



Rezoning Application: PD 26-0426

Zoning Hearing Master Date: May 26, 2026

BOCC Land Use Meeting Date: July 21, 2026

1.0 APPLICATION SUMMARY

Applicant: Flournoy Development Group, LLC

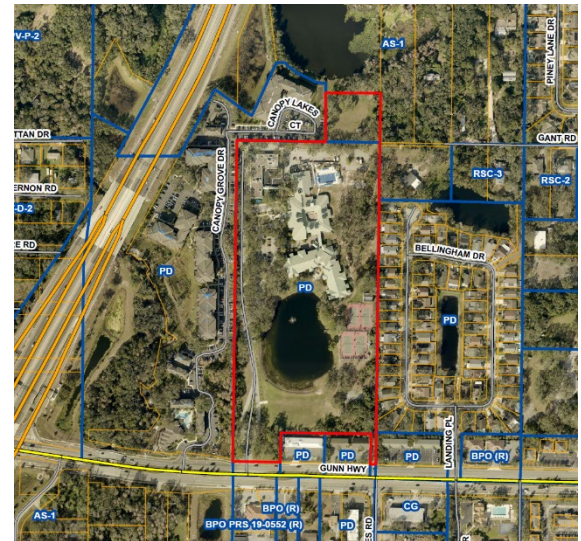
FLU Category: RES-4

Service Area: Urban

Site Acreage: 22.08 acres

Community Plan Area: Greater Carrollwood Northdale

Overlay: None



Introduction Summary:

This is a request to rezone a site from Planned Development (PD) and AS-1 (Agricultural, Single-Family) to a Planned Development to allow a 346-unit multi-family development. This application includes a flex request of the RES-20 Future Land Use category found to the west.

Zoning:	Existing		Proposed
District(s)	AS-1	PD 92-0425	PD 26-0349
Typical General Use(s)	Single-Family Residential/Agricultural	Private Community Center, Community Residential Home, Pre-School, School, Synagogue	Multi-Family
Acreage	~1.26 acres	~20.82 acres	22.08 acres
Density/Intensity	1 DU/ AC	0.207 FAR / 120 beds	15.67 DU /AC (346 units) (16.13 acres RES-20 Flex 5.95 acres RES-4)
Mathematical Maximum*	1 dwelling unit	187,640 sq. ft. / 120 beds	20 DU/AC (322.6 DU) 4 DU/AC (23.8 DU) 346 total units with Flex 4 DU/AC (88 without Flex)

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	AS-1	PD 92-0425	PD 26-0349
Lot Size / Lot Width	1 acre / 150'	NA	NA
Setbacks/Buffering and Screening	Front: 50' Side: 15' Rear: 50'	North, South, West: 40 feet East: 40/50/65 ft (use dependent) 30' buffer along eastern property line	North: 10 – 20 feet West: 10 feet East: 20 feet South: 10 feet North: 10-20 foot wide buffer A/B Screening West: 10/A East: 20/B South: 10/A
Height	50'	35'	35' - 60'

APPLICATION NUMBER: PD 26-0426

ZHM HEARING DATE: May 26, 2026

BOCC PUBLIC HEARING DATE: July 21, 2026

Case Reviewer: Jared Follin

Additional Information:

