

Rezoning Application: PD 26-0422
Zoning Hearing Master Date: June 22, 2026
BOCC CPA Hearing Date: August 13, 2026

1.0 APPLICATION SUMMARY

Applicant: HBWB Development Services, LLC
FLU Category: A/R (Existing) RES-2 (Proposed)
Service Area: Rural (Existing)
 Urban (Proposed)
Site Acreage: 190.02 MOL
Community Plan Area: South Shore Areawide Systems
Overlay: Lithia Southeast County



Introduction Summary:

The applicant requests a Planned Development rezoning for approximately 190 acres located along Lithia Pinecrest Road. The proposal would establish a unified Planned Development allowing up to 280 single-family detached homes. The request is accompanied by a related Comprehensive Plan Amendment to bring the property into the Urban Service Area and change the Future Land Use designation from Agricultural Rural to Residential-2 (CPA 26-05 and 26-06). The Planned Development consolidates multiple parcels under a single zoning entitlement and organizes residential lots within the interior of the site. Perimeter areas include landscape easements, open space, and wetland conservation areas as delineated on the plan.

| | Existing | | Proposed |
|------------------------|--|--|---|
| District(s) | PD 11-0581 | AR | PD 26-0422 |
| Typical General Use(s) | Single-Family Residential/Agricultural and Open Storage Facility | Single-Family Residential/Agricultural | Single-Family Residential (Conventional Only) |
| Acreage | 18.81 MOL | 171.21 MOL | 190.02 MOL |
| Density/Intensity | 1 du/5ga | 1 du/5ga | 1.47 du/ga (280 units) |
| Mathematical Maximum* | 3 units | 34 units | 2 du/ga (380 units) |

*number represents a pre-development approximation

| Development Standards: | Existing | | Proposed |
|----------------------------------|------------------------------------|------------------------------------|---|
| District(s) | PD 11-0581 | AR | PD 26-0422 |
| Lot Size / Lot Width | n/a | 217,800 sf / 150' | 6,000 sf / 60' |
| Setbacks/Buffering and Screening | 50' Front 50' Rear 25' Sides | 50' Front 50' Rear 25' Sides | Front: 20 feet* Side: 5 feet Side – Corner: 10 feet** Rear: 15 feet *Garages shall be set back an additional 5 feet beyond the minimum front setback. **20 feet when the side yard is used for access. |
| Max Height | 50' | 50' | 35' |

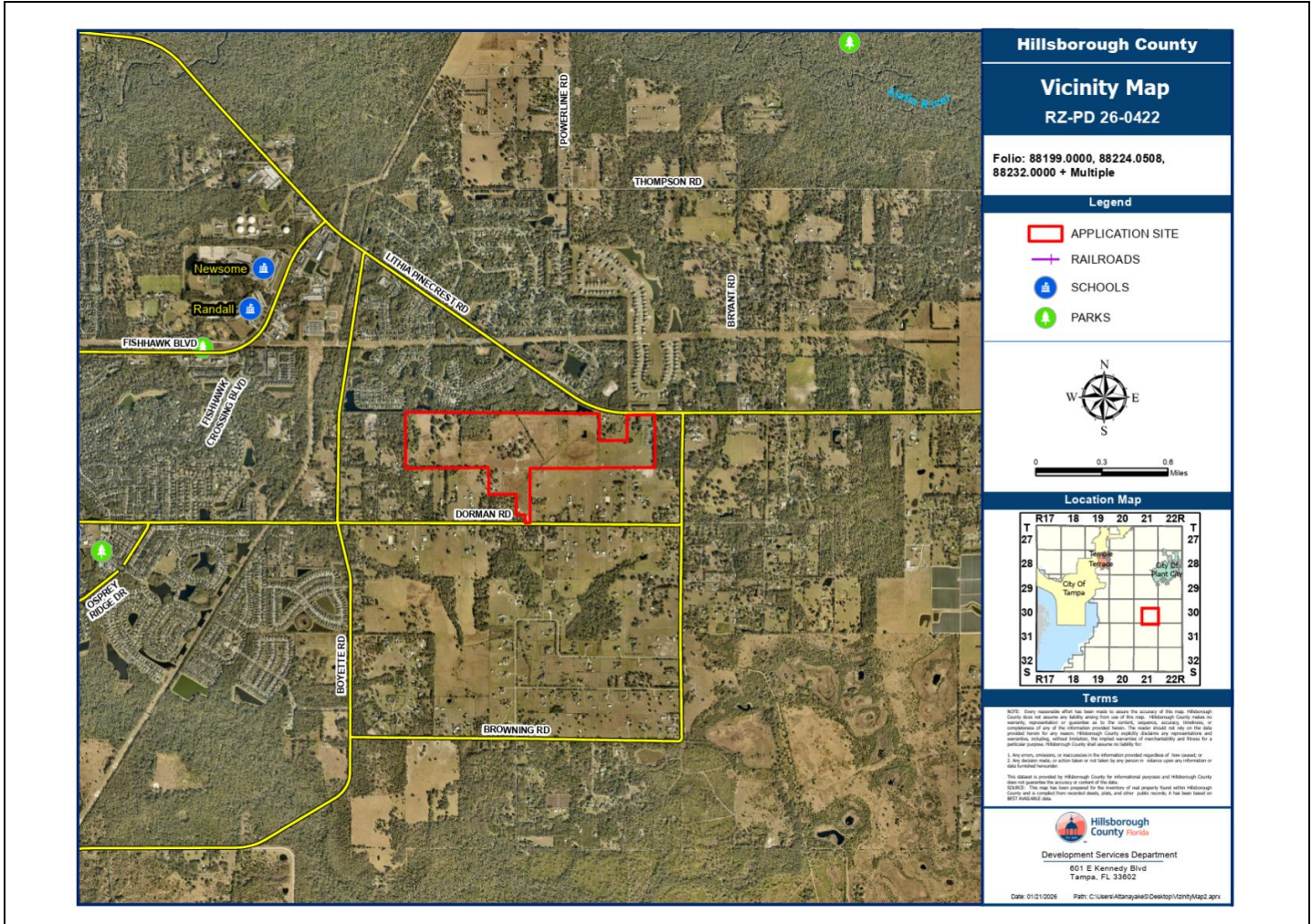
Additional Information:

| | |
|--|--|
| PD Variation(s) | None requested as part of this application |
| Waiver(s) to the Land Development Code | None requested as part of this application |

| | |
|--|---|
| 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

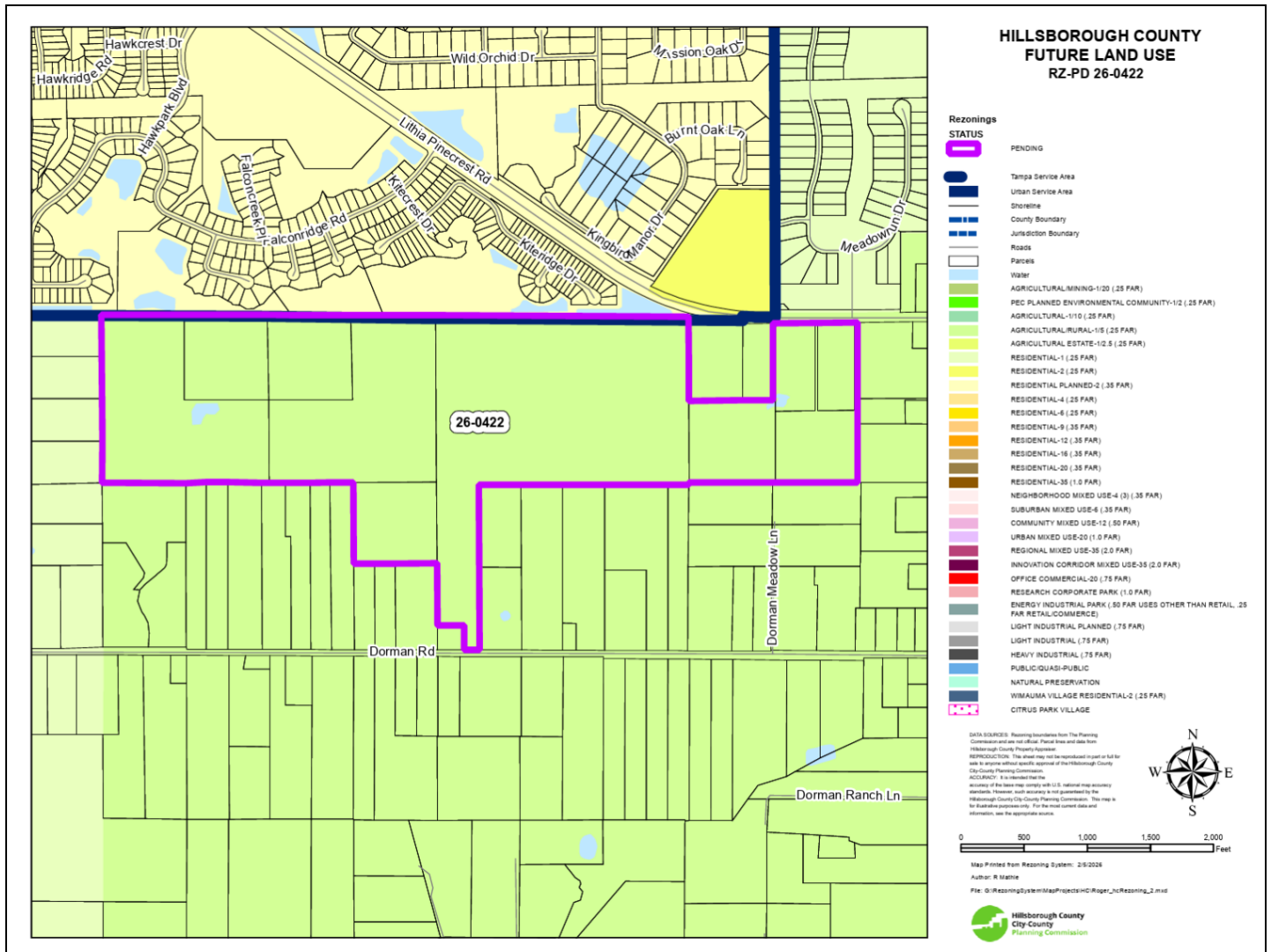


Context of Surrounding Area:

The area consists primarily of single-family residential and agricultural development. Adjacent to the north are parcels zoned AR and PD, all developed with single-family residential uses. Adjacent to the south are AR zoned parcels developed with single-family residential and agricultural activities. Adjacent to the east are AR zoned and PD zoned parcels containing single-family residential and commercial development. To the west is AR zoned land developed with single-family residential uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

