

Rezoning Application: PD 26-0217

Zoning Hearing Master Date: May 26, 2026

BOCC Land Use Meeting Date: July 21, 2026

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



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 village pockets with designated uses with a total of 470 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

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	6.3 - 14.5 u/a (80-35 units)		NA
Mathematical Maximum*	24 units	1 unit	20 u/a (110 units)	380 units	NA

*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.

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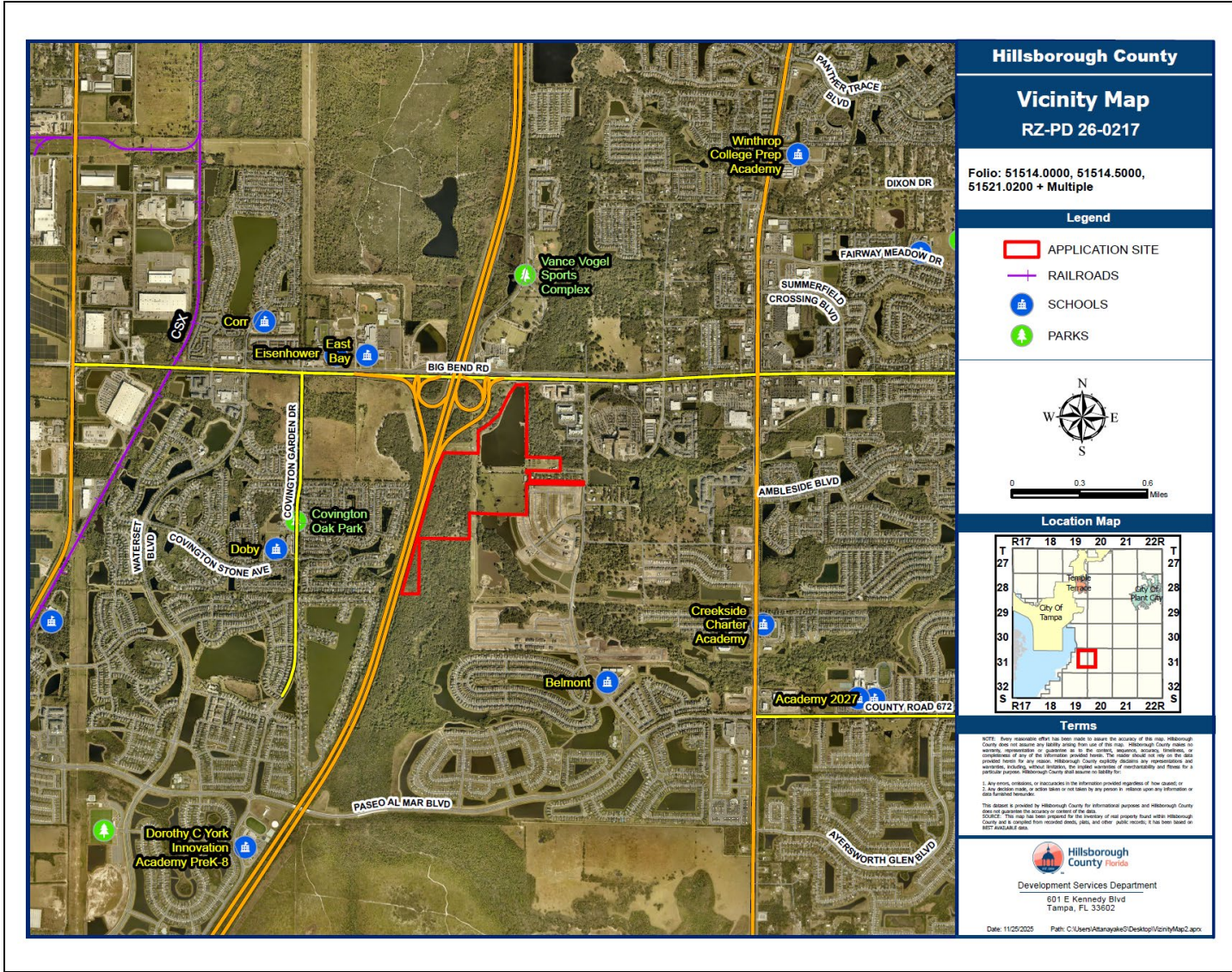
Case Reviewer: Carolanne Peddle

Planning Commission Recommendation: Consistent

Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

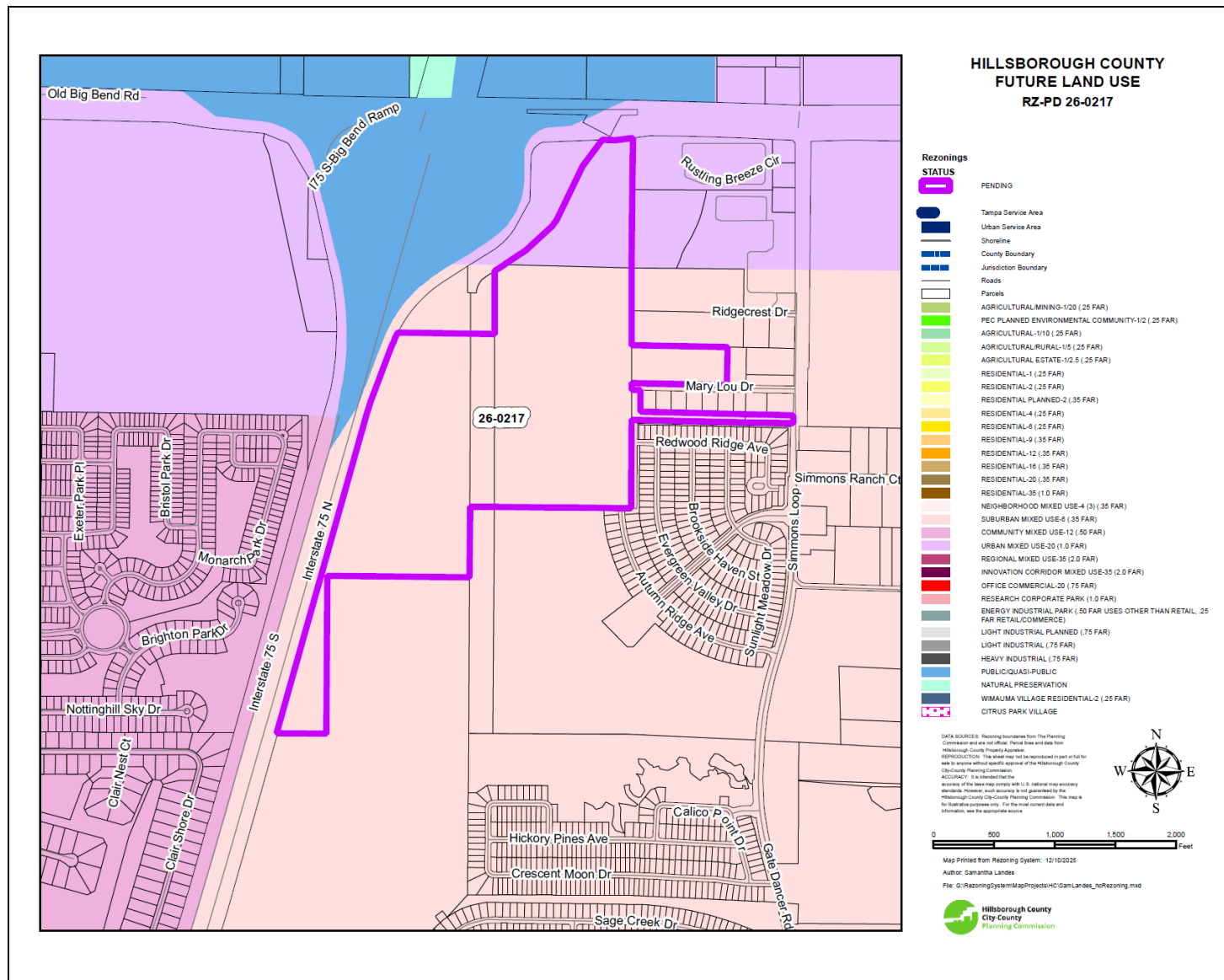
2.1 Vicinity Map



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.

