Loop has 7 foot bike lanes.
4. Sidewalk – TS-4 has five (5) foot sidewalk on both sides of the road. There is sidewalk on the east side of the road.
5. Right of Way – TS-4 has 64 feet of right of way. The right of way within the vicinity of the project varies between 50 feet and 114 feet.

The Developer proposes to construct a northbound left turn lane and a southbound right turn lane at the intersection of Simmons Loop and Mary Lou Drive. The improvements will include the following:

- a. Southbound right turn lane
 - i. Eleven (11) foot right turn lane.
 - ii. Five (5) foot bike lane to match the bike lanes to the north.
 - iii. Six (6) foot sidewalk
- b. Northbound left turn lane
 - i. Eleven (11) foot left turn lane.
 - ii. Maintain five (5) foot bike lane on the east side of Simmons Loop.
 - iii. Extend the existing curb & gutter, 7 foot bike lane and 5 foot sidewalk approximately 100 feet north of the current terminus.
 - iv. The developer will convey 35 feet of right of way along Simmons Loop from the property adjacent to Simmons Loop.

The improvements are shown in Figure 1.

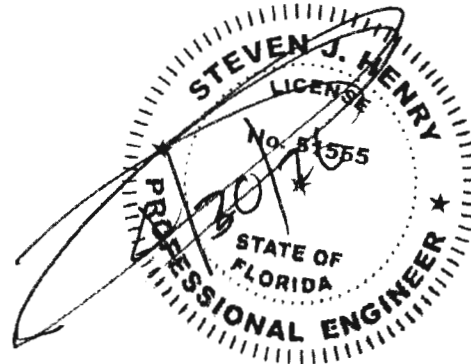
Mr. Mike Williams
April 29, 2026
Page 3

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

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

Best Regards,

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



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

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

Sincerely,

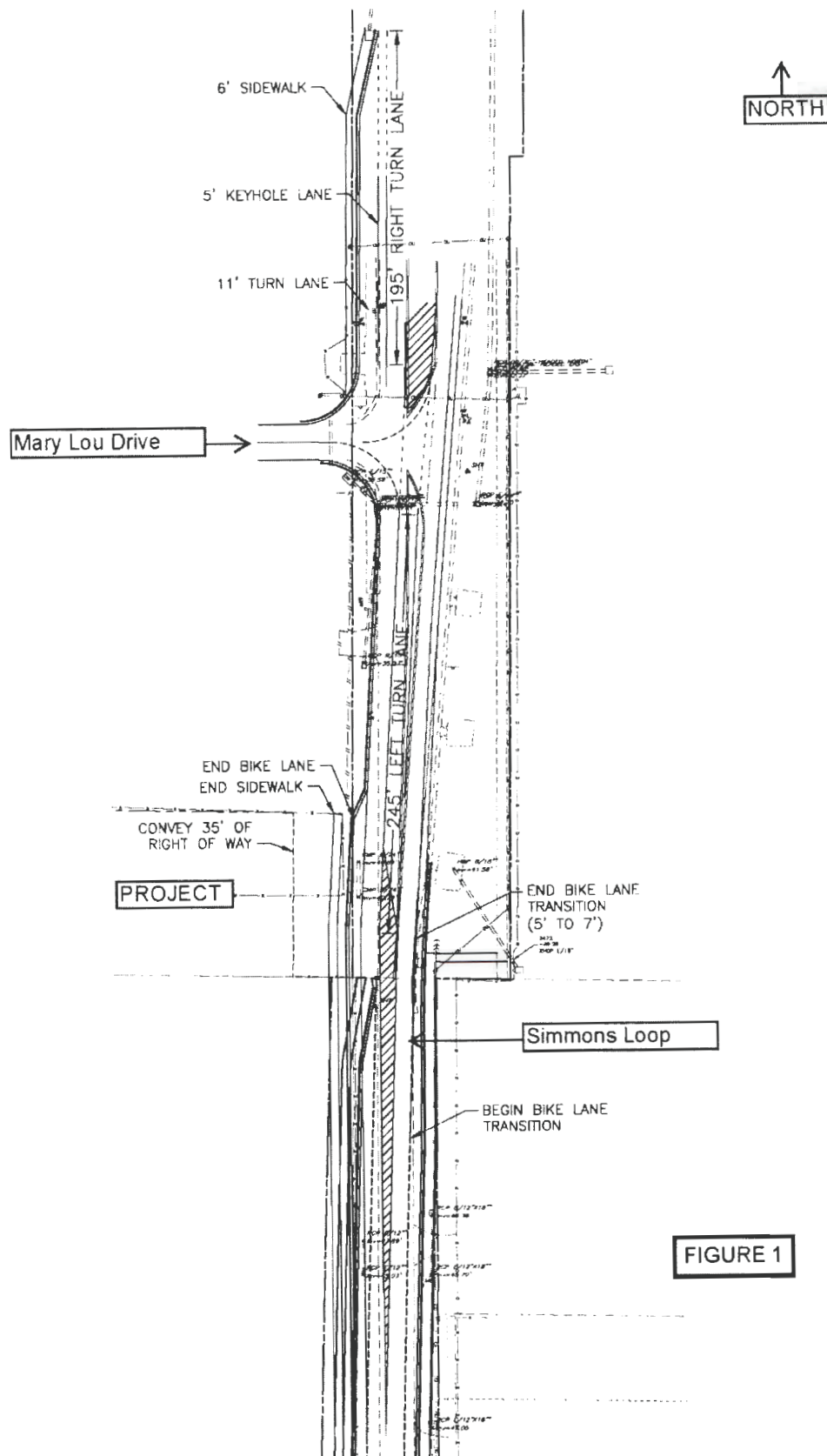
Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE</u> <u>LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>			<u>PM Peak Hour</u> <u>Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
Total				2,241	44	141	185	112	67	179

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

Mr. Mike Williams
April 29, 2026
Page 5

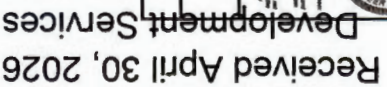


APPENDIX



PD PLAN





HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- | | |
|---------------------|---------------------------------|
| STATE ROADS | ROADS AND BOUNDARY LINES |
| PRINCIPAL ARTERIAL | COUNTY BOUNDARY |
| ARTERIAL | MAJOR ROADS |
| UNCLASSIFIED ROADS | HILLSBOROUGH COUNTY |
| | PIELAS COUNTY |
| | JACKSON COUNTY |
| | URBAN SERVICE AREA |
| COUNTY ROADS | NATURAL FEATURES |
| ARTERIAL | WATER AND BAY |
| COLLECTOR | STREAMS/RIVERS |
| UNCLASSIFIED ROADS | |