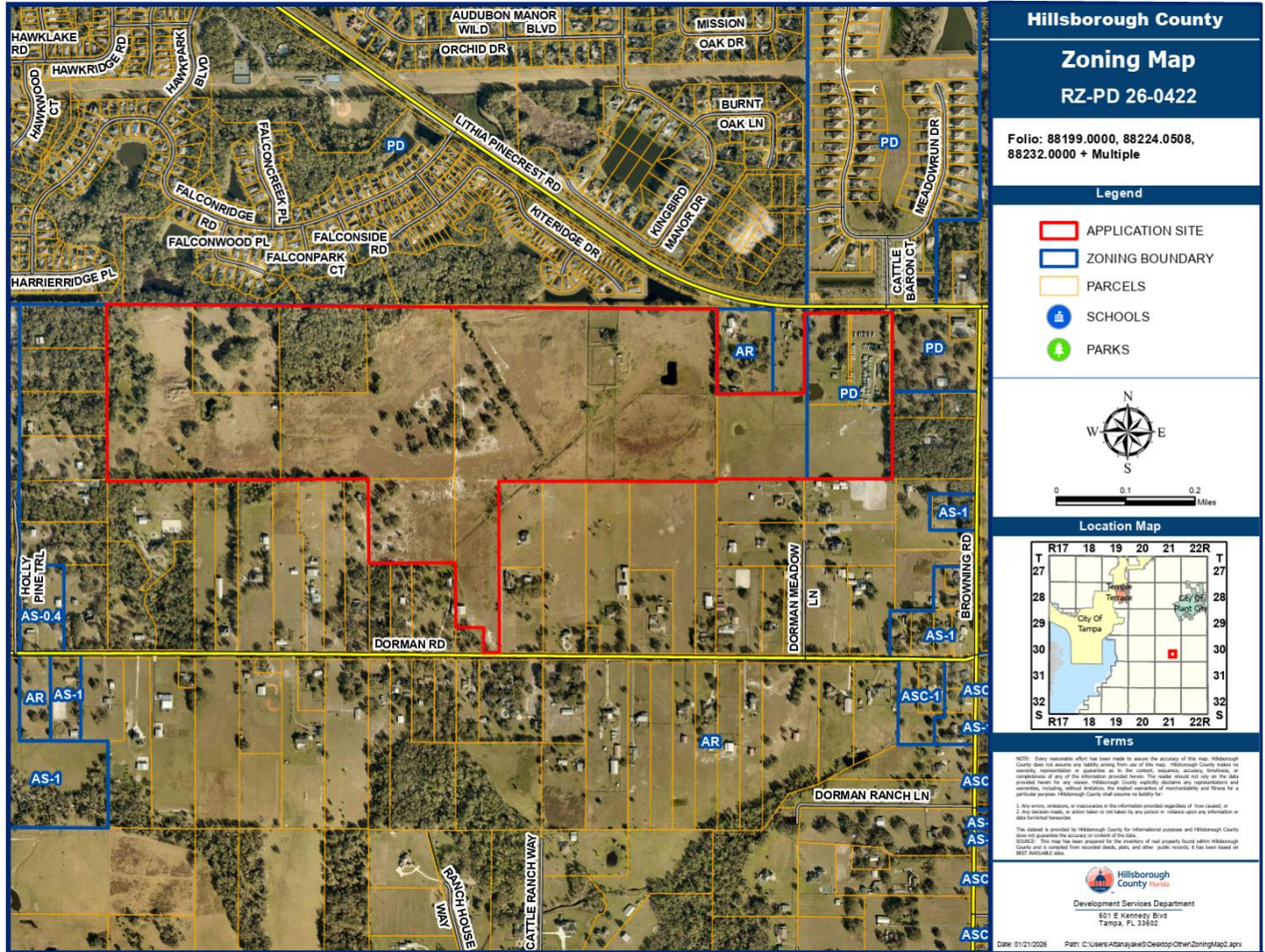
2.2 Future Land Use Map



| | |
|--|--|
| Subject Site Future Land Use Category: | Agricultural Rural (A/R) (Existing) *HC/CPA 26-05 & 26-06, pending adoption, changing the subject property to Residential – 2 (R-2)) (Proposed) |
| Maximum Density/F.A.R.: | A/R: 1 du/ 5 ga; 0.25 F.A.R. *R-2 (Proposed): 2 du / ga; 0.25 F.A.R. |
| Typical Uses: | A/R: Farms, ranches, feed lots, residential, neighborhood commercial, offices, industrial uses related to agricultural uses and mining related activities. R-2: Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. |

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

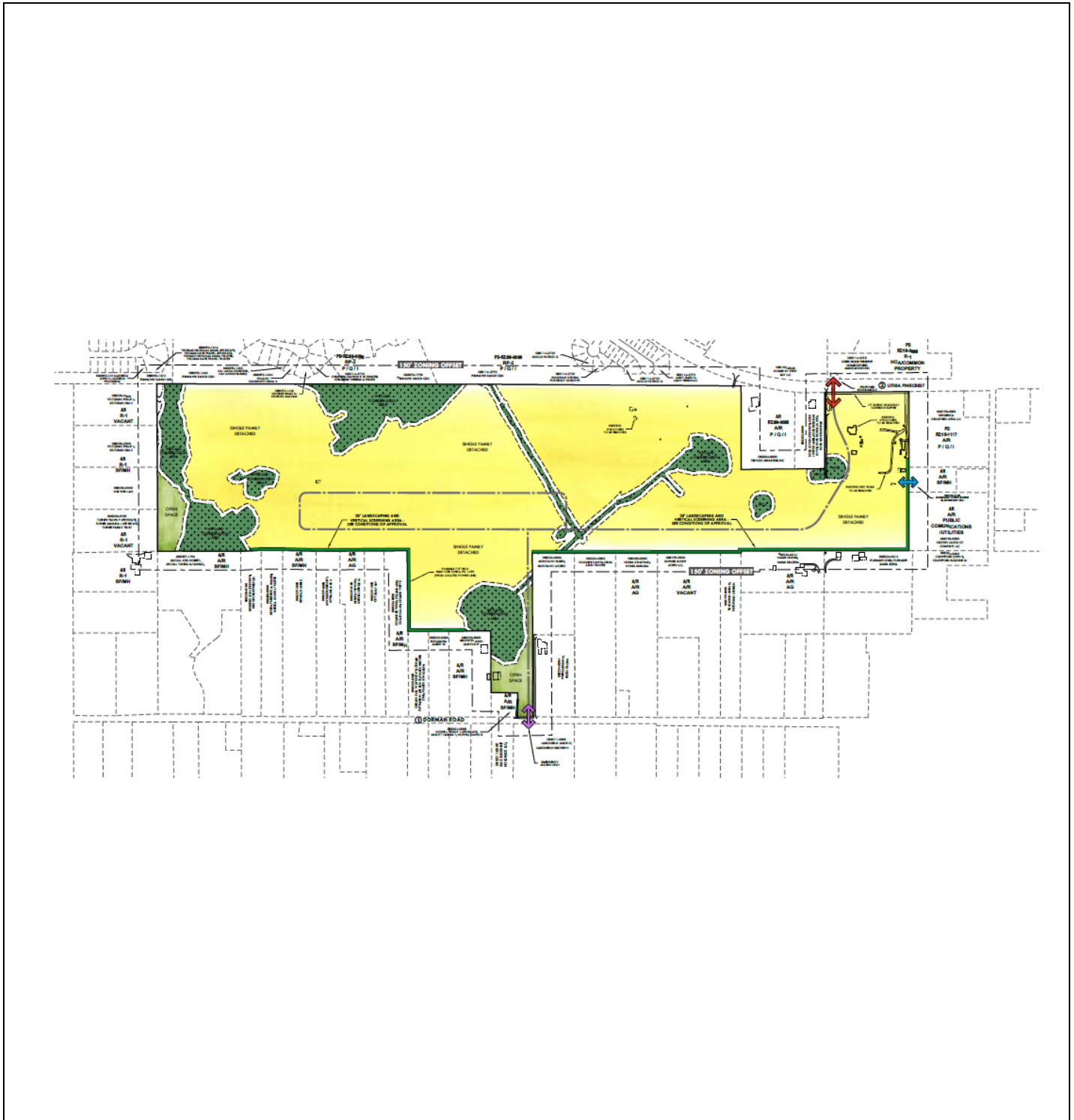


Adjacent Zonings and Uses

| Location: | Zoning: | Maximum Density/F.A.R. Permitted by Zoning District: | Allowable Use: | Existing Use: |
|-----------|----------------------------------|--|---|-----------------|
| North | AR, PD 89-0098, PD 18-0668 | 1 du/5ga, 2.3 du/ga, 0.67 du/ac | SFR/Agricultural, SFR, SFR | SFR, SFR, SFR |
| South | AR | 1 du/5ga | SFR/Agricultural | SFR |
| East | AR, PD 15-1117 | 1 du/5ga, 0.25 F.A.R. | SFR/Agricultural, Residential and Commercial, Residential Support Uses | SFR, Commercial |
| West | AR AS-1 | 1 du/5ga 1 du/ 1 ga | SFR/Agricultural | SFR |

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 OF STAFF REPORT)

Adjoining Roadways (check if applicable)

| Road Name | Classification | Current Conditions | Select Future Improvements |
|----------------------|--------------------------|--|---|
| Lithia Pinecrest Rd. | County Arterial - Rural | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width for Existing Configuration | <input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD |
| Dorman Rd. | County Collector - Rural | 2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width | <input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other |

Project Trip Generation Not applicable for this request

| | Average Daily Trips | A.M. Peak Hour Trips | P.M. Peak Hour Trips |
|------------------|---------------------|----------------------|----------------------|
| Existing | 590 | 32 | 41 |
| Proposed | 2,525 | 193 | 248 |
| Difference (+/-) | (+) 1,935 | (+) 161 | (+) 207 |

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

Connectivity and Cross Access Not applicable for this request

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

Notes:

Design Exception/Administrative Variance Not applicable for this request

| Road Name/Nature of Request | Type | Finding |
|--|-----------------------------------|-----------------|
| Lithia Pinecrest/ Access Spacing | Administrative Variance Requested | Approvable |
| Multiple/ Number of Access Connections | Administrative Variance Requested | Approvable |
| | Choose an item. | Choose an item. |
| | Choose an item. | Choose an item. |

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 | |
| Conservation & Environ. Lands Mgmt. | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Natural Resources | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Environmental Services | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Wellhead Protection Area <input checked="" type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Airport Incompatible Use Area <input checked="" type="checkbox"/> Other: Overlay: Lithia Southeast County | | | | |
| 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 | |
| Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" 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 | |
| Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" 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 | Applicant has filed a Comp Plan Amendment application to bring the Subject property into the Urban Service Area and connect to public utilities. |
| Impact/Mobility Fees Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$13,038 * 280 = \$3,650,640 Parks: \$2,145 * 280 = \$600,600 School: \$8,227 * 280 = \$2,303,560 Fire: \$335 * 280 = \$93,800 Total per House: \$23,745 * 280 = \$6,648,600 | | | | |
| Comprehensive Plan: | Comments Received | Findings | Conditions Requested | Additional Information/Comments |
| Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A | <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | <input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent | <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development for a single-family detached residential development incorporates site design elements intended to provide appropriate transitions to adjacent properties. Residential lots are located within the interior of the roughly 190-acre site, while open space, wetland conservation areas, and landscape easements are placed along the perimeter. A 15-foot scenic roadway corridor buffer along Lithia Pinecrest Road and a 20-foot landscape easement area along the southern and eastern boundaries offer visual separation from nearby residential and agricultural parcels.