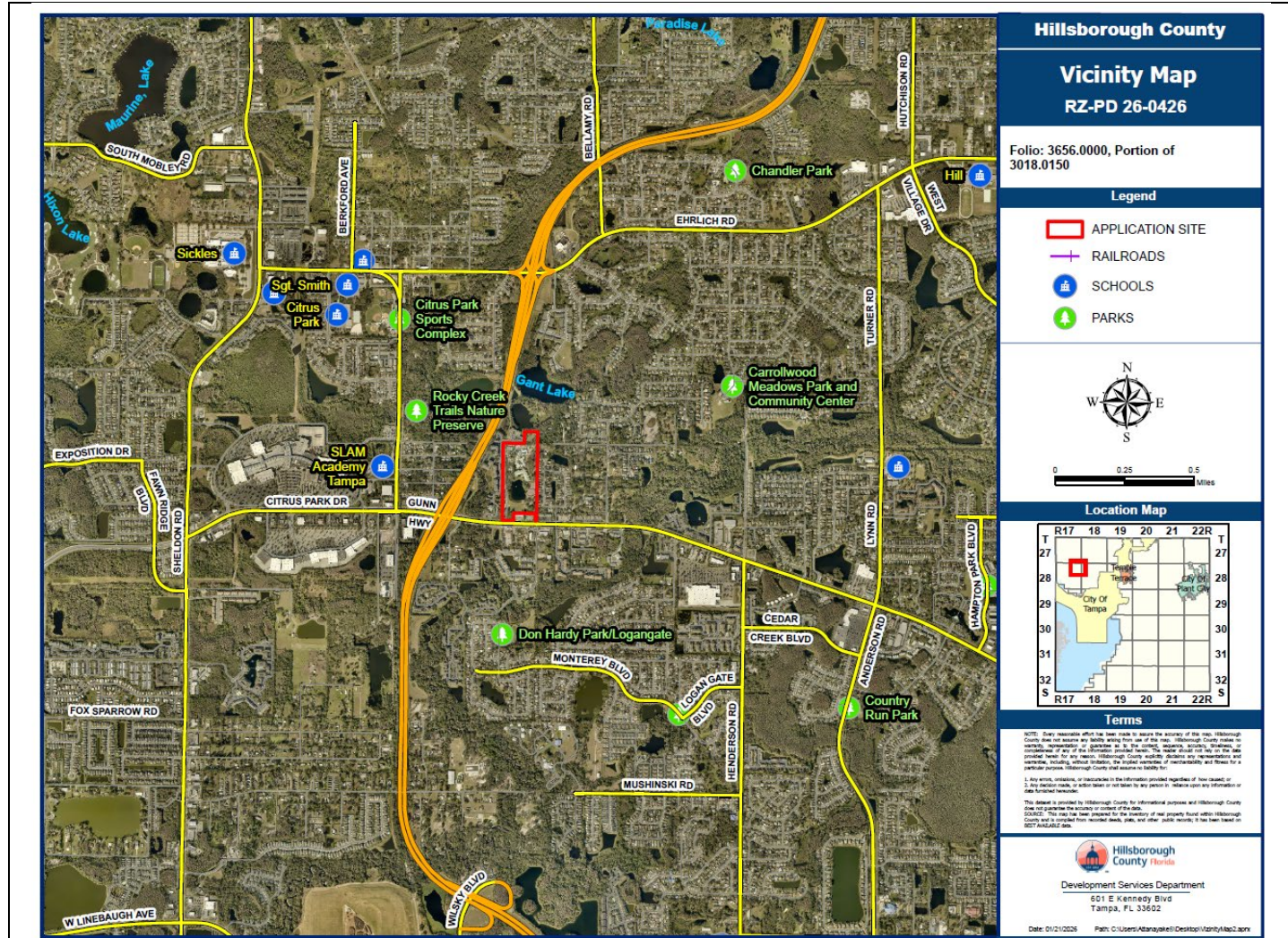
PD Variation(s)	None requested as part of this application
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Waiver(s) to the Land Development Code	None requested as part of this application
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Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to the proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