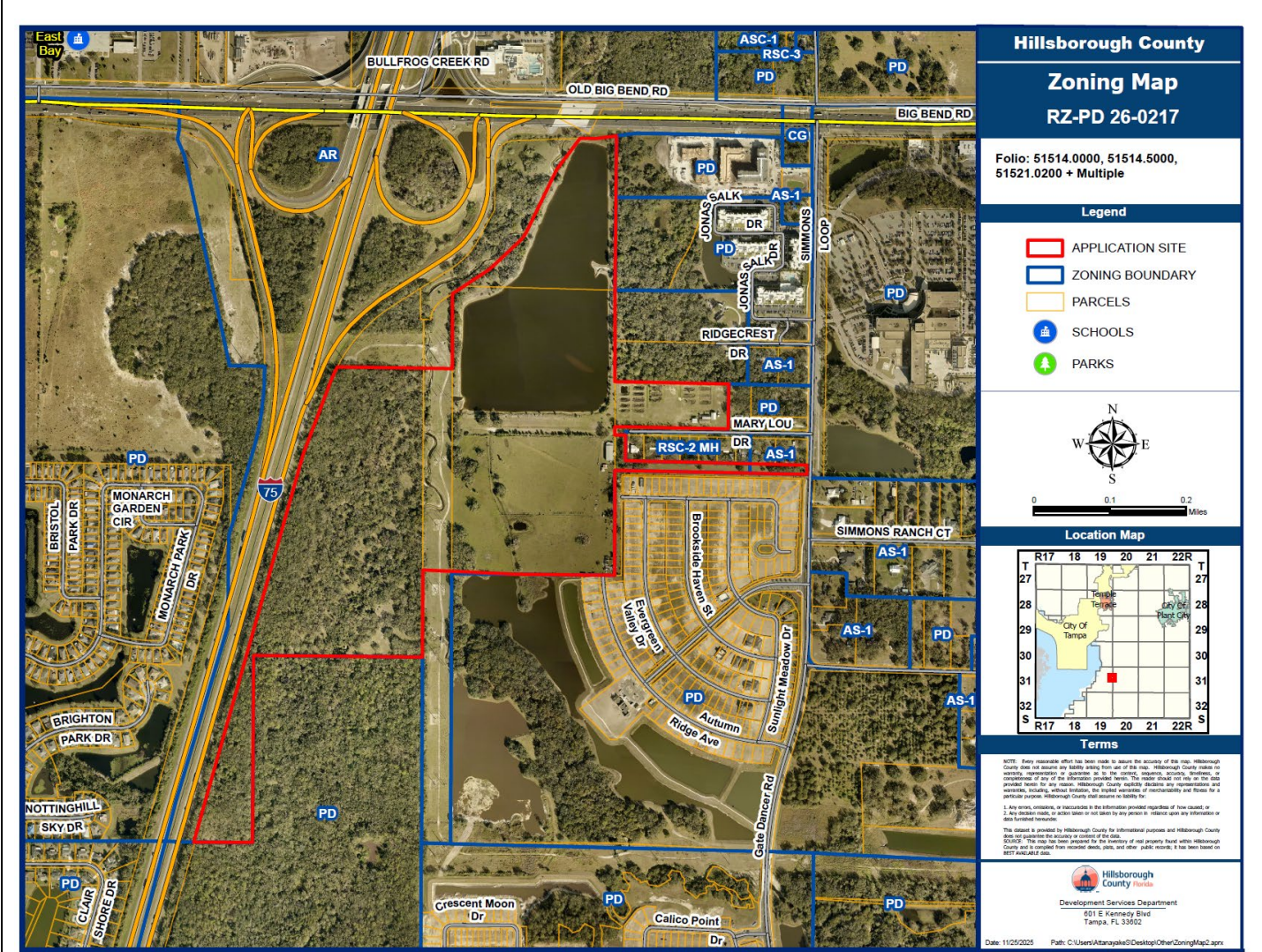
2.0 LAND USE MAP SET AND SUMMARY DATA
2.2 Future Land Use Map



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



Hillsborough County
Zoning Map
RZ-PD 26-0217

Folio: 51514.0000, 51514.5000, 51521.0200 + Multiple

Legend

- APPLICATION SITE
- ZONING BOUNDARY
- PARCELS
- SCHOOLS
- PARKS

Location Map

Terms

NOTES: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not assume any liability arising from use of this map. Hillsborough County makes no warranty, representation or guarantee as to the correct, accurate, complete, current, or up-to-date nature of any of the information provided herein. The reader should not rely on the data provided herein for any purpose. Hillsborough County explicitly disclaims any representation and warranties, including, without limitation, the implied warranties of merchantability and fitness for a particular purpose. Hillsborough County shall assume no liability for:

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Hillsborough County
 Development Services Department
 551 E. Kennedy Blvd
 Tampa, FL 33602

Date: 11/25/2025 Path: C:\Users\Atrayakal\Desktop\Other\Zoning\Map2.aprx

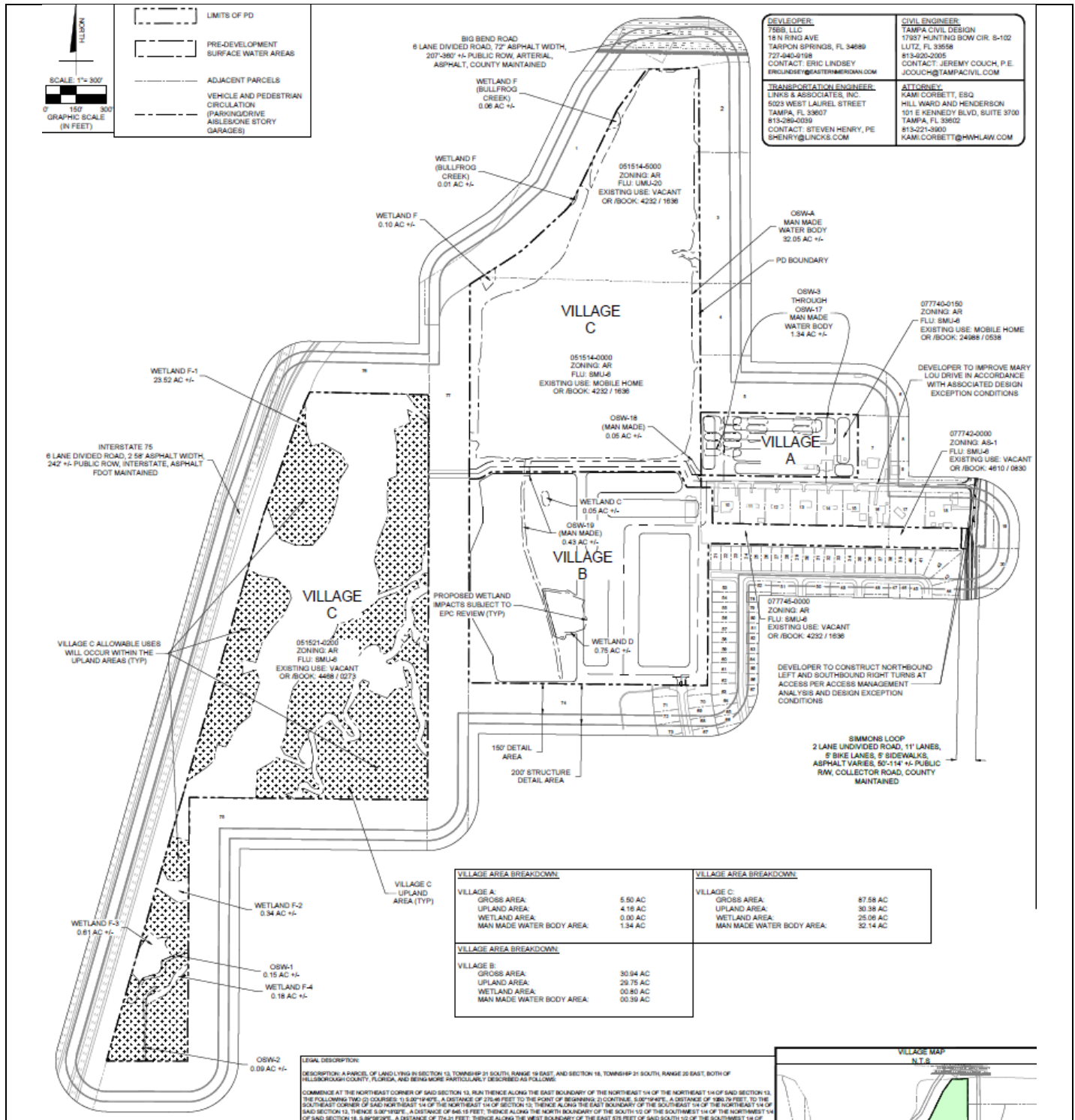
Adjacent Zonings and Uses

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

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Simmons Loop	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Mary Lou Dr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban Road)	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation			
	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	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input checked="" type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees (Fee estimate is based on a 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
<p>Planning Commission</p> <p><input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A</p> <p><input type="checkbox"/> Locational Criteria Waiver Requested</p> <p><input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A</p> <p><input type="checkbox"/> Density Bonus Requested</p> <p><input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent</p>	<p><input checked="" type="checkbox"/> Yes</p> <p><input type="checkbox"/> No</p>	<p><input type="checkbox"/> Inconsistent</p> <p><input checked="" type="checkbox"/> Consistent</p>	<p><input type="checkbox"/> Yes</p> <p><input checked="" type="checkbox"/> No</p>	

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 Bridge/Culvert – See Conditions of Approval".
2. On PD site plan sheet PD-1:
 - a. Within the "Allowable Uses by Village", delete the reference to "Cottages". Staff notes that no development standards for such use type are proposed.
 - 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. 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 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. 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. 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 shown on Sheet PD-2. 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 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.