LOCATOR MAP AND REFERENCE INFORMATION



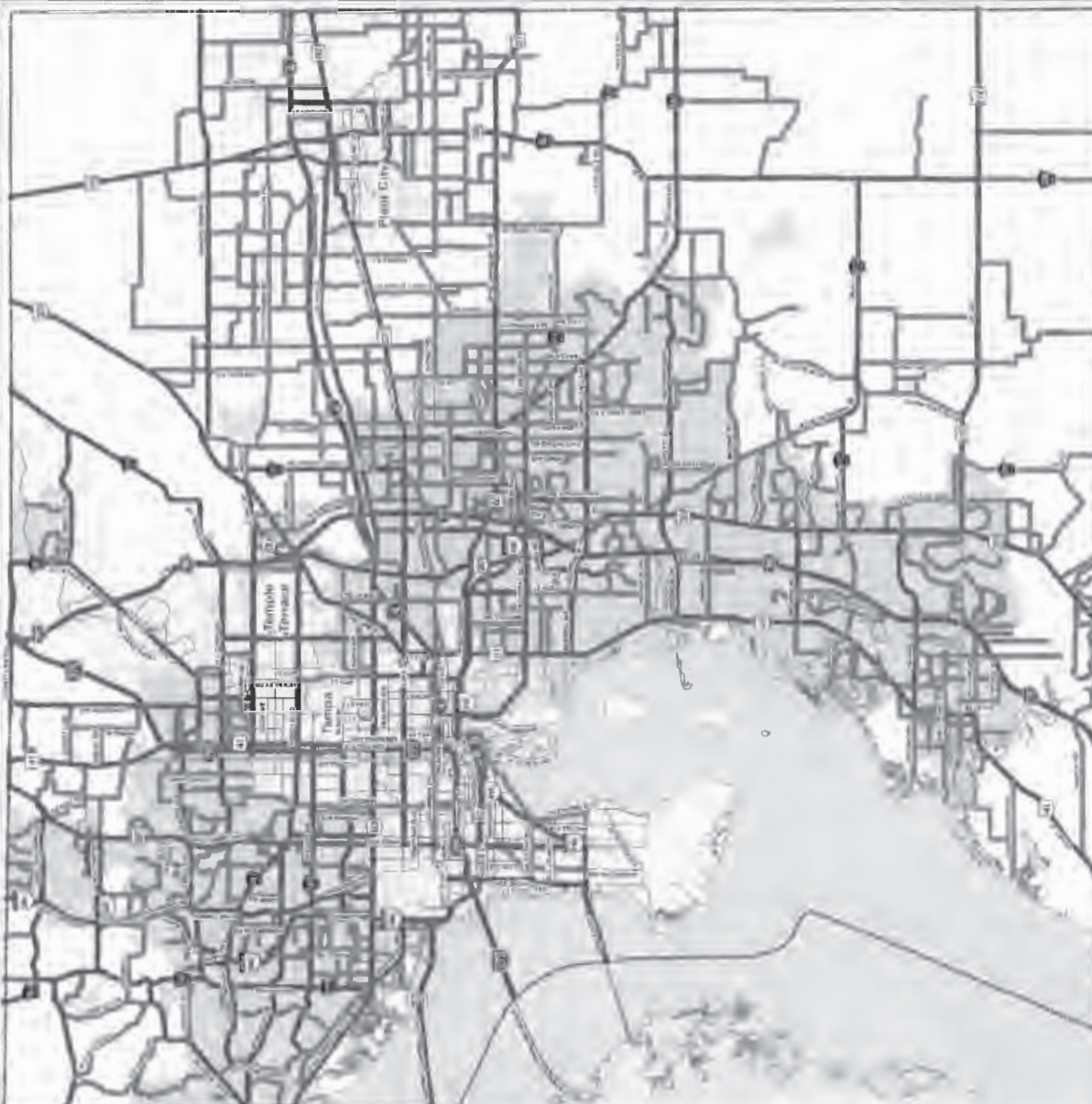
Hillsborough County, Florida



Copyright 2021 by Hillsborough County, Florida. All rights reserved. This map is a preliminary map and subject to change without notice. Hillsborough County, Florida, is not responsible for any errors or omissions in this map. Hillsborough County, Florida, is not responsible for any damages or liabilities arising from the use of this map. Hillsborough County, Florida, is not responsible for any damages or liabilities arising from the use of this map. Hillsborough County, Florida, is not responsible for any damages or liabilities arising from the use of this map.

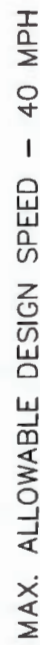
Author: Hillsborough
Date: 1/21/2025

Plan Hillsborough.org



TS-4

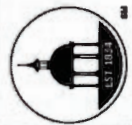




1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
3. * PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE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

10/17

TRANSPORTATION TECHNICAL MANUAL

Hillsborough
County Florida

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

DRAWING NO. TS-45

SHEET NO. 1 OF

Ratliff, James

From: Williams, Michael
Sent: Monday, May 11, 2026 4:05 PM
To: Steven Henry
Cc: Kami Corbett; Peddle, Carolanne; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0217 - Design Exception Review
Attachments: 26-0217 DEAdd 04-30-26_1.pdf; 26-0217 DEAdd 04-30-26_2.pdf; 26-0217 DEAdd 04-30-26_3.pdf

Steve,

I have found the attached three Design Exceptions (DE) for PD 26-0217 APPROVABLE.

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

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

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

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

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, May 11, 2026 2:16 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

Hello Mike,

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

stevenh@trafficmobility.com
kami.corbett@hwhlaw.com
peddlec@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services
E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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Hillsborough County *Florida*

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)	
Submittal Type (check one)	☐ New Request ☒ Revised Request ☐ Additional Information	
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Alternative to TD-9 ☒ 4. Alternative to TD-9 ☒ 2. Alternative to TD-9 ☐ 5. ☒ 3. Alternative to TD-9 ☐ 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 75BB, LLC 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) 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000 ☐ Check This Box If There Are More Than Five Folio Numbers Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").		
Name of Person Submitting Request Steven J. Henry, P.E. Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.		
Current Property Zoning Designation Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.		
Pending Zoning Application Number PD 26-0217 Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.		
Related Project Identification Number (Site/Subdivision Application Number) Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".		



April 30, 2026

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

Re: 75BB, LLC
PD 26-0217
Folio: 051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150,
077742.0000
Lincks Project No. 25125 (25226.02.04)

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet the requirements of TD-9.