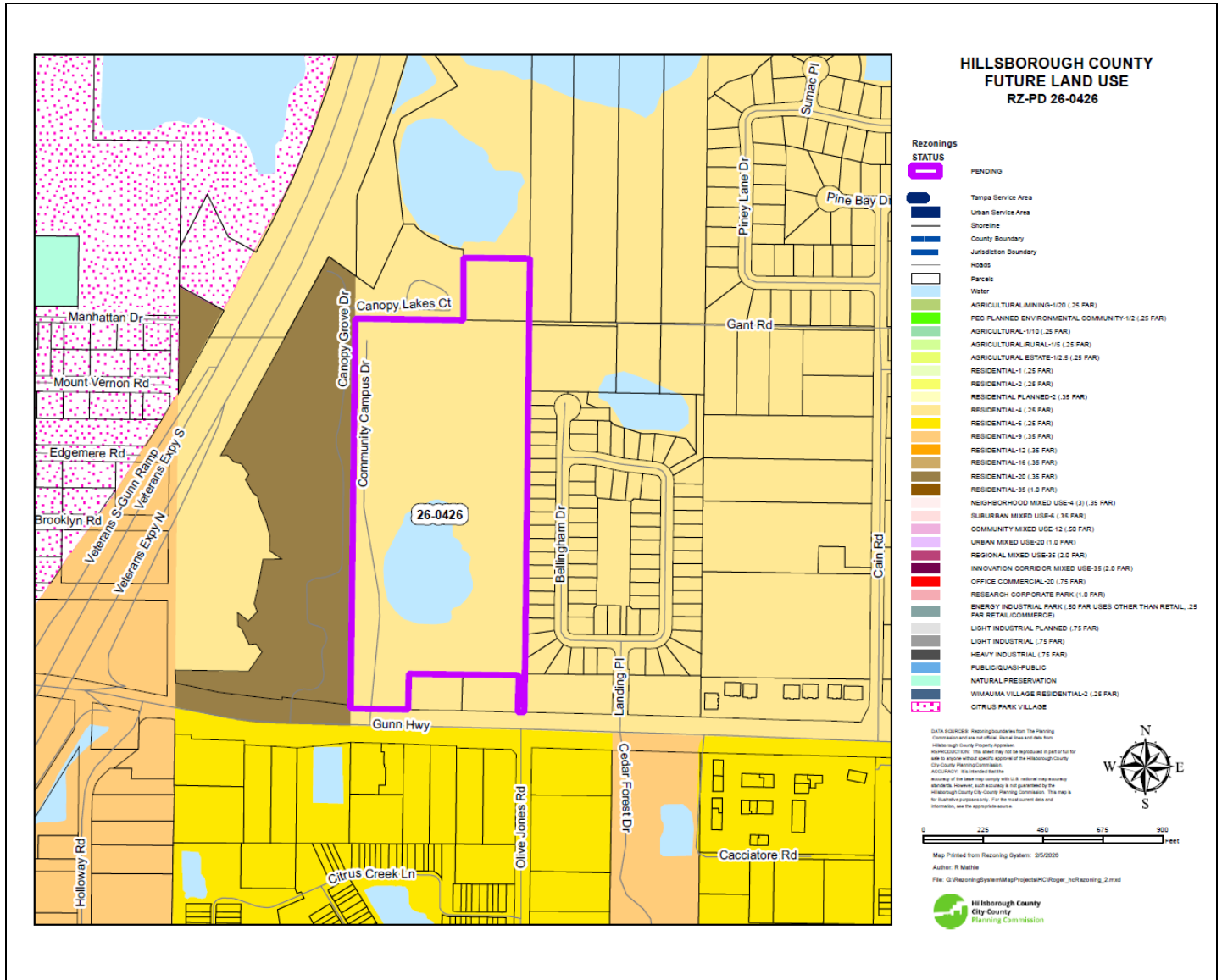


Context of Surrounding Area:

Subject site is located on the north side of Gunn Highway, east of the Veteran's Expressway and west of Turner Road. The area is predominately occupied by residential (single/multi), office, and personal service uses. The Rocky Creek Trails Nature Preserve and Citrus Park Sports Complex are to the north of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential- 4 (RES-4) Residential-20 (RES-20) Flex
Maximum Density/F.A.R.:	RES-4: 4.0 dwelling units per gross acre / 0.25 FAR RES-20 (Flex): 20 dwelling units per gross acre / 0.35 – 0.75 FAR
Typical Uses:	RES-4: Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects. RES-20 (Flex): Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 16-1109	19.41 u/a	Multi-Family	Multi-Family
	AS-1	1 dwelling unit per acre	Single-Family & Agricultural Uses	Undeveloped
South	PD 17-1265	0.25 FAR	BPO uses	Medical Office
	PD 03-0924	0.267 FAR	BPO uses (medical/dental offices prohibited)	Offices
	BPO-R	0.20 FAR	Office	Medical Office

	BPO	0.20 FAR	Office	Child Day Care
	AS-1	1 dwelling unit per acre	Agriculture, Single Family	Single-Family
	PD 00-1190	0.155 FAR	Offices/Minor Vehicle Repair	Office, Motor Vehicle Repair (Neighborhood)
East	PD 87-0128	5 dwelling units per acres (VR)	Single-Family Conventional	Single-Family
West	PD 16-1109	19.41 dwelling units per acre	Multi-Family	Multi-Family

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
Gunn Hwy	County Arterial - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	3,309	502	348
Proposed	2,068	134	173
Difference (+/-)	-1,241	-368	-175

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Gunn Hwy/Substandard Roadway	Administrative Variance Requested	Approvable
Gunn Hwy/Access Spacing	Administrative Variance Requested	Approvable
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.