Development standards, including minimum lot sizes and required front, side, and rear setbacks, establish consistent spacing between homes and property lines. Limits on building height and coverage support a development scale similar to surrounding low-density residential areas. Perimeter open space and environmental features further moderate the transition to existing development.

The surrounding area includes planned residential communities along with lower-density residential and agricultural uses. Nearby properties include a mix of residential, agricultural, and limited commercial uses, resulting in a predominantly low-intensity context. The placement of interior lots, landscape easements, and conservation areas is intended to align with this setting by locating lower-intensity features along shared boundaries and concentrating residential development toward the site's center.

The request includes a Comprehensive Plan Amendment to bring the property into the Urban Service Area and change the Future Land Use designation from Agricultural Rural to Residential-2. This amendment supports the proposed residential pattern and provides a framework for transitions between existing and future development in the area.

Overall, the arrangement of open space, screening, setbacks, and the scale of the proposed residential use establishes an appropriate transition between the project site and surrounding properties consistent with development patterns in the vicinity of Lithia Pinecrest Road.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to PD Site Plan Certification, the developer shall revise the site plan received April 8, 2026 to:

1. Be shown in black and white.
2. Meet the Development Review Procedures Manual (DRPM) minimum requirement specifying the project show the “points of ingress and egress and/or driveways and curb-cuts” within 150 feet of the project boundaries, as well as show those driveways outside of the 150-foot area that are otherwise the subject of an access spacing variance.
3. Replace the last sentence of Note 12 with a note stating, “All existing access connections to be closed/removed and resodded.”
4. Revise the Dorman Road access data table to state the minimum and maximum extents of right-of-way width variance and show those locations on the site plan.
5. Revise the Lithia Pinecrest Road access data table to:
 - a. State the minimum and maximum extents of right-of-way width variance and show those locations on the site plan;
 - b. Correct the “+/- 24’ asphalt pavement” width notation to instead state “+/- 11 to 12-foot-wide asphalt lanes”; and,
 - c. Remove “bike path” from the list of not present facilities and instead add a new bullet stating “+/- 5-foot-wide bicycle facilities (on paved shoulders). Staff notes that on rural roadways paved shoulders typically provide bicycle access in lieu of bicycle lanes or buffered bicycle lanes on urban sections.

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted April 8, 2026.

1. Development on the site shall be limited to a single-family detached residential subdivision consisting of up to 280 dwelling units, as generally depicted on the approved General Development Plan. Residential construction shall be restricted to the designated development areas shown on the plan.
2. Development Standards
 - Lot & Dimensional Standards:
 - Minimum Lot Size: 6,000 square feet
 - Minimum Lot Width: 60 feet
 - Minimum Lot Depth: 100 feet
 - Setbacks:
 - Front: 20 feet*

Side: 5 feet

Side – Corner: 10 feet**

Rear: 15 feet

*Garages shall be set back an additional 5 feet beyond the minimum front setback.

**20 feet when the side yard is used for access.

Maximum Building Height: 35 feet

Maximum Building Coverage: 65%

A 20-foot landscape easement shall be provided along the southern and eastern boundaries adjacent to existing development and in all locations shown on the site plan. Screening shall consist of evergreen trees, 10 feet in height at the time of planting, spaced no more than 20 feet apart, and a 6-foot-high fence. Screening may be installed in increments concurrent with adjacent construction as needed. The landscape easement shall be depicted on the plat, and when located on an individual lot, an easement shall be recorded for maintenance by the Homeowner's Association (HOA) or a similar entity responsible for installation and ongoing maintenance.

3. 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.
4. The project shall be served by and limited to one (1) vehicular connection to Lithia Pinecrest Rd. as shown on the PD site plan. Additionally, the developer shall construct one (1) pedestrian and vehicular access stubout along the project's eastern boundary as shown on the PD site plan, and one (1) pedestrian and emergency access connection to Dorman Rd. All other existing access connections shall be closed and resodded.
5. Internal roadways shall be privately owned and maintained. The emergency access connection shall be gated with a Knox Box or similar device acceptable to the Hillsborough County Fire Marshall. As stated on the PD site plan, all other vehicular connections shall be gated, and those gated connections shall comply with Typical Detail – 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM). Pedestrian connections may be gated; however, if gated such connections shall remain available for the daily use of project residents and guests.
6. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at the eastern roadway stubout which identifies the stubout as a "Future Roadway Connection".
7. Notwithstanding anything herein to the contrary, the developer shall be permitted to install a fence or a wall across the eastern stubout until such time as (re)development occurs on the adjacent property; however, such fence or wall shall be removed prior to or concurrent with such redevelopment if the adjacent property is required to provide a reciprocal connection (regardless of whether such connection takes the form of a full or gated emergency with pedestrian access). Such fence or wall shall be designed to facilitate the quick removal of those sections which are necessary to effectuate the above referenced connection.

8. Construction access shall be restricted to the access connections to Lithia Pinecrest Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.
9. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a roundabout at the project entrance. The developer shall be required to dedicate and convey to Hillsborough County or otherwise acquire sufficient right-of-way necessary to construct the roundabout.
10. As Lithia Pinecrest Rd. is identified as a future 2-lane enhanced roadway on the Hillsborough County Corridor Preservation Plan, and although there appears to be sufficient existing right-of-way in its existing configuration to accommodate a 2-lane enhanced roadway along the project's frontage, and given that the developer will be constructing a roundabout within the existing right-of-way which is reserved for future enhancements, the developer shall ensure at the time of plat/site/construction plan approval that there is an additional 12 feet of right-of-way available along the project's frontage to accommodate future enhancements or shall otherwise be required to dedicate and convey an additional 12-feet of right-of-way beyond any additional right-of-way needed to accommodate the roundabout.
11. As Lithia Pinecrest Rd. is a substandard roadway, the developer will be required to improve Lithia Pinecrest Rd. (between the proposed driveway and the nearest segment of Lithia Pinecrest Rd. meeting applicable standards) to current County standards unless otherwise approved in accordance with the Sec. 6.04.02.B. LDC Administrative Variance (AV) process. Deviations from Transportation Technical Manual (TTM) / Transportation Design Manual (TDM) requirements may be considered in accordance with the Design Exception (DE) and/or Design Deviation Memoranda (DDM) processes, as applicable.
12. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated June 15, 2026) from the Section 6.04.07 LDC requirement governing access spacing for the project's connection to Lithia Pinecrest Rd. Approval of the variance will permit the following variances:
 - a. A +/- 260-foot access spacing from the next closest connection to the west (on the same side of the roadway), resulting in a +/- 70-foot access spacing; and,
 - b. A +/- 170-foot access spacing from the second closest connection to the west (on the same side of the roadway), resulting in a +/- 160-foot access spacing.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable (on June 16, 2026). If PD 26-0422 is approved, the County Engineer will approve the above referenced Administrative Variance.

13. If PD 26-0422 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated June 15, 2026) which has been found approvable by the County Engineer (on June 16, 2026). Approval of this Administrative Variance will waive the Sec. 6.04.03.I. of the LDC requirement

whereby the project is required to have two (2) access connections for the purpose of satisfying that code requirement, and instead permit one (1) roadway connection to the PD, with the possibility of a second future access to the east.

14. 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.
15. 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.
16. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
17. 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.
18. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. The site plan may be modified from the Certified Site Plan to avoid tree removal.
19. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.
20. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
21. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.

- 22. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 23. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 24. 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.

7.1 ADDITIONAL INFORMATION

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

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 06/16/2026

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: SR

PETITION NO: PD 26-0422

- 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. 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.
2. The project shall be served by and limited to one (1) vehicular connection to Lithia Pinecrest Rd. as shown on the PD site plan. Additionally, the developer shall construct one (1) pedestrian and vehicular access stubout along the project's eastern boundary as shown on the PD site plan, and one (1) pedestrian and emergency access connection to Dorman Rd. All other existing access connections shall be closed and resodded.
3. Internal roadways shall be privately owned and maintained. The emergency access connection shall be gated with a Knox Box or similar device acceptable to the Hillsborough County Fire Marshall. As stated on the PD site plan, all other vehicular connections shall be gated, and those gated connections shall comply with Typical Detail – 9 (TD-9) of the Hillsborough County Transportation Technical Manual (TTM). Pedestrian connections may be gated; however, if gated such connections shall remain available for the daily use of project residents and guests.
4. In addition to any temporary end of roadway signage required by the MUTCD, the developer shall install signage at the eastern roadway stubout which identifies the stubout as a "Future Roadway Connection".
5. Notwithstanding anything herein to the contrary, the developer shall be permitted to install a fence or a wall across the eastern stubout until such time as (re)development occurs on the adjacent property; however, such fence or wall shall be removed prior to or concurrent with such redevelopment if the adjacent property is required to provide a reciprocal connection (regardless of whether such connection takes the form of a full or gated emergency with pedestrian access). Such fence or wall shall be designed to facilitate the quick removal of those sections which are necessary to effectuate the above referenced connection.
6. Construction access shall be restricted to the access connections to Lithia Pinecrest Rd. shown on the PD site plan. The developer shall include a note indicating same on each construction/site plan submittal.