The property is proposed to be rezoned Planned Development to allow the following land uses:

Village A:

- 80 Townhomes, Cottages, Duplexes or 35 Single Family Detached

Village B:

- Multi-Family – 380 Dwelling Units

Village C:

- Agriculture (with accessory vehicle equipment and storage)
- Bee Keeping
- Passive Recreational Uses
- Recreational Vehicles and Private Pleasure Crafts and Utility Trailer Storage – 20 Total Vehicles

Table 1 provides the trip generation for the proposed project.

The access for the project is proposed to be via the extension of Mary Lou Drive and Autumn Ridge Avenue.

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

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

Mr. Mike Williams
April 29, 2026
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The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Mary Lou Drive and Autumn Ridge Avenue are local roads.

The developer proposes to gate the access to the project at Autumn Ridge Avenue. The layout for the gate is shown in Figure 1. Based on the Hillsborough County Transportation Technical Manual, and the proposed development, the queue length for the gate is to be 175 feet. A Design Exception request to allow a total of 80 foot queue length. The justification for the reduced length is as follows:

1. The main entrance for the Multi-Family development is to be via Mary Lou Drive.
2. It is not anticipated that the entrance at Autumn Ridge Avenue would be utilized by a significant amount of the project traffic as Autumn Ridge Avenue is within the Spencer Glen Subdivision.
3. Even if the queue did exceed the 80 feet provided, it would only queue along Autumn Ridge Avenue not effecting the collector/arterial roadway network.

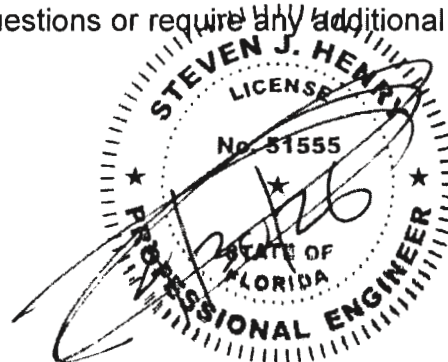
Mr. Mike Williams
April 29, 2026
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Based on the above, it is our opinion, the proposed queue length should be adequate to meet the Transportation Technical Manual.

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

Best Regards,

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



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

_____ Disapproved
_____ Approved
_____ Approved with Conditions

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

Sincerely,

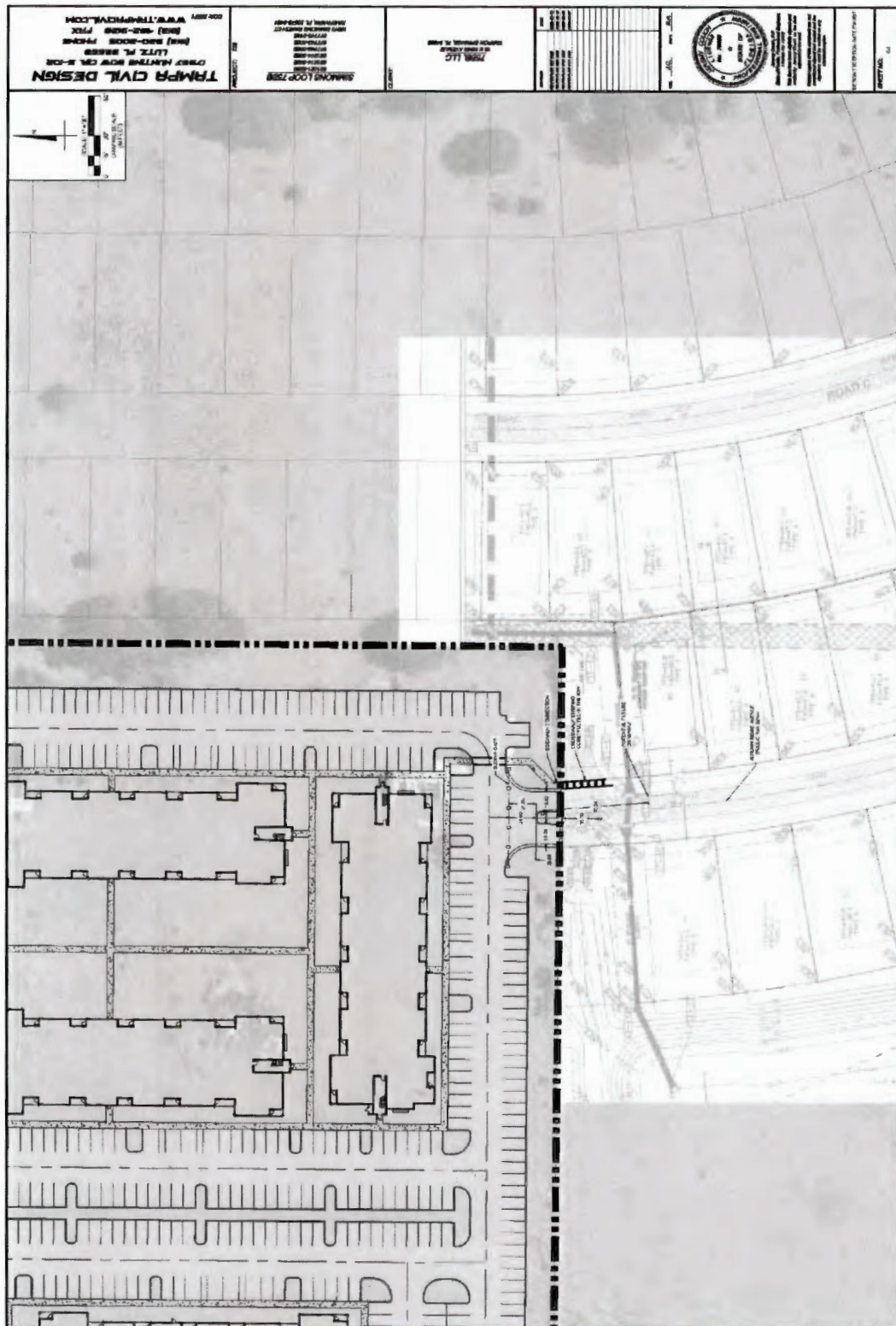
Michael J. Williams
Hillsborough County Engineer

TABLE 1
PROPOSED PROJECT TRIP ENDS (1)

<u>Village</u>	<u>Land Use</u>	<u>Size</u>	<u>ITE LUC</u>	<u>Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
					<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
A	Townhomes	80 DU's	215	526	8	24	32	22	16	38
B	Multi-Family	380 DU's	221	1,711	35	117	152	90	50	140
C	RV/Boat Storage	20 Spaces	151	4	1	0	1	0	1	1
Total				2,241	44	141	185	112	67	179