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. 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.
 15. 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.
 14. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:



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

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

APPLICATION NUMBER: PD 26-0217

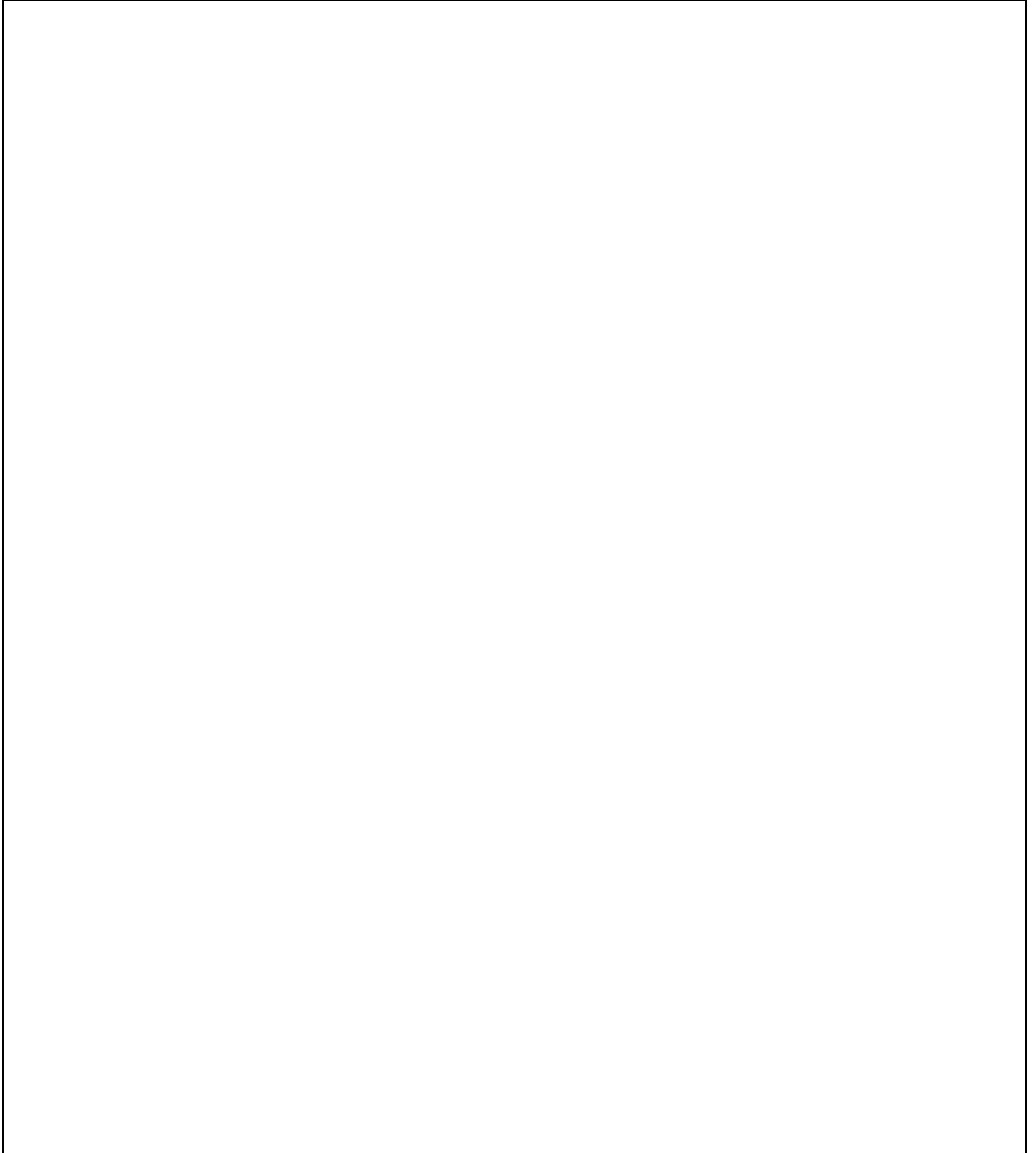
ZHM HEARING DATE: May 26, 2026

BOCC LUM MEETING DATE: July 21, 2026

Case Reviewer: Carolanne Peddle

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 05/18/2026

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. 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 shown on Sheet PD-2. 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 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 “Proposed Bridge/Culvert – See Conditions of Approval”.
2. On PD site plan sheet PD-1:
 - a. Within the “Allowable Uses by Village”, delete the reference to “Cottages”. Staff notes that no development standards for such use type are proposed.
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 EXCPETION – 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](#)

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

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- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Mary Lou Drive-Substandard Road <input checked="" type="checkbox"/> 4. Mary Lou Drive-Substandard Road <input checked="" type="checkbox"/> 2. Mary Lou Drive-Substandard Road <input checked="" type="checkbox"/> 5. Mary Lou Drive-Substandard Road <input checked="" type="checkbox"/> 3. Mary Lou Drive-Substandard Road <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	75BB, LLC
<p>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.</p>	
Folio Number(s)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>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").</p>	
Name of Person Submitting Request	Steven J. Henry, P.E.
<p>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.</p>	
Current Property Zoning Designation	
<p>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.</p>	
Pending Zoning Application Number	PD 26-0217
<p>Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	
<p>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".</p>	



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.

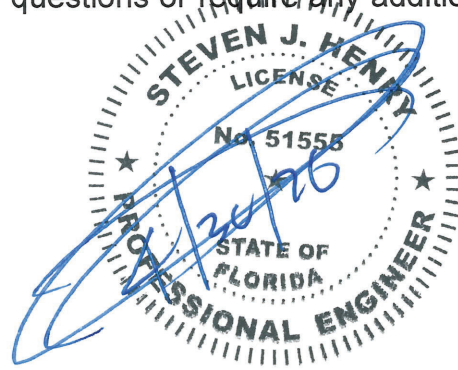
Mr. Mike Williams
April 29, 2026
Page 3

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

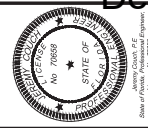
(1) Source: ITE Trip Generation Manual, 12th Edition, 2025.

APPENDIX



PD PLAN





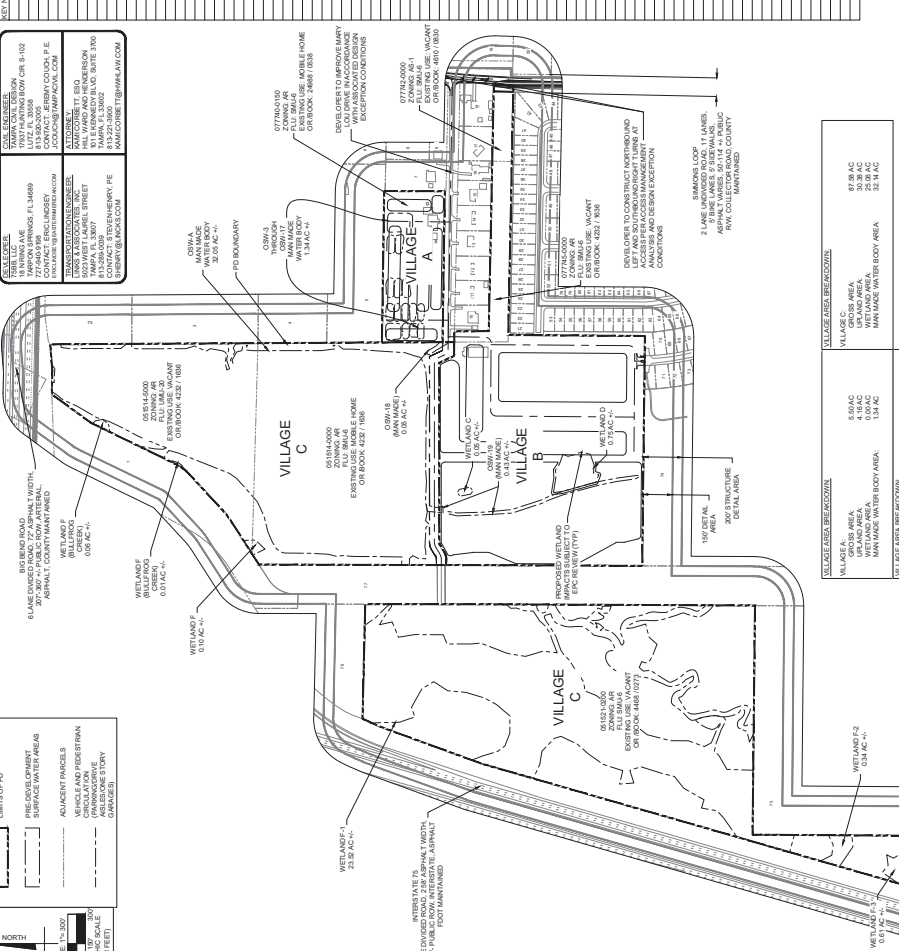
PROJECT: 758
SHEET NO. 1
DATE: 08/20/2024