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	Wetlands present		
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Check if Applicable: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input checked="" type="checkbox"/> Other Airport Height Restriction 180' AMSL 						
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments		
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No			
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input 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			
Impact/Mobility Fees (Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) <table style="width: 100%; border: none;"> <tr> <td style="width: 50%; vertical-align: top;"> Mobility: \$6,661 Parks: \$1,555 School: \$3,891 Fire: \$249 Total 2 story building (PER UNIT): \$12,356 </td> <td style="width: 50%; vertical-align: top;"> (Fee estimate is based on a 1,200 square foot, Multi-Family Units 4 story) Mobility: \$4,864 Parks: \$1,555 School: \$3,891 Fire: \$249 Total 4 story building (PER UNIT): \$10,559 </td> </tr> </table>					Mobility: \$6,661 Parks: \$1,555 School: \$3,891 Fire: \$249 Total 2 story building (PER UNIT): \$12,356	(Fee estimate is based on a 1,200 square foot, Multi-Family Units 4 story) Mobility: \$4,864 Parks: \$1,555 School: \$3,891 Fire: \$249 Total 4 story building (PER UNIT): \$10,559
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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 checked="" type="checkbox"/> Yes	<input type="checkbox"/> Inconsistent	<input type="checkbox"/> Yes	
<input type="checkbox"/> Locational Criteria Waiver Requested	<input type="checkbox"/> No	<input checked="" type="checkbox"/> Consistent	<input checked="" type="checkbox"/> No	
<input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A				

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Proposal seeks to allow the development of 346 multi-family dwelling units, including residential amenities such as a clubhouse, pool, pickleball courts, and a dog park. Total site area is 22.08 acres, putting the proposed density at 15.67 dwelling units per acre. The subject site fronts Gunn Highway, a designated scenic corridor and is located adjacent to a multi-family development to the west, a single-family neighborhood to the east, and medical office uses to the south.

The proposed development will consist of apartment-style multi-family structures with varying heights, depending on the location of the building. The general site plan depicts these envelopes and provides the maximum height for each. The tallest structures are proposed to be 60-foot or 4-stories and are shown on the site plan as being in the middle or west side of the property. Thirty-five foot or 2-story structures are to be located along the eastern property line, adjacent to the single-family neighborhood. One such 2-story structure is proposed to be 32-foot high and have garages on the first floor and apartment units on the second floor. The development will be required to setback all structures an additional 2 feet for every foot over 20 feet in height along the east (PD 16-1109) and north. PD 16-1109 to the west/northwest is developed with multi-family buildings at 3 and 4 stories in height. The buildings' within PD 16-1109 are approved at an overall maximum height of 62-feet with a minimum 75-foot setback where adjacent to the subject PD. The 75 foot setback does not meet the 2:1 setback for height and at the time of rezoning, was adjacent to a cultural/institutional use. Along the northeast, abutting agricultural zoning, the closest building is oriented north-south orienting the side of the structure to the property rather than the wider front side. The abutting northeastern property is developed with retention/wetlands. Structures located along the east (zoned PD 87-0128 will provide an additional setback of 2 feet for every one foot of building height over 20 feet.

The applicant has proposed buffer and screening, in accordance with the Land Development Code. This includes a 20-foot buffer with Type B screening along east property line and the north property line, adjacent to AS-1 zoning. Additionally, a 10-foot buffer with Type A screening area will be located along the west, south, and north property lines, which are not required due to the adjacent uses being more intense or the same as the proposed use.

Development Services does not foresee any compatibility concerns with the proposed Planned Development. The orientation of proposed multi-family structures considers the location of adjacent family uses and the appropriate buffer and screening standards are provided in the development plan.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.

Requirements for Certification:

1. Prior to PD General Site Plan certification, the applicant shall revise the PD site plan label stating “Existing driveway to be modified to meet LDC, Section 6.04.07.” to “Existing driveway to be modified to meet the LDC, Sec. 6.04.04.A.3. residential development maximum driveway length.”
2. Prior to General Site Plan certification, the applicant shall revise the PD site plan proposed general vehicular general circulation pattern to connect to the proposed gated emergency access.
3. General Site Plan to provide a maximum building height for the amenity center at 35 feet.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the General Site Plan submitted April 23, 2026.