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

Mr. Mike Williams
April 29, 2026
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APPENDIX



PD PLAN



VILLAGE C

VILLAGE A

VILLAGE B

VILLAGE D

VILLAGE E

VILLAGE F

VILLAGE G

VILLAGE H

VILLAGE I

VILLAGE J

VILLAGE K

VILLAGE L

VILLAGE M

VILLAGE N

VILLAGE O

VILLAGE P

VILLAGE Q

VILLAGE R

VILLAGE S

VILLAGE T

VILLAGE U

VILLAGE V

VILLAGE W

VILLAGE X

VILLAGE Y

VILLAGE Z

VILLAGE AA

VILLAGE AB

VILLAGE AC

VILLAGE AD

VILLAGE AE

VILLAGE AF

VILLAGE AG

VILLAGE AH

VILLAGE AI

VILLAGE AJ

VILLAGE AK

VILLAGE AL

VILLAGE AM

VILLAGE AN

VILLAGE AO

VILLAGE AP

VILLAGE AQ

VILLAGE AR

VILLAGE AS

VILLAGE AT

VILLAGE AU

VILLAGE AV

VILLAGE AW

VILLAGE AX

VILLAGE AY

VILLAGE AZ

VILLAGE BA

VILLAGE BB

VILLAGE BC

VILLAGE BD

VILLAGE BE

VILLAGE BF

VILLAGE BG

VILLAGE BH

VILLAGE BI

VILLAGE BJ

VILLAGE BK

VILLAGE BL

VILLAGE BM

VILLAGE BN

VILLAGE BO

VILLAGE BP

VILLAGE BQ

VILLAGE BR

VILLAGE BS

VILLAGE BT

VILLAGE BU

VILLAGE BV

VILLAGE BW

VILLAGE BX

VILLAGE BY

VILLAGE BZ

VILLAGE CA

VILLAGE CB

VILLAGE CC

VILLAGE CD

VILLAGE CE

VILLAGE CF

VILLAGE CG

VILLAGE CH

VILLAGE CI

VILLAGE CJ

VILLAGE CK

VILLAGE CL

VILLAGE CM

VILLAGE CN

VILLAGE CO

VILLAGE CP

VILLAGE CQ

VILLAGE CR

VILLAGE CS

VILLAGE CT

VILLAGE CU

VILLAGE CV

VILLAGE CW

VILLAGE CX

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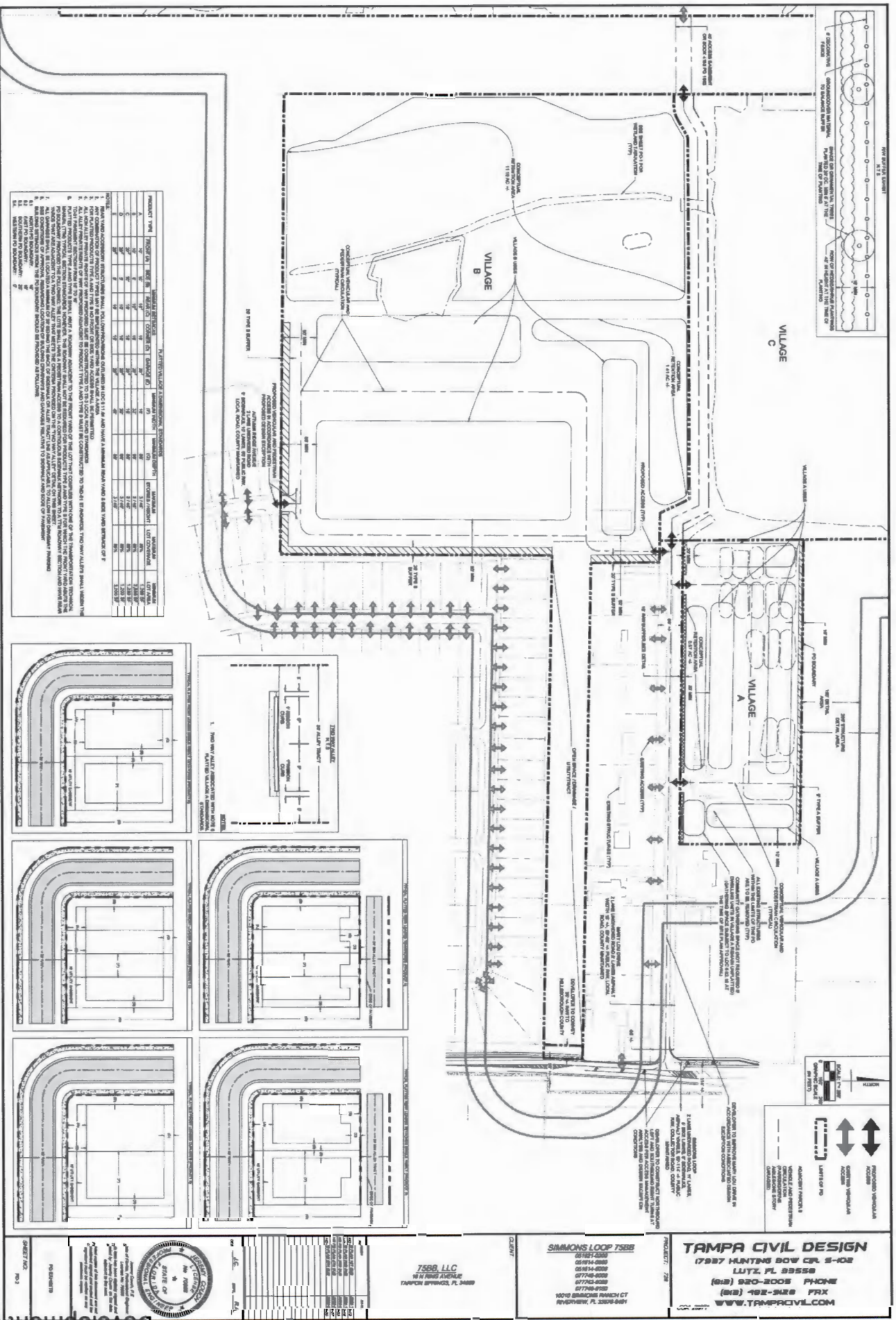
VILLAGE KQ

VILLAGE KR

VILLAGE KS

VILLAGE KT

VILLAGE KU</



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP





LEGEND

- STATE ROADS**

 - PRINCIPAL ARTERIAL
 - ARTERIAL
 - UNCLASSIFIED ROADS

COUNTY ROADS

 - ARTERIAL
 - COLLECTOR
 - UNCLASSIFIED ROADS

ROADS AND BOUNDARY LINES

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

NATURAL FEATURES

 - WATER AND BAY
 - STREAMS/RIVERS

LOCATOR MAP AND REFERENCE INFORMATION



Manufacturing Country

[illegible]