TAMPA CIVIL DESIGN
1737 HUNTING BOW CIR. S-102
LUTZ, FL 33558
(813) 932-9188
WWW.TAMPACIVIL.COM

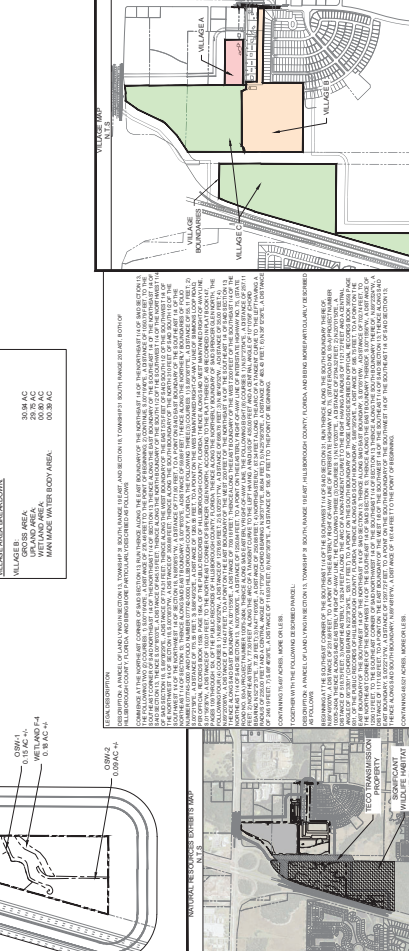
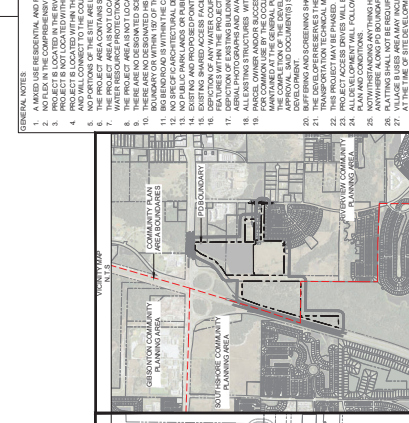
CLIENT: 758B, LLC
15 N BINA AVENUE
TAMPAH SPRINGS, FL 34688

Table with 10 columns: KEY NUMBER, EXISTING ZONING, PROPOSED ZONING, PROJECT TYPE, CHECKED, DATE, COMMENTS. Lists various lots and their zoning changes.

Table with 10 columns: KEY NUMBER, EXISTING ZONING, PROPOSED ZONING, PROJECT TYPE, CHECKED, DATE, COMMENTS. Continuation of zoning information.



GENERAL NOTES:
1. MAINTENANCE AND RECREATIONAL DEVELOPMENT IS PROVIDED WITH THIS PD.
2. PROJECT IS LOCATED IN THE UNINCORPORATED COMMUNITY PLANNING AREA...
3. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
4. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
5. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
6. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
7. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
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27. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
28. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
29. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
30. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP

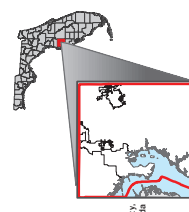


HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



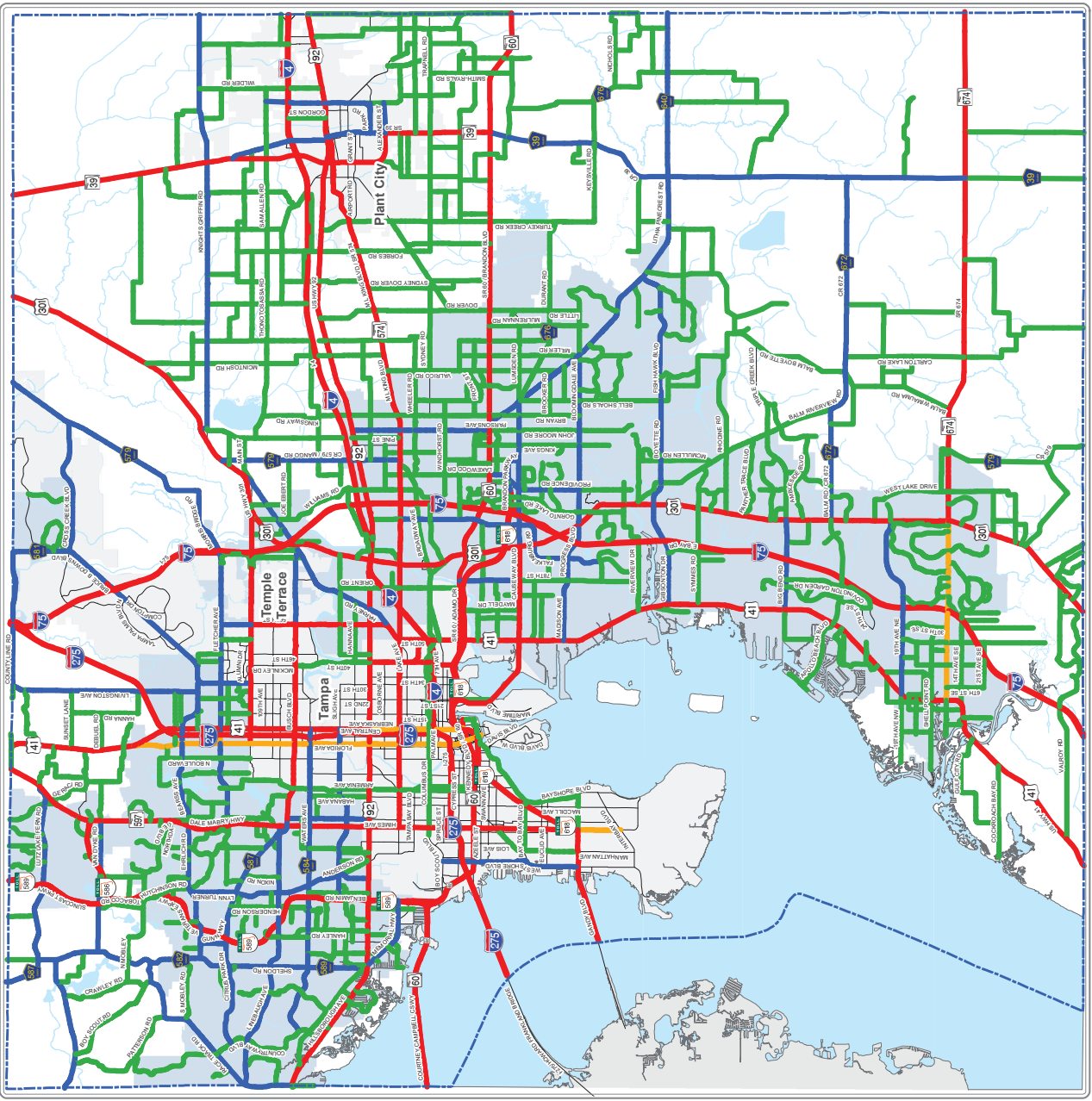
- LEGEND**
- STATE ROADS**
 - PRINCIPAL ARTERIAL
 - ARTERIAL
 - UNCLASSIFIED ROADS
 - COUNTY ROADS**
 - ARTERIAL
 - COLLECTOR
 - UNCLASSIFIED ROADS
 - ROADS AND BOUNDARY LINES**
 - COUNTY BOUNDARY
 - MAJOR ROADS
 - HILLSBOROUGH COUNTY
 - PINELLAS COUNTY
 - JURISDICTIONS
 - URBAN SERVICE AREA
 - NATURAL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