1. Development of the project shall be limited to 346 multi-family dwelling units, including amenity areas/uses and a leasing office. The building and use areas shall be located where generally depicted on the General Site Plan.

2. Development shall be in accordance with the following:

- Minimum south front yard setback: 30 feet
- Minimum east side yard setback: 20 feet
- Minimum west side yard setback: 10 feet
- Minimum north rear yard setback: 10 feet
- Maximum building coverage: 40%
- Maximum impervious surface: 70%
- Maximum building height: 35 feet / 2-stories (where delineated on the General Site Plan)*
60 feet / 4-stories (where delineated on the General Site Plan)*
20 feet / 1-story (where delineated on the General Site Plan)*
32 feet / 2-stories (where delineated on the General Site Plan)*

*Two (2) feet of setback shall be provided for every one (1) foot of building height over 20 feet, to be applied where adjacent to single-family residential districts only.

3. Buffering and screening shall be provided as depicted on the General Site Plan.
4. 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.
5. 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.

6. 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 (:DC).
7. 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.
8. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
9. 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.
10. 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.
11. 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.
12. The project shall be permitted one full access connection and a separate gated emergency access on Gunn Hwy. Additionally; the project will provide a pedestrian cross access to folio#3560.0000 to the west and vehicular and pedestrian access to folio#3658.0000.
13. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.
14. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026), which was found approvable on May 13, 2026. Approval of this Administrative Variance will permit reduction of the minimum access spacing (from the Gunn Hwy. access to next existing driveway connection and median opening to the east) such that a minimum spacing of +/- 185 feet is permitted to the driveway connection and +/-600 feet is permitted to the median opening to the east.

- 15. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on May 13, 2026. Approval of this Administrative Variance will waive the required substandard roadway improvements on Gunn Hwy in association with the proposed development.
- 16. Notwithstanding anything on the General Site Plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
- 17. In cases where the approved certified General Site Plan graphic and/or notes are in conflict with specifically approved zoning conditions, the more restrictive requirement shall prevail. Where there are conflicts between the General Site Plan graphics or list of conditions and non-district related regulations in the LDC, the most restrictive requirement shall prevail unless a variance has been requested by the applicant and approved with the appropriate findings by the Board of County Commissioners, as provided by Section 5.03.06.C.6.
- 18. In accordance with LDC Section 5.03.07.C, the certified 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 General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)

Property Violation History

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)			

*past 12 months from intake date

8.0 PROPOSED SITE PLAN (FULL)

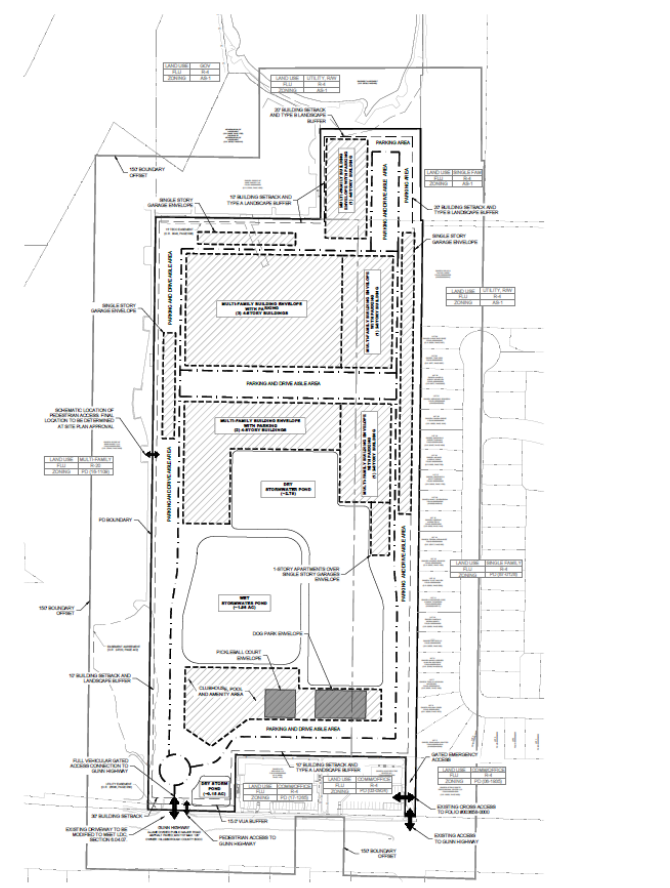
CITRUS PARK MULTI-FAMILY PLANNED DEVELOPMENT GENERAL SITE PLAN



LEGEND table with symbols for property boundary, right of way, parking area, building envelope, etc.