Author: R.Mattie
Date: 1/21/2026

bioethics

1



TD-9



FOR ALL PRIVATE AND PUBLIC RESIDENTIAL DEVELOPMENT WITH GUARDHOUSES OR ELECTRONIC ENTRANCES

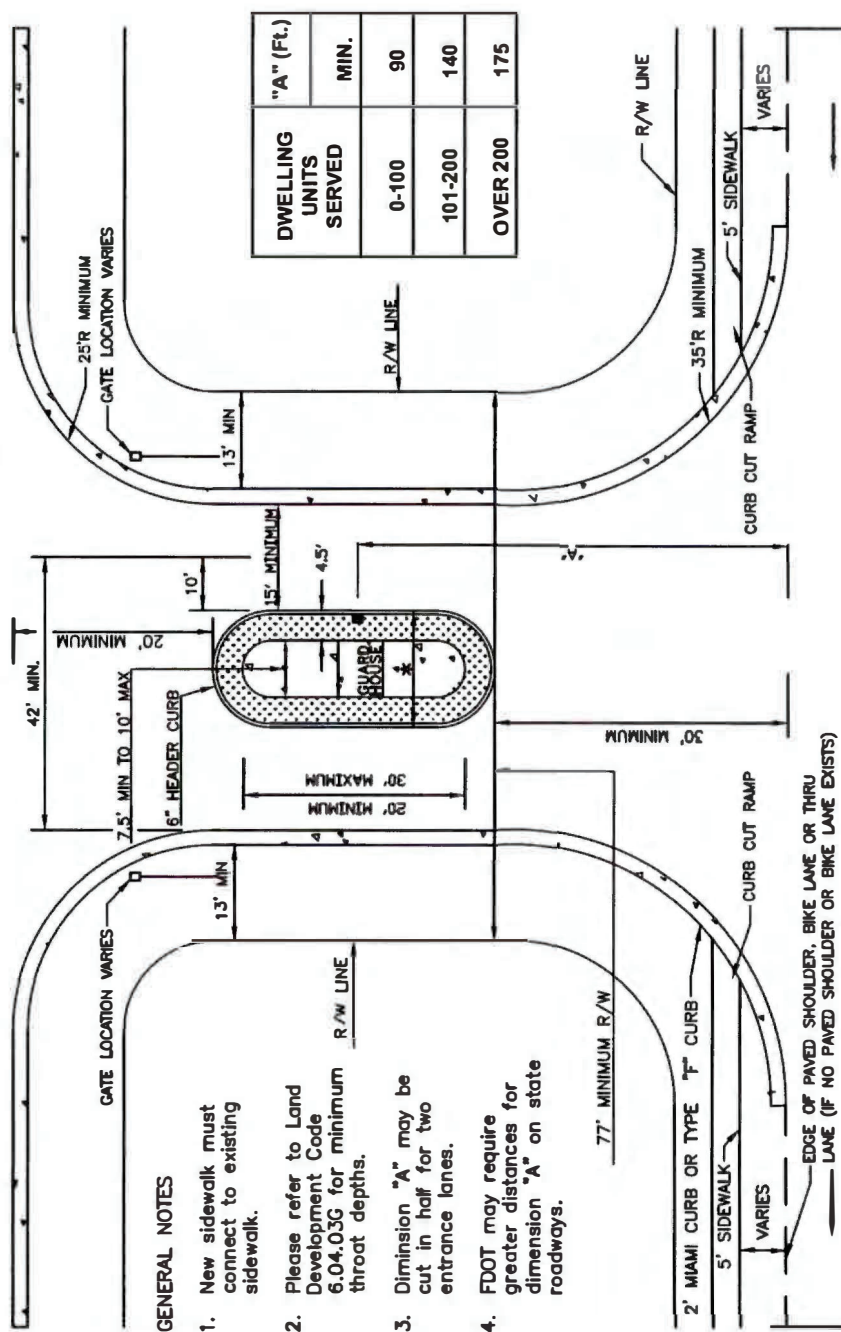
FOR PUBLIC RESIDENTIAL DEVELOPMENTS

1. Communities desiring to place guardhouses and/or gates within public right-of-way must obtain right-of-way use permit and enter into a construction and maintenance agreement with the County. Any such guardhouse shall be unmanned and for ornamental purposes only. Gates must be for ornamental purposes only, fixed in an open position, and shall not be located within the clear zone area.
2. * Minimum width of median containing a guardhouse shall be 16.5'. Minimum width of median without a guardhouse shall be 10'.
3. There shall be no stop bars or other stop controls at guardhouses within public rights-of-way.

PRIVATE GATED DEVELOPMENTS

1. Private gated developments shall provide adequate space for a single unit 30-foot truck to make a U-Turn. This minimum outside distance is 42'. This U-Turn area shall be between the electronic entrance device and entrance gate.
2. The distance "A" in the table shall be measured from the stop bar at the guardhouse or from the electronic entry devices, inclusive of any entry control features.
3. * Minimum width of median for the Electronic Entry Device is 4 feet.

PROPOSED RESIDENTIAL ROAD



GENERAL NOTES

1. New sidewalk must connect to existing sidewalk.
2. Please refer to Land Development Code 6.04.03G for minimum throat depths.
3. Dimension "A" may be cut in half for two entrance lanes.
4. FDOT may require greater distances for dimension "A" on state roadways.

EXISTING ROAD

ENTRANCE MEDIAN, GUARDHOUSE AND ELECTRONIC ENTRY TYPICAL DETAILS



TRANSPORTATION
TECHNICAL
MANUAL

REVISION DATE:
10/17

DRAWING NO. TD-9
SHEET NO. 1 OF 1



**Hillsborough County
City-County
Planning Commission**

Application No. 26-0217
Name: TYREK ROYAL
Entered at Public Hearing: ZMM
Exhibit # 1 Date: 5-26-2026

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 - 272 - 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: May 26, 2026 Report Prepared: May 15, 2026	Case Number: PD 26-0217 Folio(s): 51514.0000, 51514.5000, 51521.0200, 77740.0150, 77742.0000 & 77745.0000 General Location: South of Big Bend Road, east of Interstate 75 and west of Simmons Loop
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga; 0.25 FAR) + Urban Mixed Use-20 (20 du/ga; 1.0 FAR)
Service Area	Urban
Community Plan(s)	Riverview + Apollo Beach + SouthShore Areawide Systems
Rezoning Request	Agricultural Rural (AR) to Planned Development (PD) to divide the site into three pockets with permitted uses specific to each pocket
Parcel Size	124.018 ± acres
Street Functional Classification	Big Bend Road – County Arterial Interstate 75 – State Principal Arterial Simmons Loop – County Collector
Commercial Locational Criteria	N/A
Evacuation Area	D + E