7. Prior to or concurrent with the initial increment of development, the developer shall be required to construct a roundabout at the project entrance. The developer shall be required to dedicate and convey to Hillsborough County or otherwise acquire sufficient right-of-way necessary to construct the roundabout.
8. As Lithia Pinecrest Rd. is identified as a future 2-lane enhanced roadway on the Hillsborough County Corridor Preservation Plan, and although there appears to be sufficient existing right-of-way in its existing configuration to accommodate a 2-lane enhanced roadway along the project's frontage, and given that the developer will be constructing a roundabout within the existing right-of-way which is reserved for future enhancements, the developer shall ensure at the time of plat/site/construction plan approval that there is an additional 12 feet of right-of-way available along the project's frontage to accommodate future enhancements or shall otherwise be required to dedicate and convey an additional 12-feet of right-of-way beyond any additional right-of-way needed to accommodate the roundabout.
9. As Lithia Pinecrest Rd. is a substandard roadway, the developer will be required to improve Lithia Pinecrest Rd. (between the proposed driveway and the nearest segment of Lithia Pinecrest Rd. meeting applicable standards) to current County standards unless otherwise approved in accordance with the Sec. 6.04.02.B LDC Administrative Variance (AV) process. Deviations from Transportation Technical Manual (TTM) / Transportation Design Manual (TDM) requirements may be considered in accordance with the Design Exception (DE) and/or Design Deviation Memoranda (DDM) processes, as applicable.
10. The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated June 15, 2026) from the Section 6.04.07 LDC requirement governing access spacing for the project's connection to Lithia Pinecrest Rd. Approval of the variance will permit the following variances:
 - a. A +/- 260-foot access spacing from the next closest connection to the west (on the same side of the roadway), resulting in a +/- 70-foot access spacing; and,
 - b. A +/- 170-foot access spacing from the second closest connection to the west (on the same side of the roadway), resulting in a +/- 160-foot access spacing.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable (on June 16, 2026). If PD 26-0422 is approved, the County Engineer will approve the above referenced Administrative Variance.

11. If PD 26-0422 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated June 15, 2026) which has been found approvable by the County Engineer (on June 16, 2026). Approval of this Administrative Variance will waive the Sec. 6.04.03.I. of the LDC requirement whereby the project is required to have two (2) access connections for the purpose of satisfying that code requirement, and instead permit one (1) roadway connection to the PD, with the possibility of a second future access to the east.

Other Conditions

- Prior to PD Site Plan Certification, the developer shall revise the site plan received April 8, 2026 to:
 - Meet the Development Review Procedures Manual (DRPM) minimum requirement specifying the project show the "points of ingress and egress and/or driveways and curb-cuts" within 150 feet of the project boundaries, as well as show those driveways outside of the 150-foot area that are otherwise the subject of an access spacing variance.
 - Replace the last sentence of Note 12 with a note stating, "All existing access connections to be closed/removed and resodded."
 - Revise the Dorman Road access data table to state the minimum and maximum extents of right-of-way width variance and show those locations on the site plan.
 - Revise the Lithia Pinecrest Road access data table to:

- State the minimum and maximum extents of right-of-way width variance and show those locations on the site plan;
- Correct the “+/- 24’ asphalt pavement” width notation to instead state “+/- 11 to 12-foot-wide asphalt lanes”; and,
- Remove “bike path” from the list of not present facilities and instead add a new bullet stating “+/- 5-foot-wide bicycle facilities (on paved shoulders). Staff notes that on rural roadways paved shoulders typically provide bicycle access in lieu of bicycle lanes or buffered bicycle lanes on urban sections.

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone multiple parcels, totaling +/- 190 ac. from Agricultural Rural (AR) and Agricultural Rural (AR) and Planned Development (PD) 11-0581 to PD. The applicant is proposing up to 280 dwelling units. The existing PD 11-0581 is approved for the following uses (with the storage uses occurring within a +/- 1.6 ac. area):

The project shall be permitted three residential units, agricultural uses of the AR zoning district and the storage of boats and RVs. Unless otherwise specified herein, development standards for the residential shall be in accordance with the AR zoning district, excluding minimum lot size provided the overall residential density does not exceed 1 unit per 5 acres, and the Boat/RV Storage Facility shall be in accordance with the CG zoning district standards, except for a maximum FAR of .25.

- 1.1 The storage of boats and RV shall be setback 400 feet from Lithia Pinecrest Road and shall be limited in extent to the area shown on the general site plan. A maximum of 75 boats/RV's shall be permitted to be stored within the designated area.

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, utilizing a generalized worst-case scenario. Information shown below is based upon data from the 12th Edition of the ITE Trip Generation Manual. Since the ITE does not include data for open/vehicle storage uses, a methodology was applied whereby the storage acreage (+/- 1.6 ac.) is multiplied by the maximum floor area ratio of the underlying Future Land Use Designation (in this case AR with a maximum FAR of 0.25). The result, 17,424 s.f., is then analyzed using ITE data for mini warehouse uses (LUC 151). This is staff’s best available method of consistently approximating open/vehicle storage uses across a variety of storage users.

Existing Zoning:

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|-----------|
| | | AM | PM |
| AR, 34 Single-Family Detached Dwelling Units (ITE Code 210) | 540 | 28 | 36 |
| PD, 3 Single-Family Detached Dwelling Units (ITE Code 210) | 28 | 3 | 3 |
| PD, 17,424 s.f. Storage Uses (ITE Code 151) | 22 | 1 | 2 |
| Subtotal: | 590 | 32 | 41 |

Proposed Zoning:

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|---|------------------------|-----------------------|-----|
| | | AM | PM |
| PD, 280 Single-Family Detached Units (ITE Code 210) | 2,525 | 193 | 248 |

Trip Generation Difference:

| Land Use/Size | 24 Hour Two-Way Volume | Total Peak Hour Trips | |
|-------------------|------------------------|-----------------------|----------------|
| | | AM | PM |
| Difference | (+) 1,935 | (+) 161 | (+) 207 |

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lithia Pinecrest Rd. is a 2-lane, substandard, arterial road, characterized by +/- 11-foot-wide travel lanes in average condition. The existing right-of-way on Lithia Pinecrest Rd. in the vicinity of the project appears to vary between +/- 100 feet and +/- 120 feet. There are +/- 5-foot-wide bicycle lanes (on paved shoulders) along both sides of the roadway in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the north and south sides of the roadway in the vicinity of the proposed project.

The applicant's team indicated they have survey data which may show that Lithia Pinecrest Rd. along the project's boundary meets applicable TTM requirements; however, a signed and sealed copy was unavailable prior to the time this report had to be written. Staff notes the roundabout will require road reconstruction in affected areas, and the applicant will be required to improve any substandard road segments between the proposed roundabout and standard roadway portions located west of the project site, unless otherwise varied in accordance with the Sec. 6.04.02.B. Administrative Variance process during the plat/site/construction plan review process. Deviations from Transportation Technical Manual (TTM) / Transportation Design Manual (TDM) requirements may be considered in accordance with the Design Exception (DE) and/or Design Deviation Memoranda (DDM) processes, as applicable, at the time of plat/site/construction plan review. Consistent with recent policy changes, applicants in the PD zoning or PD zoning modification process are permitted to defer certain Transportation Related Administrative Reviews (TRARs), e.g. AVs and DEs/DDMs, to the site/construction plan process. The applicant of the subject PD has elected to defer any needed TRARs.

The roadway along the project's frontage is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway. As there is no typical section in the Transportation Technical Manual (TTM) for this type of roadway, the amount of needed right-of-way is arrived at by taking the 96 feet of right-of-way needed for a 2-lane Rural Collector Roadway (Type TS-7) and adding 12 feet for enhancements, for a total of 108 feet needed. While there appears to be sufficient right-of-way along the project's frontage, this will need to be verified at the time of site/plat/construction plan review.

Additionally, given the proposed roundabout to be constructed at the project's entrance on Lithia Pinecrest Rd. and given the unique nature of each roundabout and roadway context, and the design process necessary to achieve a safe roundabout design, it is impossible to arrive at standard amount of right-of-way needed for the roundabout. As such, it cannot be determined at this time whether any additional right-of-way is needed to account for the future 2-lane enhanced roadway. Also, given that the developer will be utilizing existing County owned right-of-way reserved for the 2-lane enhancement for site access improvements (i.e. the roundabout), any additional right-of-way needed to ensure an additional 12-feet is available for the enhancements shall be dedicated and conveyed by the developer at

the time of plat/site/construction plan review (rather than the traditional preservation that would normally be required). Staff has included a condition to this effect.

SITE ACCESS, EMERGENCY ACCESS AND CONNECTIVITY

In the short term, project access is proposed via a single access to Lithia Pinecrest Rd. Given that turn lanes are required pursuant to Sec. 6.04.04.D; however, such turn lanes could not fit given the proximity of other existing turn lanes and nearby driveways, the applicant is proposing a roundabout (which staff notes can calm traffic, provide for a safe location for pedestrian crossings, and will generally provide for safer access and a more efficient traffic flow, particularly as compared to a two-way stop controlled condition). In the long term, secondary access to Browning Rd. could be accommodated due to the stubout planned along the eastern project boundary. Such access would likely only be connected in the event parcels to the east of the project redevelop to their highest and best use. Such access could also be utilized as a pedestrian and gated emergency access in the future if deemed appropriate by staff or the BOCC. If the existing residence(s) to the east remain in their existing configuration in perpetuity, then no additional connectivity would occur.

Sec. 6.02.01.H.2. of the LDC states, "Except where precluded by natural features or existing development on adjacent property, subdivisions with 100 lots or more shall have at least one alternative access way on each principal side of the subdivision where there is no street access or street stubout. Except where precluded by natural features or existing development on adjacent property, subdivisions with less than 100 lots shall have at least one alternative access way on at least one side of the subdivision where there is no street access or street stubout." Since there are natural features/conservation along the western project boundary, no emergency access is required there. Gated emergency access is required and is proposed to Dorman Rd. along the southern project boundary, consistent with this portion of the LDC.

Staff notes that Sec. 6.04.03.I.2. of the LDC provides that "The number of entrances shall be determined based on the maximum desirable vehicle flow rate at entrances for residential and non-residential land uses based on the street characteristics." Given the project generates more than 180 peak hour trips, more than one (1) access is needed to serve the project. Consistent with these requirements, the applicant is proposing a stubout to the east, to provide for potential future vehicular and pedestrian connectivity through Browning Rd. (a collector roadway). No additional access can be permitted along Lithia Pinecrest Rd. due to Sec. 6.04.07 access spacing limitations, and Dorman Rd. is significantly substandard (+/- 16 to 18 feet of pavement and no paved shoulders) with limited ability to make improvements to the standard Typical Section due to right-of-way constraints. Should properties to the east not develop, or in the future the BOCC decides that such connections are not appropriate, then the stubout would not be connected and all traffic impacts will be concentrated on Lithia Pinecrest Rd.