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
SECTIONAL AREAS Hillsborough County City-County Planning Commission. Effective 9/9/2017.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective 9/9/2017.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted TRD Long Range Transportation Plan for specific improvements.
ACCURACY The information contained on this map was prepared by U.S. Map Accuracy Standards. However, such accuracy is not warranted. The information contained on this map was prepared by U.S. Map Accuracy Standards. However, such accuracy is not warranted. The information contained on this map was prepared by U.S. Map Accuracy Standards. However, such accuracy is not warranted.
REPRODUCTION This sheet may not be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

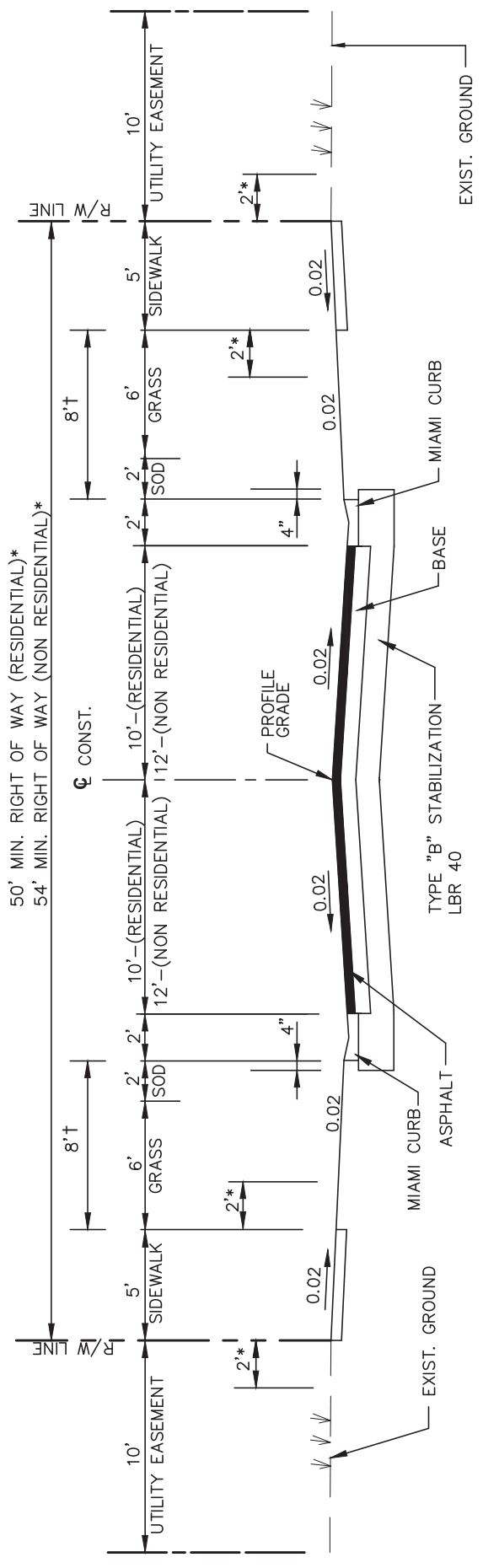
Author: RMainthe
 Date: 1/2/2025
 Path: G:\lgarcia\Projects\Boggy\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Network_V06_06122024_Adopted.mxd



TS-3



DRAWING NO. TS-3
SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 35 MPH

**LOCAL URBAN ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**



**TRANSPORTATION
TECHNICAL
MANUAL**

REVISION DATE:
10/17

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)

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

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Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

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To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>
Subject: RZ-PD 26-0217 - Design Exception Review

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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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Folio Number(s)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 07742.0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
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Related Project Identification Number (Site/Subdivision Application Number)	
<p>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".</p>	



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.