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6 + Urban Mixed Use-20	AR	Vacant Land + Single Family Residential + Agriculture
North	Suburban Mixed Use-6 + Urban Mixed Use-20 + Public/Quasi-Public	AR + PD	Public/Quasi-Public/Institutions
South	Suburban Mixed Use-6	PD + AR	Single Family Residential + HOA Property + Vacant Land + Public/Quasi-Public/Institutions
East	Suburban Mixed Use-6 + Urban Mixed Use-20 + Community Mixed Use-12	PD + AS-1 + RSC-2 + AR	Single Family Residential + Public/Quasi-Public/Institutions + Vacant Land
West	Urban Mixed Use-20 + Community Mixed Use-12 + Public/Quasi-Public + Suburban Mixed Use-6	PD	Single Family Residential + Agriculture + Vacant Land + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 124.0178 ± acre subject site is located south of Big Bend Road, east of Interstate 75 and west of Simmons Loop. The subject site is in the Urban Service Area (USA) and is within the limits of the Riverview Community Plan and the SouthShore Areawide Systems Plan. The applicant requests a rezoning from Agricultural Rural (AR) to Planned Development (PD) to divide the site into three pockets with permitted uses specific to each pocket. According to the revised request, which was uploaded into Optix on May 8, 2026, the proposed four pockets will be labeled as villages:

1. Village A is proposed to be a residential pocket of the PD with a total of 80 dwelling units. Development within Village A may remain unplatted or be platted and may include any combination of the following residential housing types: townhomes, cottages, duplexes, and/or single-family detached homes.
2. Village B is proposed to be a residential pocket of the PD containing multifamily apartments with a total of 380 units and a separate open space/drainage/utility track..
3. Village C is proposed to be an mixed-use pod. The Applicant is proposing the following uses within Village C: agriculture (with accessory vehicle equipment and storage), beekeeping, passive recreational uses, and recreational vehicles and private pleasure crafts and utility trailer storage for up to 20 total vehicles.

The subject site is located within the Urban Service Area, where Future Land Use Section (FLUS) Objective 1.1 directs approximately 80 percent of the County's anticipated growth. FLUS Policy 3.1.3 requires that new development be compatible with surrounding land uses, clarifying that compatibility does not necessitate identical form or use, but rather thoughtful and sensitive design that maintains the character of existing development. The surrounding land use pattern reflects a mix of uses. The subject site is currently comprised of vacant land, agricultural uses, and single-family residential development. Similar vacant land and single-family residential uses are located to the south, east, and west, with agricultural uses to the west. Public/quasi-public/institutional uses are present on all sides of the subject site. Given the existing development pattern in the surrounding area, the proposed development is consistent with the growth objectives of FLUS Objective 1.1 and satisfies the compatibility standards of FLUS Policy 3.1.3. The proposal demonstrates compatibility with surrounding uses and maintains the established character of the area.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Suburban Mixed Use-6 (SMU-6) Future Land Use category. SMU-6 allows for the consideration of agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. The SMU-6 designation allows for a maximum of 6 dwelling units per gross acre (du/ga) and a maximum intensity of 0.25 Floor Area Ratio (FAR). The subject site is also in the Urban Mixed Use-20 (UMU-20) Future Land Use category. UMU-20 allows for the consideration of agricultural, residential, commercial, office, business park, research corporate park, light industrial, multi-purpose and/or mixed-use projects at appropriate locations. The UMU-20 Future Land Use designation allows for a maximum of 20 dwelling units per gross acre and a maximum intensity of 1.0 FAR.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed Planned Development (PD) and determined that wetlands are present on the subject site. Based on the revised request, approximately 59.73 acres of wetlands exist on the property. Pursuant to Future Land Use Section (FLUS) Policy 2.3.9, properties containing 25 percent or more wetlands and/or man-made water bodies, including borrow pits, are subject to an environmentally sensitive land calculation for density and Floor Area Ratio (FAR). Under this policy, the site's upland acreage is multiplied by a factor of 1.25 to establish the base acreage for density calculations. This adjusted acreage is then multiplied by the maximum density permitted under the applicable Future Land Use categories. Wetlands on the subject site comprise approximately 48 percent of the total site area, exceeding the 25 percent threshold; therefore, the wetland density credit provided by FLUS Policy 2.3.9 is applicable. The site contains a total of 64.29 acres of upland distributed between two Future Land Use categories: 61.59 acres designated Suburban Mixed Use-6 (SMU-6) and 2.70 acres designated Urban Mixed Use-20 (UMU-20). Applying the environmentally sensitive land calculation, the maximum allowable residential density is as follows: 461 dwelling units within the SMU-6 designation ($61.59 \text{ acres} \times 1.25 \times 6 \text{ du/ga}$) and 67 dwelling units within the UMU-20 designation ($2.70 \text{ acres} \times 1.25 \times 20 \text{ du/ga}$), for a total maximum of 528 dwelling units. The proposed development consists of 460 residential units, which is below the maximum density permitted. The proposed PD is consistent with the uses allowed under the existing Suburban Mixed Use-6 and Urban Mixed Use-20 Future Land Use categories and is therefore consistent with FLUS Goal 2 and Objective 2.2.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time