DEVELOPMENT TEAM table listing roles like DEVELOPER, LOCAL COUNSEL, ENGINEER, ARCHITECT, and BARRISTER with corresponding names and contact information.

- 1. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...
2. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...
3. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...
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16. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...
17. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...
18. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...
19. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...
20. THE SUBJECT PARCEL IS CURRENTLY ZONED PD-BLVD-10...



SITE DATA TABLE with columns for GENERAL INFORMATION and DEVELOPMENT INFORMATION, containing project details like name, address, and zoning.

Project information block including Kimley-Horn logo, project name (CITRUS PARK MULTI-FAMILY DEVELOPMENT SITE PLAN), and sheet number (Z100).

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 5/14/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Greater Carrollwood Northdale

PETITION NO: PD 26-0426

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. The project shall be permitted one full access connection and a separate gated emergency access on Gunn Hwy. Additionally; the project will provide a pedestrian cross access to folio#3560.0000 to the west and vehicular and pedestrian access to folio#3658.0000.
2. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.
3. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026), which was found approvable on May 13, 2026. Approval of this Administrative Variance will permit reduction of the minimum access spacing (from the Gunn Hwy. access to next existing driveway connection and median opening to the east) such that a minimum spacing of +/- 185 feet is permitted to the driveway connection and +/-600 feet is permitted to the median opening to the east.
4. If PD 26-0426 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated April 30, 2026) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on May 13, 2026. Approval of this Administrative Variance will waive the required substandard roadway improvements on Gunn Hwy in association with the proposed development.
5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

Other Conditions:

- Prior to PD site plan certification, the applicant shall revise the PD site plan label stating “Existing driveway to be modified to meet LDC, Section 6.04.07.” to “Existing driveway to be modified to meet the LDC, Sec. 6.04.04.A.3. residential development maximum driveway length.”
- Prior to PD site plan certification, the applicant shall revise the PD site plan proposed general vehicular general circulation pattern to connect to the proposed gated emergency access.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a rezoning from PD 92-0425 and AS-1 to Planned Development for +/- 22.08 acres. The PD 92-0425 is approved for an Assisted Living Facility (ALF), Community Center, School and Synagogue totaling 187, 649 square feet of building floor coverage. The proposed PD is seeking approval for up to 346 multi-family dwelling units.

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The information below is largely based on data from the Institute of Transportation Engineer’s Trip Generation Manual, 12th Edition.

Approved Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: ALF – 120 beds (ITE 254)	497	23	29
PD: Community Center -34,350 sf (ITE 495)	978	116	118
PD: Private School – 345 students (ITE 532)	600	252	65
PD: Synagogue – 500 seats (ITE 561)	1,225*	110	135
AS-1: 1-Unit Single Family Detached (210)	9	1	1
Total Trips:	3,309	502	348

*ITE Trip Generation Manual does not provide this data set. Trips estimated by County staff.

Proposed Uses:

Zoning, Land Use/Size (ITE LUC)	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 346-Units Multi-Family (220)	2,068	134	173

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	-1,241	-368	-175

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Gunn Hwy. is a 4-lane, substandard, publicly maintained, urban divided arterial roadway characterized by +/- 12-foot-wide travel lanes with sidewalks and curb and gutters within a +/- 136-foot-wide right-of-way along the project’s frontage.

Pursuant to the Hillsborough County Transportation Technical Manual, an urban divided, 4-lane arterial roadway shall meet the typical section TS-6 standard. TS-6 standard includes 11-foot-wide lanes, 7-foot buffer bike lanes, curb and gutter, and 5-foot-wide sidewalks on both sides within a minimum of 110 feet of right-of-way.

This segment of Gunn Hwy is identified as a future 6-lane roadway in the Hillsborough County Corridor Preservation Plan. A future 6-lane roadway would require a minimum of 132 feet of right of way as such the no right of way preservation is needed.

SITE ACCESS AND CONNECTIVITY

The PD proposes a gated single full access connection on Gunn Hwy and a gated emergency access. A pedestrian cross access is proposed to stub out to the west to allow for connection at the time of

redevelopment or expansion of the adjacent site. Additionally, the existing cross access to folio#3658.0000 is proposed to remain.