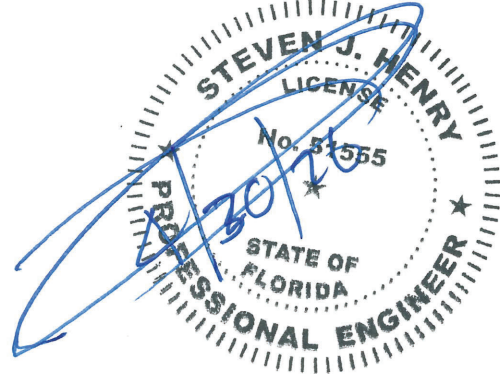
Mr. Mike Williams
April 29, 2026
Page 3

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

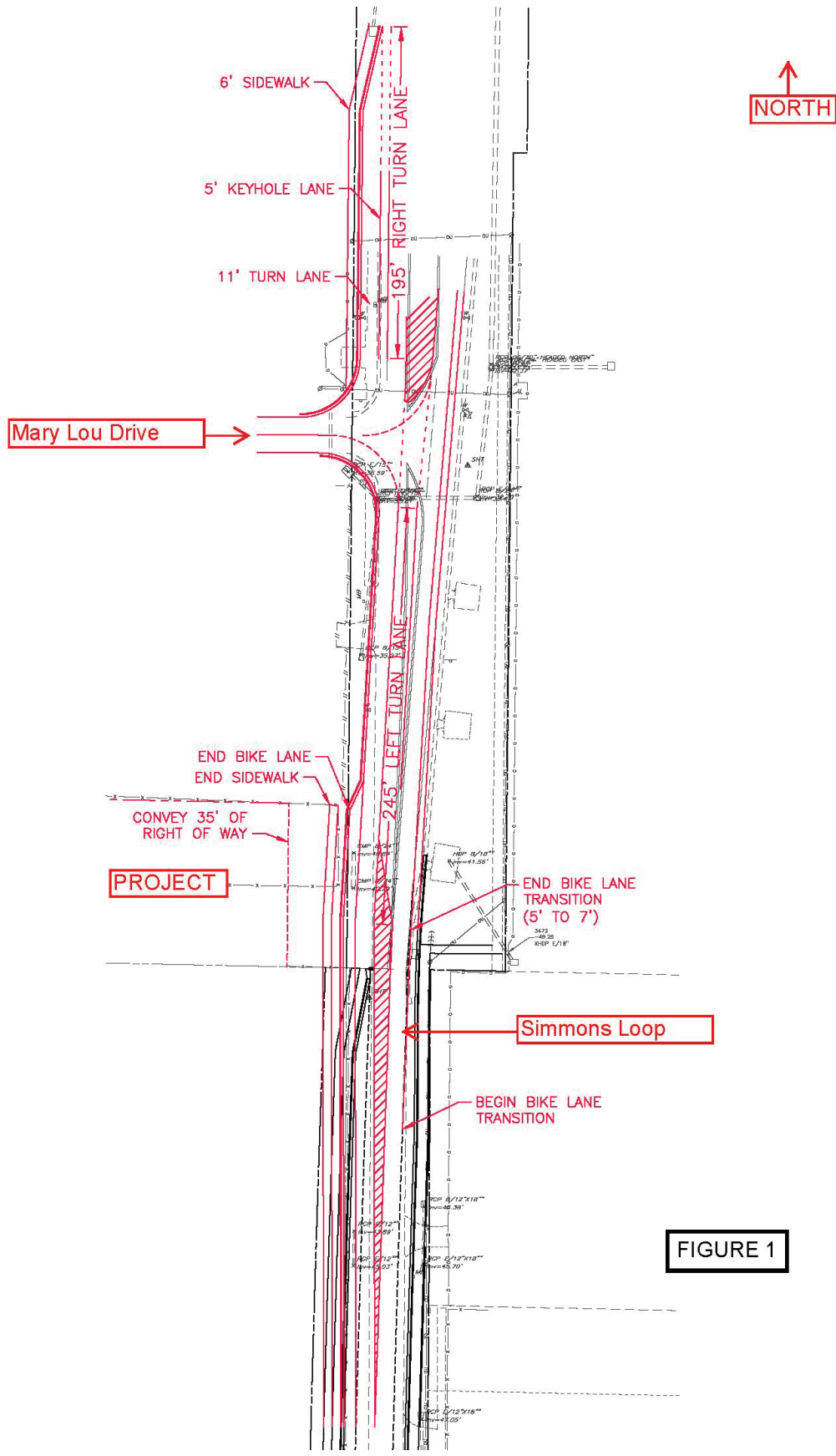


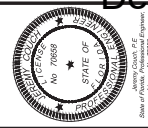
FIGURE 1

APPENDIX



PD PLAN





PROJECT: 758
SHEET NO. 1
DATE: 08/20/2024

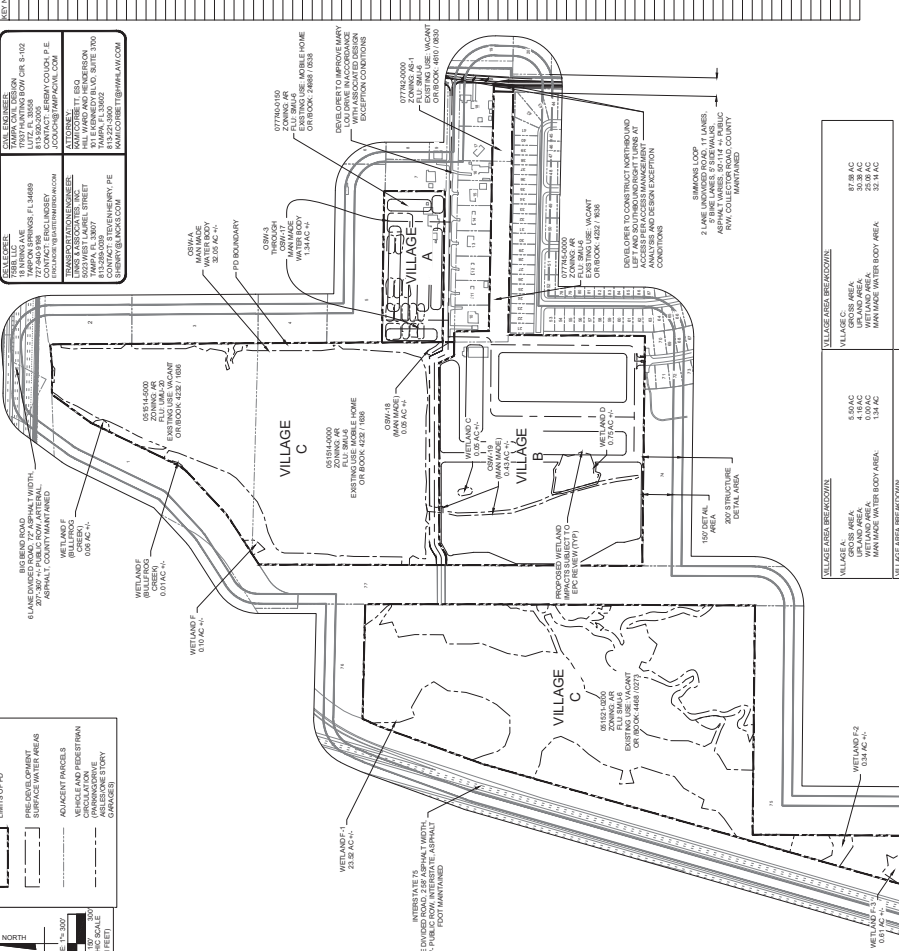
TAMPA CIVIL DESIGN
1737 HUNTING BOW CIR. S-102
LUTZ, FL 33558
(813) 932-9188
WWW.TAMPACIVIL.COM

SIMMONS LOOP 758B
19 N BINA AVENUE
TAMPAH SPRINGS, FL 34688
758B, LLC

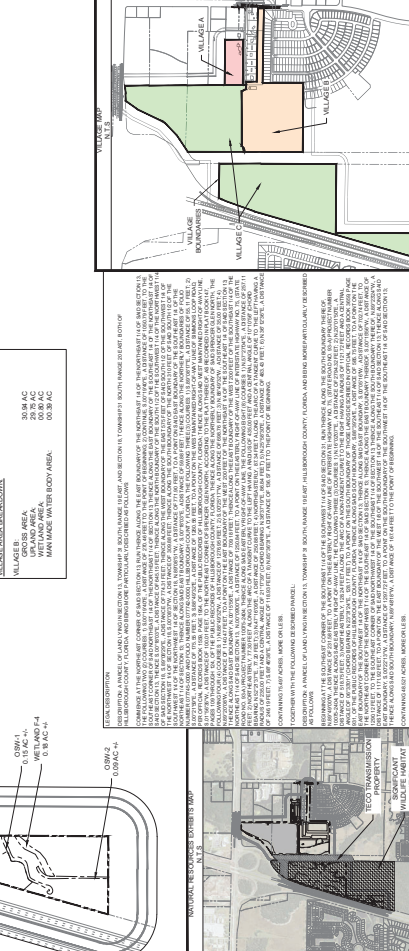
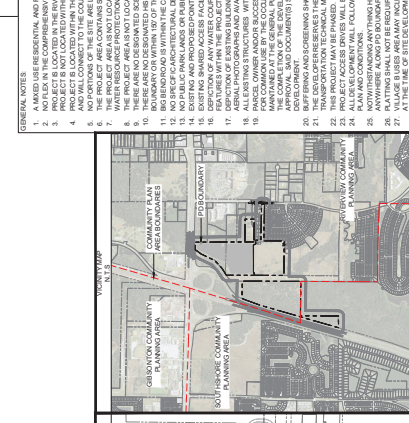
Table with columns: NO. OF LOTS, TOTAL AREA, etc. for various lots.

Table with columns: LOT NUMBER, ZONING, AREA, etc. for lots 1 through 37.

Table with columns: LOT NUMBER, ZONING, AREA, etc. for lots 38 through 67.



GENERAL NOTES:
1. MAINTENANCE AND RECREATIONAL DEVELOPMENT IS PROVIDED WITH THIS PD.
2. PROJECT IS LOCATED IN THE UNINCORPORATED COMMUNITY PLANNING AREA...
3. PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA...
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HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP

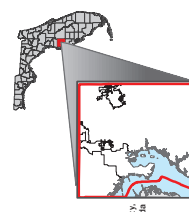


HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



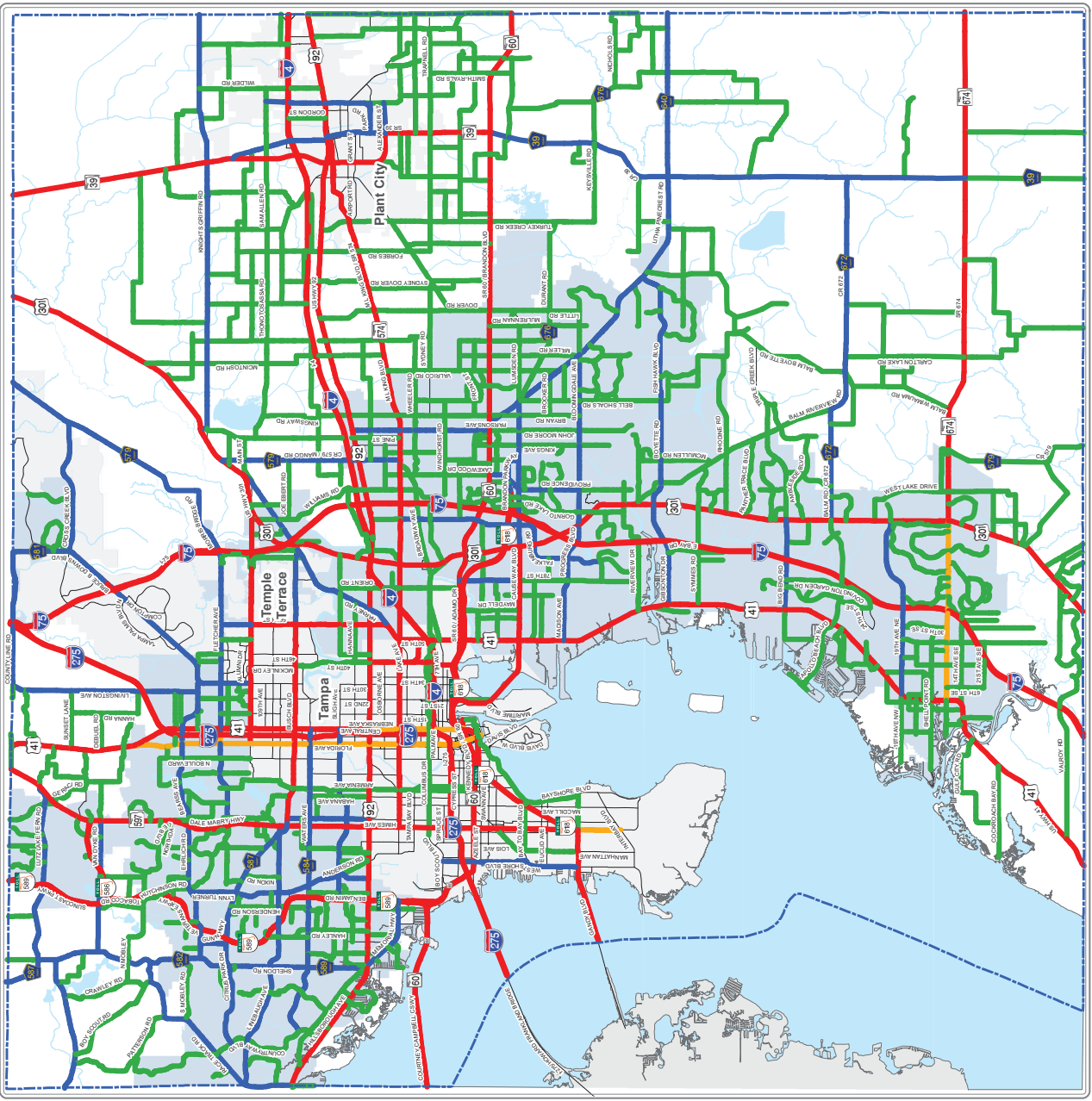
- LEGEND**
- STATE ROADS**
 - PRINCIPAL ARTERIAL
 - ARTERIAL
 - UNCLASSIFIED ROADS
 - COUNTY ROADS**
 - ARTERIAL
 - COLLECTOR
 - UNCLASSIFIED ROADS
 - ROADS AND BOUNDARY LINES**
 - COUNTY BOUNDARY
 - MAJOR ROADS
 - HILLSBOROUGH COUNTY
 - PINELLAS COUNTY
 - JURISDICTIONS
 - URBAN SERVICE AREA
 - NATURAL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