of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The surrounding land use pattern consists of mixed uses. FLUS Objective 4.4 and FLUS Policy 4.4.1 require that new development be compatible with the surrounding neighborhood. Specifically, Policy 4.4.1 states that any increase in density or intensity must be compatible with existing, proposed, or planned development and that development and redevelopment should be integrated with adjacent land uses through the provision of like or complementary uses, mitigation of potential adverse impacts, appropriate transportation and pedestrian connections, and a gradual transition of intensity. Given the existing pattern, the proposed development is compatible with and complementary to surrounding uses. Accordingly, the proposal meets the intent of FLUS Objective 4.4 and complies with FLUS Policy 4.4.1.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed Planned Development and determined that wetlands are present on the subject site. The Environmental Protection and Resiliency component of the Future Land Use Section (FLUS), Objective 6.1, promotes growth that is both sustainable and resilient while ensuring the protection of environmentally sensitive resources. FLUS Policy 6.1.1 requires that land development be regulated in a manner that safeguards the attributes, functions, and amenities of the natural environment under all projected growth scenarios. This includes the continued review, amendment, and implementation of land development regulations to ensure long-term environmental protection. FLUS Objective 6.2 further provides that new development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems, as described in the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan. Additionally, Objective 3.5 of the Environmental and Sustainability Section (ESS) of the Comprehensive Plan calls for the application of adopted criteria, standards, methodologies, and procedures to manage and maintain wetlands and other surface waters for optimal fisheries and environmental values, in consultation with the EPC. ESS Policy 3.5.1 emphasizes collaboration with the EPC to conserve and protect wetlands and surface waters from detrimental physical and hydrological alterations. It further requires a comprehensive planning-based approach to wetland ecosystem protection, ensuring no net loss of ecological values provided by wetlands and other authorized surface waters within Hillsborough County. The EPC provided comments on April 14, 2026, indicating that a resubmittal is not necessary at this time. Because the proposed Planned Development preserves the on-site wetlands and avoids adverse impacts, the request is consistent with the applicable Comprehensive Plan Objectives and Policies governing growth in environmentally sensitive areas.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the County be consistent with the Comprehensive Plan. The subject site is located within the boundaries of the Apollo Beach Community Plan, which provides localized policy guidance intended to preserve and enhance the character of the community while promoting coordinated and sustainable growth. The Community Plan emphasizes the importance of balancing residential, commercial, and civic development through high-quality land use planning and thoughtful community design. Goal 2 of the Apollo Beach Community Plan specifically seeks to ensure quality land use and development design throughout the community. A key strategy identified under this goal is the encouragement and incorporation of a diverse range of housing choices, including multi-family residential and live-work units, particularly within and around designated town centers and mixed-use activity areas. This strategy recognizes the importance of providing varied housing opportunities that support changing demographic needs, improve housing availability, and contribute to the creation of walkable and economically vibrant community environments. The proposed multi-family apartment development is consistent with the intent and vision of Goal 2 because it contributes to the diversity of housing types envisioned by the Community Plan. By introducing additional

multi-family residential opportunities within the area, the proposal supports broader housing choice objectives while promoting a more compact and integrated development pattern consistent with the planning framework established for Apollo Beach. The subject site is also located within the Riverview Community Plan. Goal 2 of the plan reflects the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map illustrates the unique qualities and land uses related to distinct geographic areas identified as "districts". The subject property is on Highway 301 Corridor which provides a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival. Goal 13 supports and promotes agriculture. The proposed Village C will include agricultural uses. The subject site is also located within the boundaries of the SouthShore Areawide Systems Plan. Goal 1 of the Cultural/Historic Objective of the SouthShore Areawide Systems Plan promotes sustainable, well-planned, and clustered growth patterns that preserve the area's environmental resources, cultural identity, and overall livability. Village A proposes townhomes, cottages, duplexes, and/or single-family detached homes while Village B proposes multifamily units. This mix of housing options encourages a thoughtfully planned and sustainable development pattern that enhances neighborhood diversity while maintaining compatibility with the surrounding area. Accordingly, the request is consistent with and meets the intent of Goal 2 of the Apollo Beach Community Plan, Goal 2 and Goal 13 of the Riverview Community Plan and Goal 1 of the Cultural/Historic Objective of the SouthShore Areawide Systems Plan, as outlined in the Livable Communities Element.

Overall, staff finds that the proposed Planned Development is compatible with the existing development pattern found within the surrounding area and supports the vision of the Apollo Beach Community Plan, Riverview Community Plan and the SouthShore Areawide Systems Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

Environmentally Sensitive Land Density Calculation

Policy 2.3.9: Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity.

- Wetlands shall:
- Exclude land below the mean high water line
- Include conservation and preservation areas
- Include wetlands associated with man-made water bodies as defined (including borrow pits)

Density and floor area ratio calculations for properties with 25% or greater wetlands and/or man-made water bodies (including borrow pits) shall be subject to an environmentally sensitive land calculation. Upland acreage of the site multiplied by 1.25 yields the base acreage for the density calculation. That acreage is then multiplied by the maximum intensity/density of the Future 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 3.1.3: 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.

Community Planning

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

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

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

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

Environmental Protection and Resiliency

Objective 6.1: Encourage growth that is both sustainable and resilient while protecting environmentally sensitive resources.

Policy 6.1.1: Regulate land development to protect the attributes, functions and amenities of the natural environment. Continue to review, amend and implement land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

Environmental Considerations

Objective 6.2: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan.

Clustering (For Conservation and Natural Resources)

Objective 6.3: *Clustering is highly encouraged to ensure that development will occur in a manner that protects existing natural resources and retains the character of, and the ability to manage, the areas surrounding those natural resources.*

LIVABLE COMMUNITIES ELEMENT: APOLLO BEACH COMMUNITY PLAN

Goal 2. Ensure Quality Land Use and Design

- *Incorporate a range of housing choices including multi-family and live-work units in and around town centers.*

LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

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

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

1. **Hwy 301 Corridor** – *Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.*

Goal 13 Support and promote agriculture.

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS PLAN

Cultural/Historic Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The community desires to:

1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0217

Rezoning
STATUS



PENDING

Tampa Service Area

Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

AGRICULTURAL-MINING-1/20 (.25 FAR)

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

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL-RURAL-1/15 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-8 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-36 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.25 FAR)

SUBURBAN MIXED USE-4 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-36 (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 (1.50 FAR USES OTHER THAN RETAIL .25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASH-PUBLIC