The access stubout to the east is also a requirement of Sec. 6.02.01.A. of the LDC. Sec. 6.02.01.A.4. states, "Adequate vehicular and pedestrian access should be provided to each parcel...Street widths, placement of sidewalks, pattern of streets and number of intersections are related to safety and efficiency of access to abutting lands." Sec. 6.02.01.A.7. states, "...land-development patterns should not detract from the efficiency of bordering major streets. This principal may involve control of driveway, intersection placement, and full or partial control of access. Land development should occur so that no parcels require direct access to major streets (collector roads)." Sec. 6.02.01.A.13. states, "A proposed development shall provide multiple direct connections in its local street system to and between local destinations, such as parks, schools, and shopping, without requiring the use of arterial streets." Sec. 6.02.01.A.15. states, "To ensure future street connections where a proposed development abuts unplatted land or a future development phase of the same development, street stubs shall be provided to provide access to all abutting properties or to logically extend the street system into the surrounding area."

Stubout and emergency access connections can provide alternative routes that add resiliency in our transportation networks, help evenly distribute traffic throughout the community, help protect limited capacity on arterial and collector roadways by avoiding or minimizing unnecessary travel on major roadways and intersections, and provide important alternatives routes that provide access for police, fire and other emergency vehicles should major accidents, sinkholes or localized flooding occur that can shut down an access for prolonged periods of time. These are particularly critical when there is only one way in or out of a community.

REQUESTED ADMINISTRATIVE VARIANCE – LITHIA PINECREST – ACCESS SPACING

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (AV) request (dated June 15, 2026) from the Section 6.04.7 LDC requirement governing access spacing of the proposed connection to Lithia Pinecrest Rd. The Hillsborough County LDC requires a minimum connection spacing of 330 feet for a Class 3 roadway with a posted speed equal to or less than 45 mph. The developer is proposing the following variances:

- A +/- 260-foot access spacing from the next closest connection to the west (on the same side of the roadway), resulting in a +/- 70-foot access spacing; and,
- A +/- 170-foot access spacing from the second closest connection to the west (on the same side of the roadway), resulting in a +/- 160-foot access spacing.

Based on factors presented in the AV Request, the County Engineer found the request approvable (on June 16, 2026). If PD 26-0422 is approved by the BOCC, the County Engineer will approve the AV request.

ADMINISTRATIVE VARIANCE – NUMBER OF ACCESS CONNECTIONS

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance (AV) Request (dated June 15, 2026) from the Section 6.04.03.I. LDC requirement, governing number of required access connections. The Hillsborough County LDC requires residential projects/areas accessing a collector/arterial roadway and generating more than 180 peak hour trips (but less than 360 peak hour trips) to have two (2) access connections. The project proposes a total of one (1) functional access connection (to Lithia Pinecrest Rd.) and one (1) access stubout along the eastern boundary which may, but is not guaranteed, to provide the second required connection. The project is anticipated to generate 248 peak hour trips in the highest peak hour.

Based on factors presented in the AV request, the County Engineer found the request approvable on June 16, 2026. If PD 26-0422 is approved by the BOCC, the County Engineer will approve the AV request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Dorman Rd. and Browning Rd. were not included in the 2024 LOS report. As such, information for these facilities cannot be provided.

| Roadway | From | To | LOS Standard | Peak Hour Directional LOS |
|----------------------|------------------------------|------------------------------|--------------|---------------------------|
| Lithia Pinecrest Rd. | Boyette Rd. | 1570' W of Browning Rd (USB) | D | D |
| Lithia Pinecrest Rd. | 1570' W of Browning Rd (USB) | CR 39 | D | D |

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, June 16, 2026 2:14 PM
To: Steven Henry
Cc: Kami Corbett; kayla.witkowski@clearviewland.com; Grandlienard, Christopher; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0422 Administrative Variances Review
Attachments: 26-0422 AVAdd 06-15-26_1.pdf; 26-0422 AVAdd 06-15-26_2.pdf

Steve,
I have found the attached two Section 6.04.02.B. Administrative Variances (AV) for PD 26-0422 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

APPLICATION NUMBER: PD 26-0422

ZHM HEARING DATE: June 22, 2026

BOCC CPA HEARING DATE: August 13, 2026

Case Reviewer: Chris Grandlienard, AICP

[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: Tuesday, June 16, 2026 11:33 AM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: RZ-PD 26-0422 Administrative Variances Review

Hello Mike,

The attached administrative variance is **Approvable** to me. Please include the following people in your response:

stevenh@trafficmobility.com
kami.corbett@hwlaw.com
kayla.witkowski@clearviewland.com
grandlienardc@hcfl.gov
ratliffja@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County Florida

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



June 15, 2026

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Dorman Road PD
PD 26-0422
Folio Numbers: 088199.0000, 088225.0000, 088226.0000, 088227.0000,
088228.0000 088232.0000, 088224.0502, 088224.0504, 088224.0506,
088224.0508
Project No. 25899.02.04

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Lithia-Pinecrest Road. The property is proposed to be rezoned to Planned Development for up to 280 Single Family Homes.

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via one (1) full access to Lithia-Pinecrest Road, one (1) gated emergency access to Dorman Road and one (1) potential future cross access to the east.

A copy of the PD plan is included in the Appendix of this letter.

The subject property is proposed to be within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Lithia-Pinecrest Road is a collector road.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Lithia-Pinecrest Road. Based on Section 6.04.07, Lithia-Pinecrest Road is classified as an Access Class 3 roadway with an access spacing of 330 feet. The property to the west has two (2) driveways, the spacing to the western most driveway is 160 feet and 70 feet to the eastern driveway. In addition, spacing is approximately 416 feet to Ridge Preserve Place to the east. This is graphically shown in Figure 1.

Development Se

Mr. Mike Williams
June 15, 2026
Page 2

The justification for the variance is as follows:

(a) there is an unreasonable burden on the applicant,

The project has one (1) access to Lithia-Pinecrest Road which is proposed to be a roundabout. The roundabout was located to be able to maintain the eastbound left turn lane to Ridge Preserve Place to the east of the project. In doing this, a waiver to the spacing for the access serving the residential lot to the west is required. It should be noted this is one (1) residential lot with two (2) driveways to Lithia-Pinecrest Road. Therefore, it would be an unreasonable burden on the applicant to meet the spacing criteria.

(b) the variance would not be detrimental to the public health, safety and welfare,

As indicated, the access is to be via a roundabout. The roundabout was located along Lithia-Pinecrest Road to maintain the eastbound left turn lane to Ridge Preserve Place on Lithia-Pinecrest Road. The access to the west serves a residential lot. Therefore, the variance would not be detrimental to the health, safety and welfare of the public.

(c) without the variance, reasonable access cannot be provided.

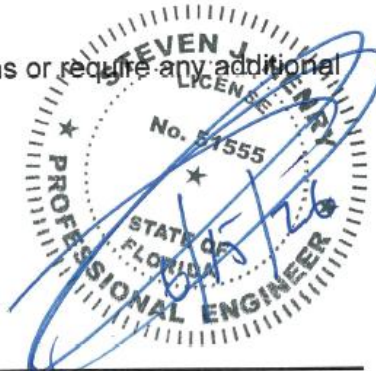
The only access to the collector road is proposed to be Lithia-Pinecrest Road; therefore, reasonable access cannot be provided without the variance.

Mr. Mike Williams
June 15, 2026
Page 3

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

Best Regards,

Steven J Henry
Founder
Traffic & Mobility Consultants
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.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Development Ser

Mr. Mike Williams
 June 15, 2026
 Page 4

TABLE 1

PROJECT TRAFFIC (1)

| Land Use | ITE LUC | Size | Daily Trip Ends | AM Peak Hour Trip Ends | | PM Peak Hour Trip Ends | | | |
|---------------|---------|----------|-----------------|------------------------|-----|------------------------|-----|-------|-----|
| | | | | In | Out | In | Out | Total | |
| Single Family | 210 | 280 DU's | 2,525 | 52 | 141 | 193 | 154 | 94 | 248 |