LOCATOR MAP AND REFERENCE INFORMATION



CONTEXT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
SECTIONAL AREAS Hillsborough County City-County Planning Commission. Effective 9/9/2017.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective 9/9/2017.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted TRD Long Range Transportation Plan for specific improvements.
ACCURACY The information contained on this map was prepared by U.S. Map Accuracy Standards. However, such accuracy is not guaranteed. The information contained on this map was prepared by U.S. Map Accuracy Standards. However, such accuracy is not guaranteed.
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Author: RMainthe
 Date: 1/2/2025
 Path: G:\lgarcia\Projects\Bogey\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Network_V06_06122024_Adopted.mxd



TS-4



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)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)	
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information	
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Alternative to TD-9 <input checked="" type="checkbox"/> 2. Alternative to TD-9 <input checked="" type="checkbox"/> 3. Alternative to TD-9	<input checked="" type="checkbox"/> 4. Alternative to TD-9 <input type="checkbox"/> 5. <input type="checkbox"/> 6.
<p>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.</p>		
Project Name/ Phase	75BB, LLC	
<p>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.</p>		
Folio Number(s)	051521.0200, 051514.0000, 051514.5000, 077745.0000, 077740.0150, 077742.0000	
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>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").</p>		
Name of Person Submitting Request	Steven J. Henry, P.E.	
<p>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.</p>		
Current Property Zoning Designation		
<p>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.</p>		
Pending Zoning Application Number	PD 26-0217	
<p>Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>		
Related Project Identification Number (Site/Subdivision Application Number)		
<p>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".</p>		



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.

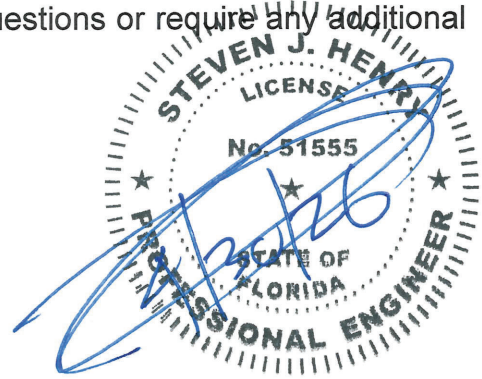
Mr. Mike Williams
April 29, 2026
Page 3

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>	ITE <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>		
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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

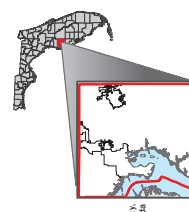


HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



- 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
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 - STREAM/RIVERS

LOCATOR MAP AND REFERENCE INFORMATION

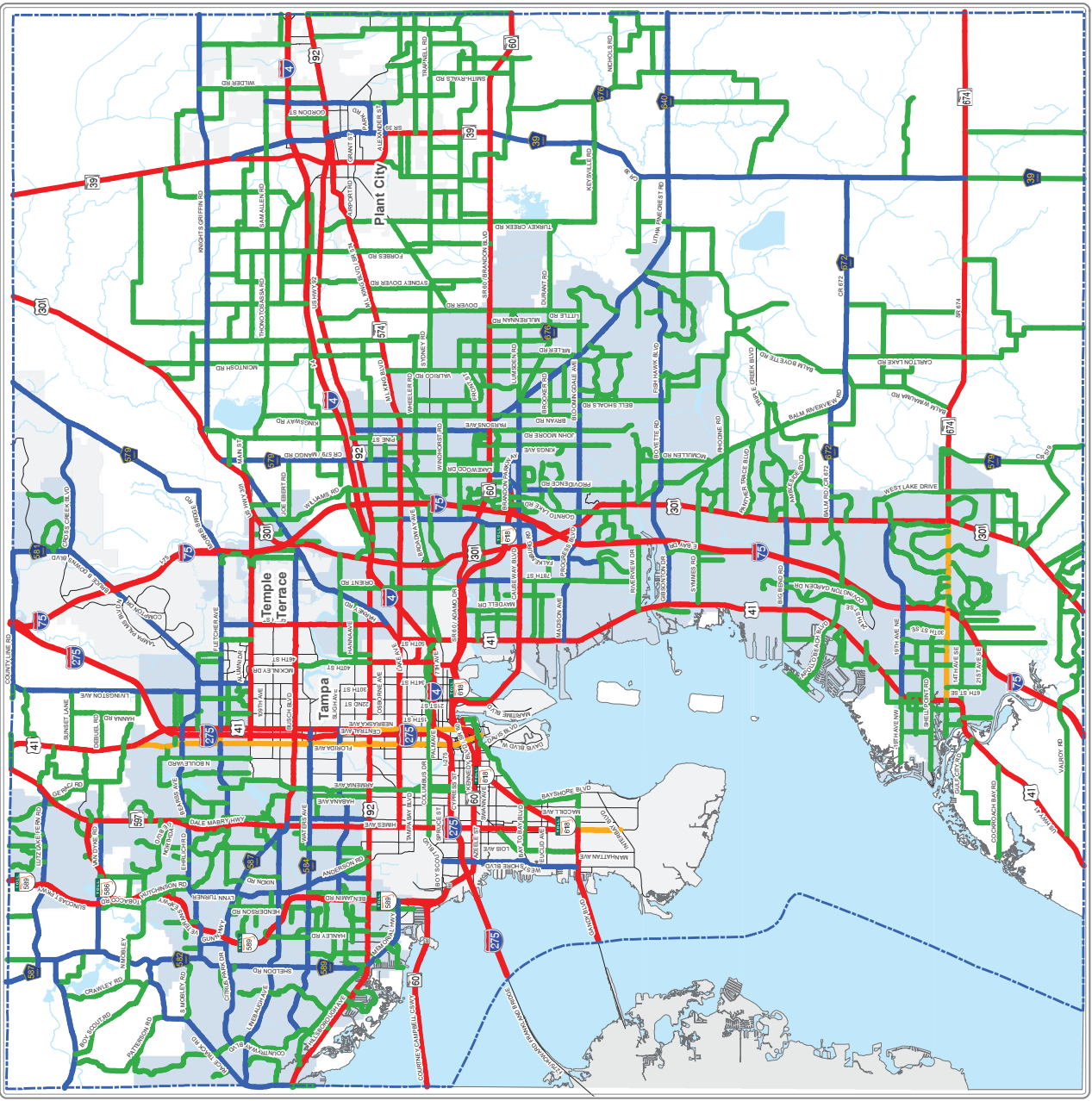


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MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted 2010 Long Range Transportation Plan for specific improvements.
ACCURACY The information on this map was prepared by the Hillsborough County City-County Planning Commission. The information on this map was prepared by the Hillsborough County City-County Planning Commission. The information on this map was prepared by the Hillsborough County City-County Planning Commission.
REPRODUCTION This sheet may not be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