NATURAL PRESERVATION

VIMAUUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

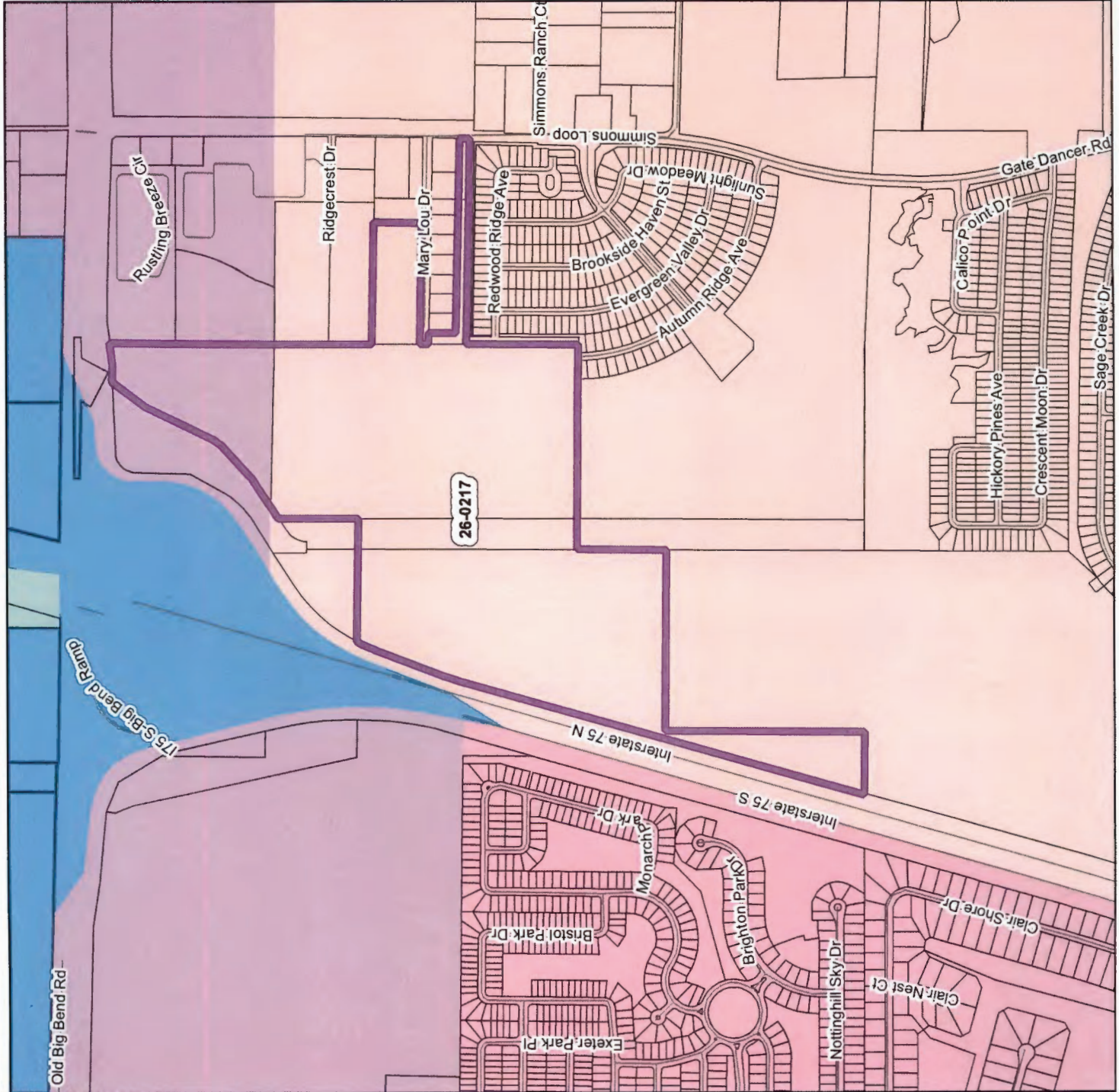
CITRUS PARK VILLAGE

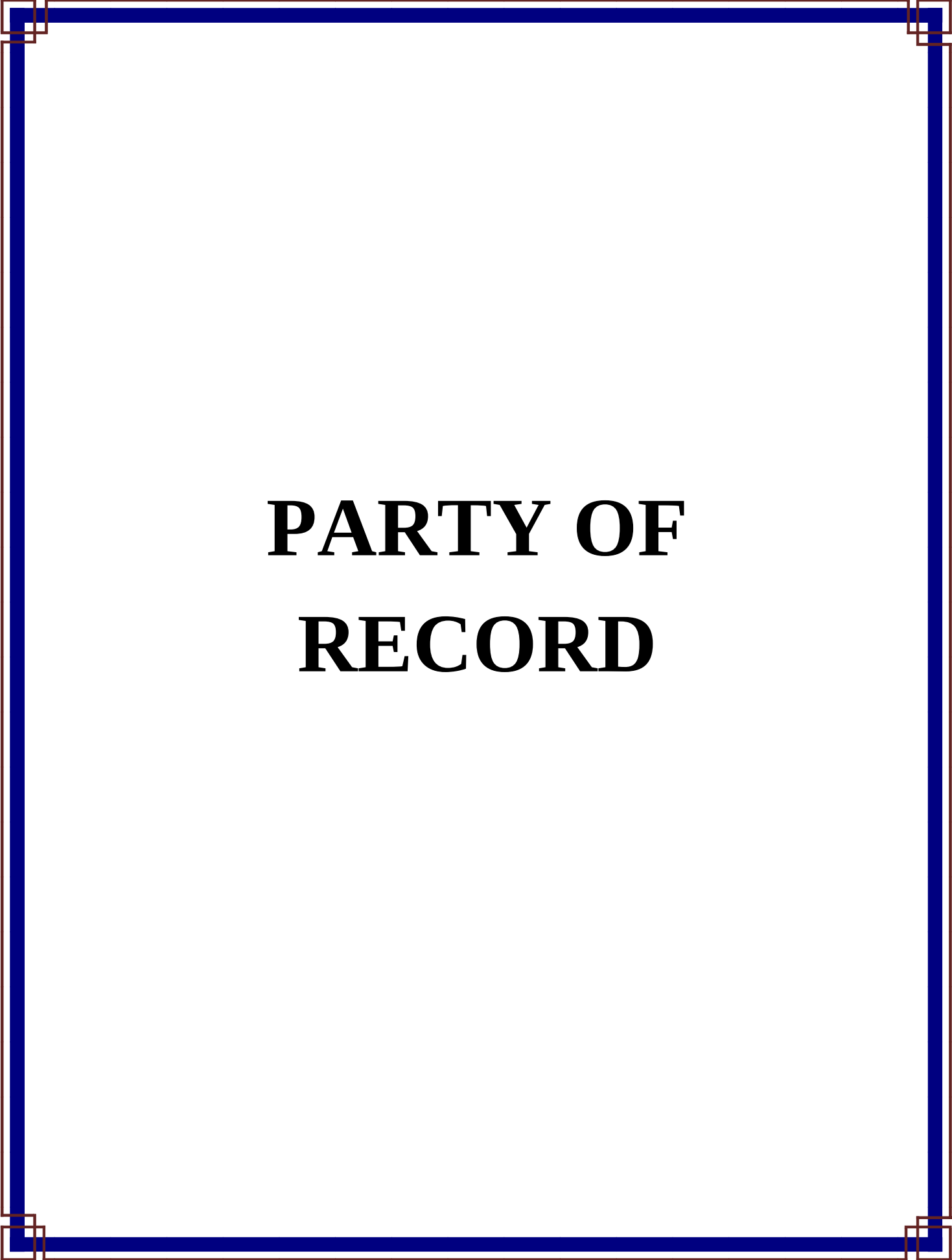


Map Printed from Rezoning System: 12/10/2025

Author: Samantha Lettles

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PARTY OF RECORD

NONE