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

Mr. Mike Williams
June 15, 2026
Page 5

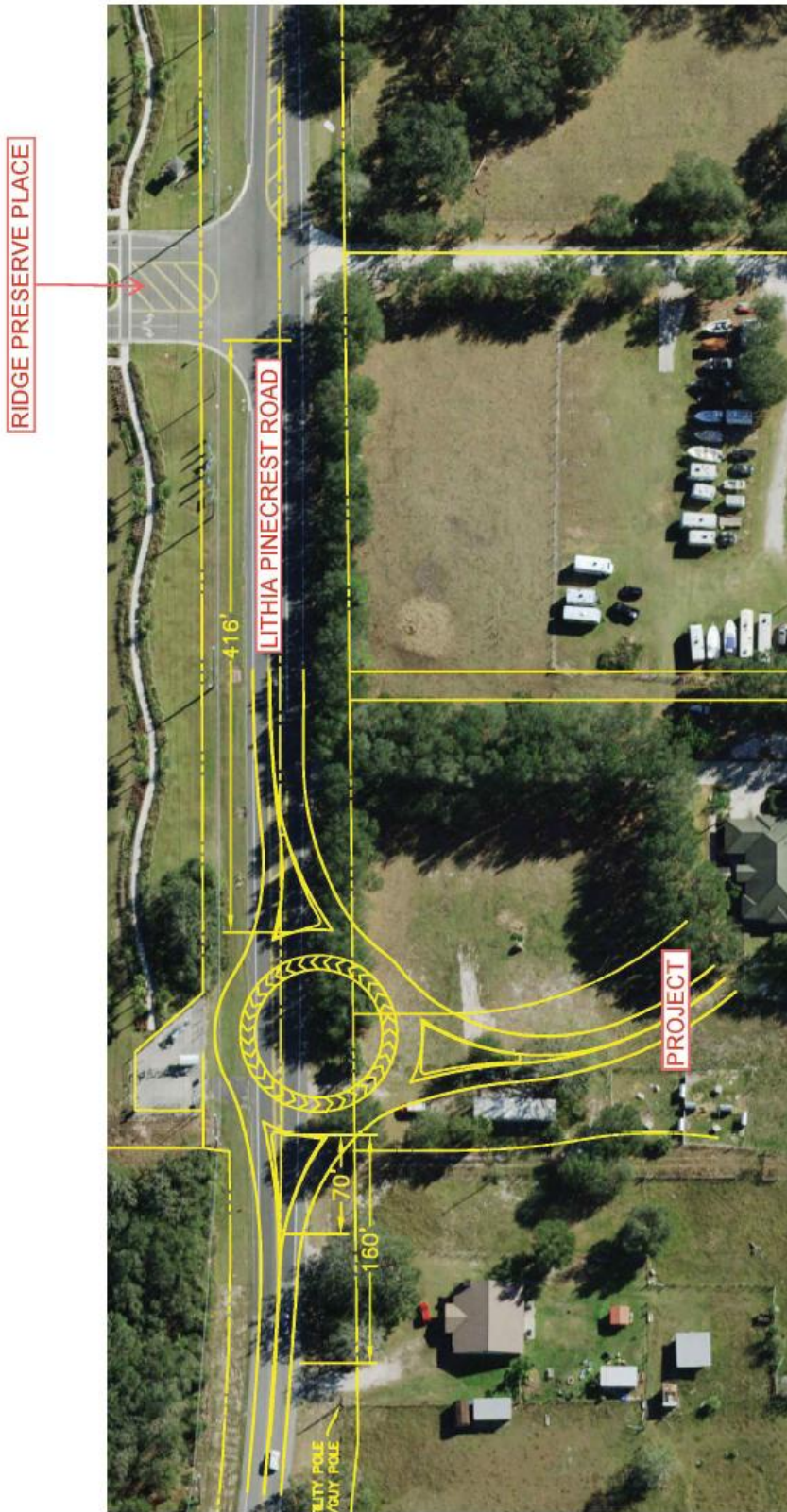


FIGURE 1
ACCESS SPACING

APPENDIX

APPLICATION NUMBER: PD 26-0422

ZHM HEARING DATE: June 22, 2026

BOCC CPA HEARING DATE: August 13, 2026

Case Reviewer: Chris Grandlienard, AICP

Development Servic

PD PLAN

APPLICATION NUMBER: PD 26-0422

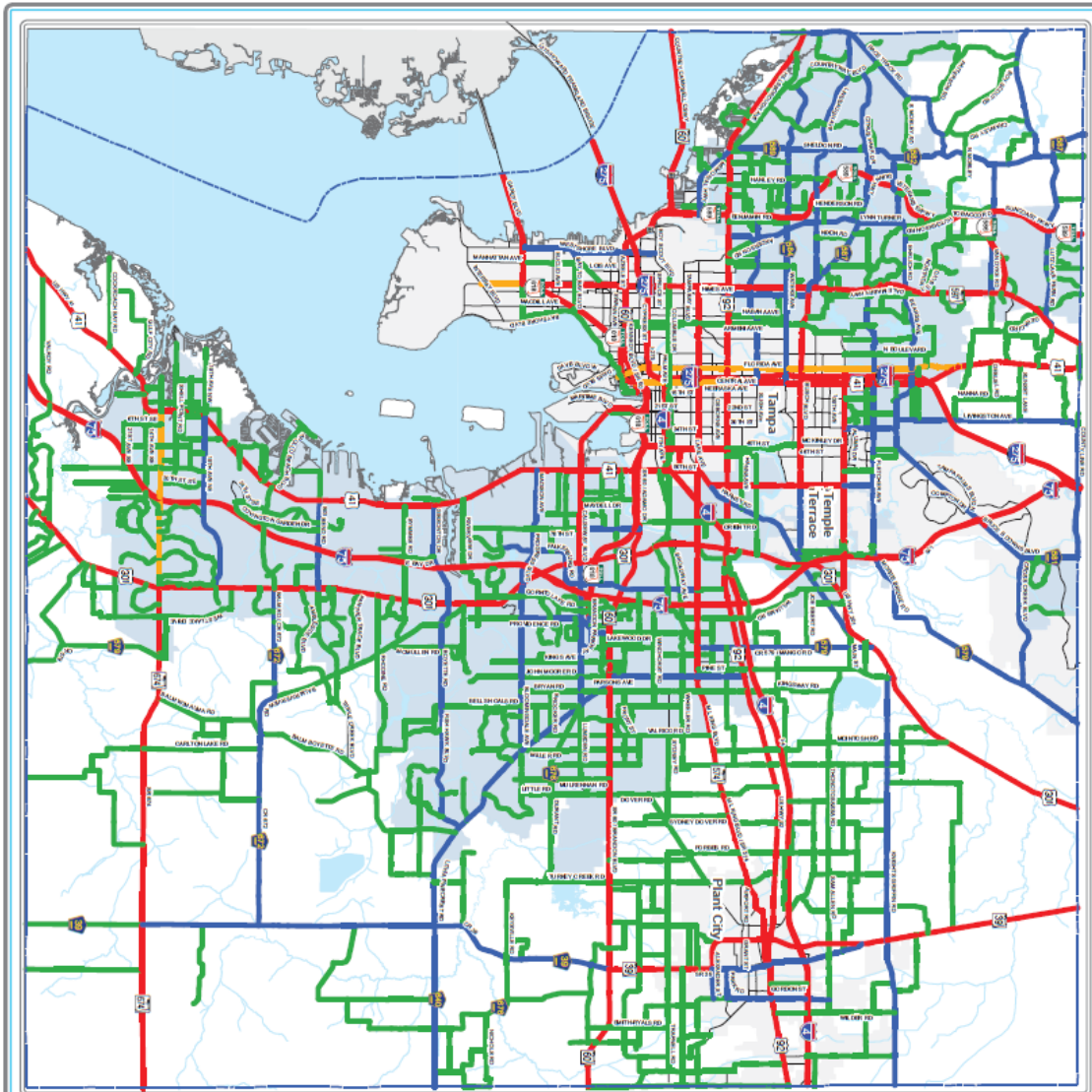
ZHM HEARING DATE: June 22, 2026

BOCC CPA HEARING DATE: August 13, 2026

Case Reviewer: Chris Grandlienard, AICP

RECEIVED DATE: 10/26/2026
Development Service

HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION MAP



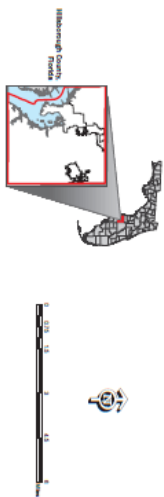
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN
 LOCAL FUNCTIONAL CLASSIFICATION
 MAP 4



LEGEND

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

LOCATION MAP AND REFERENCE INFORMATION



CONTRACT INFORMATION: Hillsborough County, Florida, is seeking a contractor to provide the design and construction services for the Hillsborough County Comprehensive Plan Update. The project includes the development of a comprehensive plan for Hillsborough County, Florida, and the implementation of the plan. The project is being funded by Hillsborough County, Florida, and the State of Florida. The project is being managed by Hillsborough County, Florida, and the State of Florida. The project is being completed by Hillsborough County, Florida, and the State of Florida.

Author: Planning
 Date: 12/2025
 Hillsborough.org

APPLICATION NUMBER: PD 26-0422

ZHM HEARING DATE: June 22, 2026

BOCC CPA HEARING DATE: August 13, 2026

Case Reviewer: Chris Grandlienard, AICP

RECEIVED DATE 10, 20
Development Servic

**HILLSBOROUGH COUNTY LDC
SECTION 6.04.01**

Sec. 6.04.01. - Generally

A. Purpose

The following design and construction standards have been adopted by Hillsborough County to protect the public health, safety and welfare; maintain smooth and efficient traffic flow; maintain proper roadway drainage; and to protect the functional level of the public roadway system. The standards that apply to a particular access are based upon the "Access Classification" of the main roadway and the connection "Type".

B. General Requirement

No person shall construct or modify any connection providing vehicular or pedestrian access to or from any County roadway from or to adjacent property without a connection permit issued pursuant to this Division. Unless an unusual risk to the public health safety or welfare is identified, the portion of these access management standards dealing with number, size, and location of access points and the requirements for cross-access or joint access are not mandatory on previously approved and unexpired General Site Plans and Site Plan District Zoning where specific access points have been approved.

C. Permit Classifications

Roadway connections will be classified in accordance with the proposed land use and anticipated traffic generation. Traffic generation estimates shall be based on the Institute of Transportation Engineer's Trip Generation or other rates accepted by Hillsborough County. The standards governing design and construction of the connection will be based on the connection type and the public roadways access classification. The County shall determine the type and classification of all connections.

D. Type I—MINIMUM CONNECTION or SIDEWALK

Low volume traffic generator. Provides access to a single family dwelling, a duplex or multi family dwelling units. The term shall also apply to driveways used as access to agricultural land including field entrances and to all sidewalk and bikeway connections. Land uses served by Type I connections are expected to generate fewer than 50 daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

E. Type II—MINOR CONNECTION

Medium volume traffic generator. Provides access to property being used for other than nominal residential and agricultural uses. Land uses served by Type II connections are expected to generate 50 or more daily vehicle trip ends, but fewer than 1,500 daily vehicle trip ends per average weekday. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

F. Type III—MAJOR CONNECTION

Highway volume traffic generator. Provides access to facilities which generate high traffic volumes such as shopping centers, industrial parks, office parks, colleges, apartment or condominium complexes, etc. Land uses served by Type III connections are expected to generate 1,500 or more daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

G. Type IV—PUBLIC/PRIVATE ROADS

All new public or private streets or roads.

H. Type V—SPECIAL CORRIDORS

Access to public roadways designated as Special Corridors by the Board of County Commissioners.

1. Daily trip ends, as used in this section, shall be based on the peak traffic generating day of the proposed land use(s).
2. Access "Type" for new or substantially changed land uses shall be based on the projected trip generation for the entire site. Access "Type" for additional access to existing land uses which are not being significantly changed may be based upon the anticipated daily traffic volumes which are expected to be generated at the requested additional access. The applicant shall provide, to the County for its review and concurrence, an estimate of traffic distribution at the existing access point(s) and at the requested additional access(s).