Author: RMainthe
 Date: 1/2/2025

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PlanHillsborough.org



TD-9



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

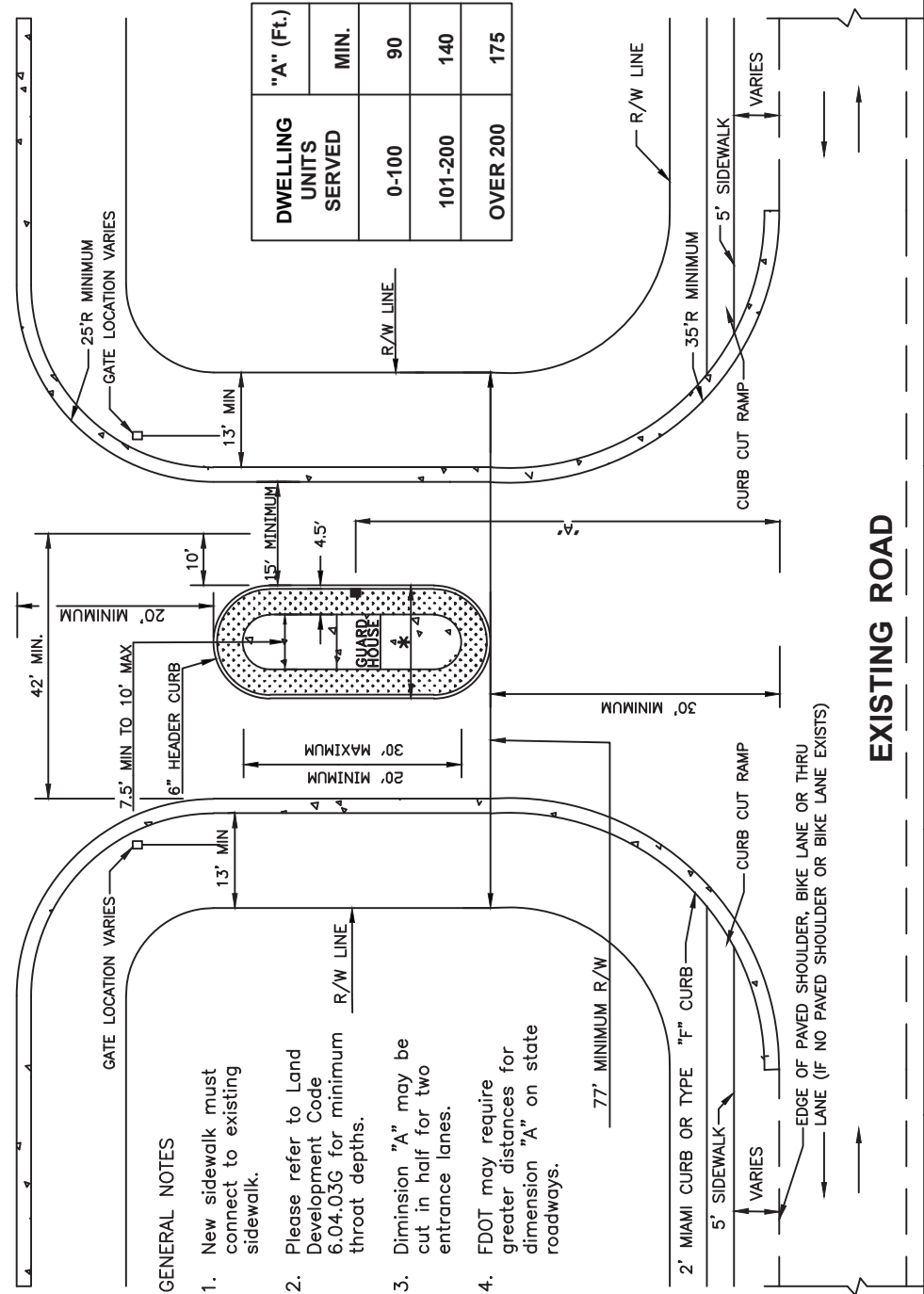
FOR PUBLIC RESIDENTIAL DEVELOPMENTS

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.

DWELLING UNITS SERVED	"A" (Ft.)	
		MIN.
0-100		90
101-200		140
OVER 200		175

REVISION DATE:
10/17

TRANSPORTATION
TECHNICAL
MANUAL

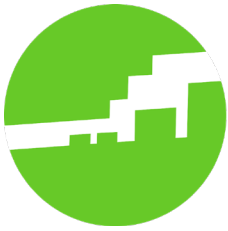


Hillsborough
County Florida

ENTRANCE MEDIAN, GUARDHOUSE
AND ELECTRONIC ENTRY
TYPICAL DETAILS

DRAWING NO. TD-9

SHEET NO. 1 OF 1



**Hillsborough County
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:

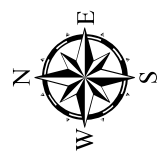
1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0217

Rezoning STATUS

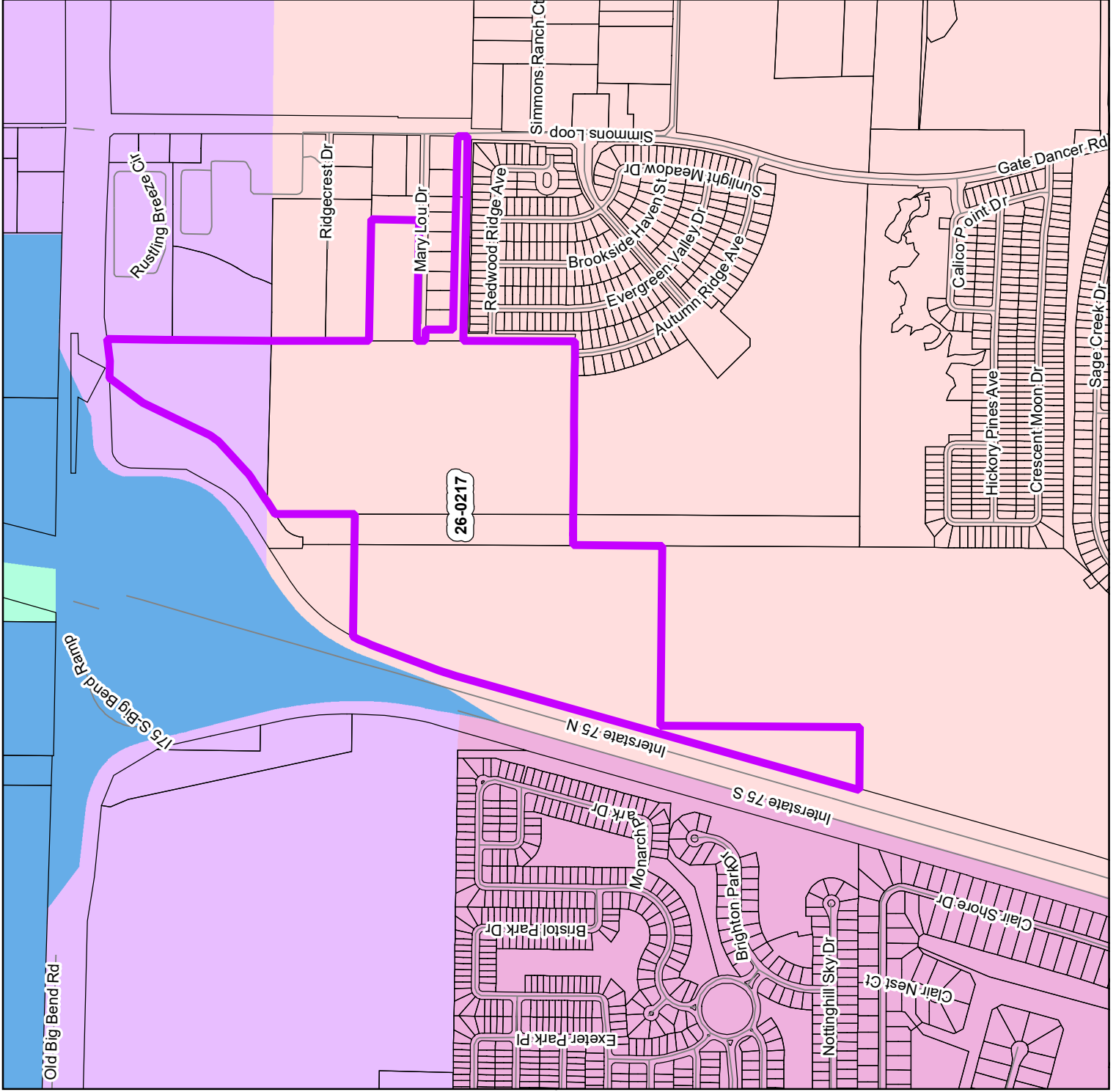
- PENDING
- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- AGRICULTURAL/MINING-1/20 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (1.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (50 FAR USES OTHER THAN RETAIL, 25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



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. It is not intended to be used for any other purpose without specific approval of the Hillsborough County City/County Planning Commission. ACCURACY: It is intended to be accurate to the best of the City/County's knowledge. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, use the appropriate source.

Map Printed from Rezoning System: 12/10/2025
 Author: Samantha Lundes
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26-0217

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