I. Permit Required

Development Servi

1. Before any connection to the public street system of unincorporated Hillsborough County is constructed or modified in any way, Hillsborough County shall either issue a permit for the work or make a determination that no permit is required. If a connection permit is required, the application should be submitted at the same time as the construction plans for the applicable type of development. More than one new or modified driveway at the same site may be included on a single permit. A connection permit shall generally be required for the following:
 - a. All new driveways onto the public street system, regardless of whether the development served by the driveway is new or existed previously.
 - b. All modifications to existing driveways that will result in a significant change in the driveway's traffic volumes and/or dimensions, location, profile, or in the manner in which stormwater is handled.
 - c. Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.
 - d. All new public or private roads, or modifications to private roads desired by the County or the property owner. For new development under the subdivision regulations of the County, approval of the final construction plans by the Administrator shall serve as approval of the new connection(s) and no separate permit will be required.
 - e. All sidewalk or bikeway connections to the public street system.
 - f. Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.
2. If a connection permit is required due to construction (for or by the County) on the public street or due to other conditions beyond the control of the property owner, all action required will be taken by the County, or other responsible agency and no fees will be assessed against the property owner.
3. For any new connections or substantial modifications to existing connections within unincorporated Hillsborough County that are related to construction off the right-of-way, requiring a Building Permit, a Hillsborough County Connections Permit is also required. In this case, an application for connection permit must be filed with, or prior to, the application for the Building Permit, or site construction plans.
4. An access connection permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way. The Florida Department of Transportation has original jurisdiction over the State Highway System within Hillsborough County.
5. A connection permit is required for new connections or substantial modifications to existing connections to County right-of-way which is unimproved and/or unmaintained by the County. Connection permits to unimproved and/or unmaintained right-of-way may only be issued where the right-of-way provides sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles. Permits for connections to unimproved and/or unmaintained right-of-way shall not be issued until the owner of the property served by the connection signs and provides proof of recording with the Clerk of the Circuit Court in the public records of Hillsborough County a notice, in a format approved by the County Attorney's Office, providing that:
 - a. The property does not have access from a Hillsborough County maintained road, and the route of access to and from the property is not maintained with public funds; and
 - b. Maintenance of the access route and/or drainage facilities as may be needed is the sole responsibility of the property owner; and
 - c. The property owner is responsible for maintaining the access route to the property so as to provide sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, June 16, 2026 2:14 PM
To: Steven Henry
Cc: Kami Corbett; kayla.witkowski@clearviewland.com; Grandlienard, Christopher; Ratliff, James; Phillips, Charles; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 26-0422 Administrative Variances Review
Attachments: 26-0422 AVAdd 06-15-26_1.pdf; 26-0422 AVAdd 06-15-26_2.pdf

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) for PD 26-0422 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

ZHM HEARING DATE: June 22, 2026

BOCC CPA HEARING DATE: August 13, 2026

Case Reviewer: Chris Grandlienard, AICP

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, June 16, 2026 11:33 AM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Phillips, Charles <PhillipsCh@hcfl.gov>
Subject: RZ-PD 26-0422 Administrative Variances Review

Hello Mike,

The attached administrative variance is **Approvable** to me. Please include the following people in your response:

- stevenh@trafficmobility.com
- kami.corbett@hwhlaw.com
- kayla.witkowski@clearviewland.com
- grandlienardc@hcfl.gov
- ratliffja@hcfl.gov
- phillipsch@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

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

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Hillsborough County Florida

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



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 Eleanor 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 checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input 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. Number of Accesses 4. <input checked="" type="checkbox"/> 2. Number of Accesses 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6. |
| Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal. | |
| Project Name/ Phase | Dorman Road PD |
| Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase. | |
| Folio Number(s) | <input checked="" type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers |
| Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876". | |
| Name of Person Submitting Request | Steven J. Henry, P.E. |
| Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida. | |
| Current Property Zoning Designation | |
| Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3. | |
| Pending Zoning Application Number | PD 26-0422 |
| Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances. | |
| Related Project Identification Number (Site/Subdivision Application Number) | N/A |
| 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". | |

Development Se



June 15, 2026

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Dorman Road PD
PD 26-0422
Folio Numbers: 088199.0000, 088225.0000, 088226.0000, 088227.0000,
088228.0000, 088232.0000, 088224.0502, 088224.0504, 088224.0506,
088224.0508
Project No. 25899.02.04

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03I of the Hillsborough County Land Development Code for the number of accesses for the project. The property is proposed to be rezoned to Planned Development to allow up to 280 Single Family Homes.

Table 1 provides the trip generation for the proposed project.

The PD for the property proposes one (1) access to Lithia-Pinecrest Road, one (1) gated emergency access to Dorman Road and one (1) potential future cross access to the east.

The subject property is proposed to be within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Lithia-Pinecrest Road is a collector road.

The request is for an Administrative Variance to Section 6.04.03I of the Hillsborough County LDC for the number of accesses to serve the project. As shown in Table 2, 1.38 accesses would be required for the proposed development. Therefore, two accesses for the project would be required.

The justification for the variance is as follows:

(a) there is an unreasonable burden on the applicant,

The project has limited frontage along Lithia-Pinecrest Road. Only one (1) access can be provided on Lithia-Pinecrest Road due to the spacing and other accesses east and west. The project does have frontage on Dorman Road. However, this is a local substandard road; therefore, the development is only proposing gated emergency access to the road.

Mr. Mike Williams
June 15, 2026
Page 2

Based on the above, it would be an unreasonable burden on the applicant to provide the additional accesses.

(b) the variance would not be detrimental to the public health, safety and welfare,

The one (1) access to Lithia-Pinecrest Road is proposed to be a roundabout. It is located as such to maintain the eastbound left turn lane for Ridge Preserve Place. In addition, according to the Access Management Analysis for the project, the subject access should operate at an acceptable level of service. In addition, an emergency access to Dorman Road is proposed to be provided. Therefore, the variance would not be detrimental to the health, safety and welfare of the public.

(c) without the variance, reasonable access cannot be provided.

As indicated, there is not sufficient distance on Lithia-Pinecrest Road to provide an additional access and Dorman Road is a local substandard road. Therefore, without the variance, reasonable access can not be provided.

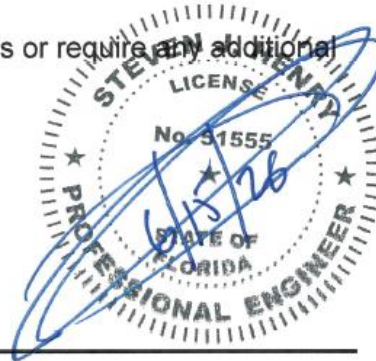
Development Serv

Mr. Mike Williams
June 15, 2026
Page 3

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

Best Regards,

Steven J Henry
Founder
Traffic & Mobility Consultants
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.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
 June 15, 2026
 Page 4

TABLE 1

PROJECT TRAFFIC (1)

| Land Use | ITE LUC | Size | Daily Trip Ends | AM Peak Hour Trip Ends | | PM Peak Hour Trip Ends | | | |
|---------------|---------|----------|-----------------|------------------------|-----|------------------------|-----|-------|-----|
| | | | | In | Out | In | Out | Total | |
| Single Family | 210 | 280 DU's | 2,525 | 52 | 141 | 193 | 154 | 94 | 248 |

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

Development Serv

Mr. Mike Williams
 June 15, 2026
 Page 5

TABLE 2
 NUMBER OF ACCESS DETERMINATION

| Project Traffic | | Maximum Vehicular Flow (1) | Number of Accesses (2) |
|-----------------|--------------|----------------------------|------------------------|
| AM Peak Hour | PM Peak Hour | | |
| 193 | 248 | 180 | 1.38 |

(1) LDC Section 6.04.03 - Table 2

• Lithia-Pinecrest Road - 180

(2) Number Accesses - $248/180 = 1.38$

APPENDIX

APPLICATION NUMBER: PD 26-0422

ZHM HEARING DATE: June 22, 2026

BOCC CPA HEARING DATE: August 13, 2026

Case Reviewer: Chris Grandlienard, AICP

Development Service

PD PLAN

HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION MAP

**HILLSBOROUGH COUNTY LDC
SECTION 6.04.01**

Sec. 6.04.01. - Generally

A. Purpose

The following design and construction standards have been adopted by Hillsborough County to protect the public health, safety and welfare; maintain smooth and efficient traffic flow; maintain proper roadway drainage; and to protect the functional level of the public roadway system. The standards that apply to a particular access are based upon the "Access Classification" of the main roadway and the connection "Type".

B. General Requirement

No person shall construct or modify any connection providing vehicular or pedestrian access to or from any County roadway from or to adjacent property without a connection permit issued pursuant to this Division. Unless an unusual risk to the public health safety or welfare is identified, the portion of these access management standards dealing with number, size, and location of access points and the requirements for cross-access or joint access are not mandatory on previously approved and unexpired General Site Plans and Site Plan District Zoning where specific access points have been approved.

C. Permit Classifications

Roadway connections will be classified in accordance with the proposed land use and anticipated traffic generation. Traffic generation estimates shall be based on the Institute of Transportation Engineer's Trip Generation or other rates accepted by Hillsborough County. The standards governing design and construction of the connection will be based on the connection type and the public roadways access classification. The County shall determine the type and classification of all connections.

D. Type I—MINIMUM CONNECTION or SIDEWALK

Low volume traffic generator. Provides access to a single family dwelling, a duplex or multi family dwelling units. The term shall also apply to driveways used as access to agricultural land including field entrances and to all sidewalk and bikeway connections. Land uses served by Type I connections are expected to generate fewer than 50 daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

E. Type II—MINOR CONNECTION

Medium volume traffic generator. Provides access to property being used for other than nominal residential and agricultural uses. Land uses served by Type II connections are expected to generate 50 or more daily vehicle trip ends, but fewer than 1,500 daily vehicle trip ends per average weekday. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

F. Type III—MAJOR CONNECTION

Highway volume traffic generator. Provides access to facilities which generate high traffic volumes such as shopping centers, industrial parks, office parks, colleges, apartment or condominium complexes, etc. Land uses served by Type III connections are expected to generate 1,500 or more daily vehicle trip ends. The estimates of daily trips shall be based on the Institute of Transportation Engineer's Trip Generation, latest edition or other rates accepted by the County.

G. Type IV—PUBLIC/PRIVATE ROADS

All new public or private streets or roads.

H. Type V—SPECIAL CORRIDORS

Access to public roadways designated as Special Corridors by the Board of County Commissioners.

1. Daily trip ends, as used in this section, shall be based on the peak traffic generating day of the proposed land use(s).
2. Access "Type" for new or substantially changed land uses shall be based on the projected trip generation for the entire site. Access "Type" for additional access to existing land uses which are not being significantly changed may be based upon the anticipated daily traffic volumes which are expected to be generated at the requested additional access. The applicant shall provide, to the County for its review and concurrence, an estimate of traffic distribution at the existing access point(s) and at the requested additional access(s).

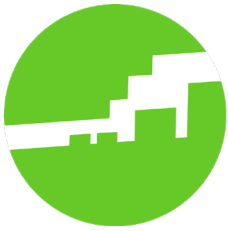
I. Permit Required

Development Service

1. Before any connection to the public street system of unincorporated Hillsborough County is constructed or modified in any way, Hillsborough County shall either issue a permit for the work or make a determination that no permit is required. If a connection permit is required, the application should be submitted at the same time as the construction plans for the applicable type of development. More than one new or modified driveway at the same site may be included on a single permit. A connection permit shall generally be required for the following:
 - a. All new driveways onto the public street system, regardless of whether the development served by the driveway is new or existed previously.
 - b. All modifications to existing driveways that will result in a significant change in the driveway's traffic volumes and/or dimensions, location, profile, or in the manner in which stormwater is handled.
 - c. Any modification to the driveway(s) required by the County due to changes made by the property owner that affect the safe and efficient operation of the driveway(s) or public street system.
 - d. All new public or private roads, or modifications to private roads desired by the County or the property owner. For new development under the subdivision regulations of the County, approval of the final construction plans by the Administrator shall serve as approval of the new connection(s) and no separate permit will be required.
 - e. All sidewalk or bikeway connections to the public street system.
 - f. Temporary driveways which would accommodate access to parcels of land that are vacant or on which a building is under construction and that are not served by a permanent driveway.
2. If a connection permit is required due to construction (for or by the County) on the public street or due to other conditions beyond the control of the property owner, all action required will be taken by the County, or other responsible agency and no fees will be assessed against the property owner.
3. For any new connections or substantial modifications to existing connections within unincorporated Hillsborough County that are related to construction off the right-of-way, requiring a Building Permit, a Hillsborough County Connections Permit is also required. In this case, an application for connection permit must be filed with, or prior to, the application for the Building Permit, or site construction plans.
4. An access connection permit from the Florida Department of Transportation must be obtained prior to the beginning of any construction on the State's right-of-way. The Florida Department of Transportation has original jurisdiction over the State Highway System within Hillsborough County.
5. A connection permit is required for new connections or substantial modifications to existing connections to County right-of-way which is unimproved and/or unmaintained by the County. Connection permits to unimproved and/or unmaintained right-of-way may only be issued where the right-of-way provides sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles. Permits for connections to unimproved and/or unmaintained right-of-way shall not be issued until the owner of the property served by the connection signs and provides proof of recording with the Clerk of the Circuit Court in the public records of Hillsborough County a notice, in a format approved by the County Attorney's Office, providing that:
 - a. The property does not have access from a Hillsborough County maintained road, and the route of access to and from the property is not maintained with public funds; and
 - b. Maintenance of the access route and/or drainage facilities as may be needed is the sole responsibility of the property owner; and
 - c. The property owner is responsible for maintaining the access route to the property so as to provide sufficient ingress and egress for fire trucks, ambulances, police cars and emergency vehicles.

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**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 | |
|--|--|
| <p>Hearing Date: June 22, 2026</p> <p>Report Prepared: June 11, 2026</p> | <p>Case Number: PD 26-0422</p> <p>Folio(s): 88199.0000, 88224.0502, 88224.0504, 88224.0506, 88225.0000, 88226.0000, 88227.0000, 88228.0000, 88232.0000</p> <p>General Location: North of Dorman Road, south of Lithia Pinecrest Road, and west of Browning Road</p> |
| Comprehensive Plan Finding | CONSISTENT |
| Adopted Future Land Use | <p>Agricultural/Rural-1/5 (1 du/5 ga; 0.25 FAR)</p> <p>*Pending HC/CPA 26-06 to change Future Land Use to Residential-2 (2 du/ga; 0.25 FAR)</p> |
| Service Area | <p>Rural</p> <p>*Pending HC/CPA 26-05 to expand the Urban Service Area</p> |
| Community Plan(s) | SouthShore Areawide Systems |
| Rezoning Request | Planned Development to allow for the development 280 single-family homes |
| Parcel Size | +/- 190 acres |
| Street Functional Classification | <p>Dorman Road – County Collector</p> <p>Lithia Pinecrest Road – County Arterial</p> |

| | |
|---------------------------------------|---|
| | Browning Road – County Collector |
| Commercial Locational Criteria | Not applicable |
| Evacuation Area | N/A |

| Table 1: COMPARISON OF SURROUNDING PROPERTIES | | | |
|--|---|-------------------------|--|
| Vicinity | Future Land Use Designation | Zoning | Existing Land Use |
| Subject Property | Residential-2 | AR + PD 11-0581 | Agricultural |
| North | Residential-1 + Residential-2 + Residential Planned-2 | AR + AS-1 + PD | Single Family + Public/Quasi-Public/Institutions + Vacant |
| South | Agricultural/Rural-1/5 | AR + AS-1 + ASC-1 | Agricultural + Single Family |
| East | Residential-1 + Agricultural/Rural-1/5 | AR + AS-1 + ASC-1 + PD | Single Family + Public/Quasi-Public/Institutions + Agricultural + Light Commercial + Educational |
| West | Residential-1 + Residential-2 + Residential Planned-2 + Residential-4 | AR + AS-1 + AS-0.4 + PD | Single Family, Agricultural Public/Quasi-Public/Institutions + Vacant |

Staff Analysis of Goals, Objectives, and Policies:

The 190 ± acre subject site is located north of Dorman Road, south of Lithia Pinecrest Road, and west of Browning Road. The site is in the Rural Area and is within the limits of the Southshore Areawide Systems Plan. The applicant is requesting a rezoning from Agricultural Rural (AR) and Planned Development (PD) 11-0581 to Planned Development to allow for the development of 280 single-family homes. The requested rezoning is concurrent with Plan Amendments HC/CPA 26-05 and HC/CPA 26-06, which are amendments

to expand the site into the Urban Service Area and change the Future Land Use to Residential-2 (RES-2); therefore, this rezoning request is reviewed as if the site is within the Urban Service Area and designated as Residential-2.

With HC/CPA 26-05, the subject site would be in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. The current area is largely agricultural and residential with lower density, rural style development occurring to the south and east of the site, and denser residential occurs to the north and west of the site within the Urban Service Area.

FLUS Goal 2 and FLUS Objective 2.1, and each of their respective policies, establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses, which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Under HC/CPA 26-06, the site has a Future Land Use designation of Residential-2 (RES-2). The RES-2 Future Land Use category allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. This category allows for a maximum of 2 dwelling units per gross acre or a 0.25 Floor Area Ratio (FAR). With the 190 acres, the site may be considered for a maximum of 380 dwelling units (190 acres X 2 dwelling unit/acre = 380 dwelling units). The proposed Planned Development is for 280 dwelling units, which is an allowable use and 100 units under the maximum allowable density in the RES-2 Future Land Use category; therefore, the proposed rezoning is consistent with FLUS Goal 2 and Objective 2.1.

FLUS Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." FLUS Policy 3.1.2 requires gradual transition of density and intensity between land uses. Additionally, the Neighborhood Protection policies in the Future Land Use Section under Objective 4.4 and Policy 4.4.1 require new development to be compatible with the surrounding neighborhood, and FLUS Policy 4.4.3 requires lot size and density of new or redeveloped residential projects reflect the character of the surrounding area. The proposed Planned Development will provide additional single-family housing within a predominantly residential and agricultural area. The lower proposed density of 280 units (1.47 units per acre) will provide for a gradual transition of density between the agricultural and rural areas to the south and east and the denser, semi-rural areas to the north and west. The proposed lot sizes is 6,000 square feet or approximately 0.13 acres in size. While the lot sizes proposed are much smaller than the lot sizes in the rural area to the south of the site, they are extremely comparable to the lot sizes abutting the property directly to the north, which are approximately 0.11 acres in size and within the Urban Service Area and the Residential-2 Future Land Use category. The smaller lot sizes will also allow clustering of residential units to preserve the wetlands and open space currently on the site. The proposed Planned Development is consistent with FLUS Objective 4.4 and FLUS Policies 3.1.2, 3.1.3, 4.4.1, and 4.4.3.

FLUS Policy 4.4.2 requires that neighborhoods be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods. At present, the main entrance to the proposed Planned Development is via Lithia Pinecrest Road. There is an additional access to the site from Dorman Road; however, this entrance is proposed to be emergency access only to protect the existing rural neighborhood to the south of the site. The proposed Planned Development meets FLUS Policy 4.4.2

as the proposed access is oriented towards the existing semi-rural neighborhoods, with additional access into the rural areas that is restricted to control traffic impacts, while still providing for potential future connections.

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

FLUS Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The site is within the limits of the Southshore Areawide Systems Plan; however, there are no applicable goals or policies.

Environmental and Sustainability Section (ESS) Objective 3.5 and Policies 3.5.1, 3.5.2, and 3.5.4 require Planning Commission staff to collaborate with the Hillsborough County Environmental Protection Commission (EPC) to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration, and, through the land planning and development review processes, prohibit unmitigated encroachment into wetlands and/or other surface waters. The EPC left comments regarding the proposed site plan as the area contains wetlands and concluded that, in the current site plan configuration, no resubmittal was necessary for the site. Based upon the EPC comments provided, the proposed Planned Development is consistent with ESS Objective 3.5 and Policies 3.5.1, 3.5.2, and 3.5.4. Additionally, the wetlands on site do not make up more than 25% of the site; therefore, FLUS Policy 2.3.9 on wetland credits and density calculations does not apply to this proposed Planned Development.

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

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

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

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

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

Policy 2.3.9: *Environmentally Sensitive Land Density Calculation*
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.

Community Context and Compatibility

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

Policy 3.1.3: *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

Development

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

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

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

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

Neighborhood and Community Development

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

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

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

- a. codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.

Policy 4.4.2: Neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods.

Policy 4.4.3: Lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.

ENVIRONMENTAL AND SUSTAINABILITY SECTION

Objective 3.5: Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.

Policy 3.5.1: Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.

Policy 3.5.2: Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.

Policy 3.5.4: Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0422

Rezoning STATUS



PENDING



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Parcels



Water



AGRICULTURAL/MINING-1/20 (.25 FAR)



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



AGRICULTURAL-1/10 (.25 FAR)



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



AGRICULTURAL ESTATE-1/2.5 (.25 FAR)



RESIDENTIAL-1 (.25 FAR)



RESIDENTIAL 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 (0.1, .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 (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 and should not be used for any legal or financial decisions without the specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended to be accurate. 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, visit the appropriate source.



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 Author: R Mathie
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