The site access analysis submitted by the applicant’s traffic engineer finds that no additional site access improvements are warranted. The access is served by an existing 325-foot eastbound left turn lane.

Sec. 6.04.04.A. provides for a maximum residential driveway length and states that driveways should be designed to provide ‘safe entry and exit from the development served’ and the “length of driveways shall be subject to internal and external traffic flow considerations”. The PD site plan provides a general site circulation plan that appears to allow for sufficient traffic flow through out the site, including emergency access. However, specific site design details will have to be verified at the time of site development review to ensure compliance. At the time of site development review the project entrance shall be designed such that the driveway length from the roadway to the first internal drive intersection or other comparable feature, such as a roundabout, shall not be greater than 250 feet in order to comply with the LDC, Section 6.04.04.A.3 maximum residential driveway length requirement or otherwise obtain a Sec. 6.04.02.B. administrative variance approval from the County Engineer.

REQUESTED ADMINISTRATIVE VARIANCE: GUNN HWY SUBSTANDARD ROADWAY

The applicant’s EOR submitted a Section 6.04.02.B. Administrative Variance request (dated April 30, 2026) for Gunn Hwy requesting relief from the Section 6.04.03.L requirement to improve Gunn Hwy to current County standards for a Type TS-6, 4-lane urban arterial roadway typical section as found within the Hillsborough County Transportation Technical Manual (TTM). On May 13, 2026, the County Engineer found the variance approvable. As such, no improvements to Gunn Hwy would be required.

REQUESTED ADMINISTRATIVE VARIANCE: GUNN HWY ACCESS SPACING

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. administrative variance request (dated April 30, 2026) from the Section 6.04.07. LDC requirement, governing spacing for the proposed Gunn Hwy. access. Per the LDC, Gunn Hwy. is an arterial roadway, which requires a minimum full access connection spacing of 245 feet from other driveways and 660 feet from a full median opening. The applicant is proposing the driveway in a location which is +/- 185 feet from the next closest driveway access and +/-600 feet from the next full median opening on Gunn Hwy to the east. As such, the applicant is seeking a variance of +/-60 feet for the driveway access spacing and the full median opening. Based on factors presented in the administrative variance request, the County Engineer found the request approvable on May 13, 2026. If this rezoning is approved, the County Engineer will approve the above referenced administrative variance request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Gunn Highway	Veterans Expwy	Anderson/Lynn Turner	D	F

Source: Hillsborough County 2024 Level of Service Report.

From: [Williams, Michael](#)
To: [Steven Henry](#)
Cc: [Elise Batsel](#); [Follin, Jared](#); [Perez, Richard](#); [Phillips, Charles](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: RZ-PD 26-0426 - Administrative Variance Review
Date: Wednesday, May 13, 2026 5:58:27 PM
Attachments: [26-0426 AVAdd 05-01-26 1.pdf](#)
[26-0426 AVAdd 05-01-26 2.pdf](#)
[image001.png](#)

Steve,

I have found the attached two Section 6.04.02.B. Administrative Variances (AV) for PD 26-0426 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, May 12, 2026 1:48 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>
Subject: RZ-PD 26-0426 - Administrative Variance Review

Hello Mike,

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

stevenh@trafficmobility.com
ebatsel@stearnsweaver.com
follinj@hcfl.gov
perezrl@hcfl.gov
phillipsch@hcfl.gov

Best Regards,

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

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

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

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

Hillsborough County Florida

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



April 30, 2026

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

Re: Citrus Park Multi-Family
PD 26-0426
Folio Numbers: 003656.0000, 003018.0150
Lincks Project No. 25076 (25319.02.04)

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 Gunn Highway. The property is proposed to be rezoned to Planned Development to allow up to 346 Multi-Family dwelling units.

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 Gunn Highway. It should be noted that the access currently serves the existing residential, pre-school, and swim facility that is proposed to be razed in conjunction with the development of the proposed project. A copy of the PD plan is included in the Appendix of this letter.

The subject property is within the Urban Service Area and according to the Hillsborough County Roadways Functional Classification Map, Gunn Highway 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 Gunn Highway. Based on Section 6.04.07, the access spacing on Gunn Highway is 245 feet and full median spacing is 660 feet. The distance to the access are as follows:

- East – 185 ± to the office development access at folio 3660.0000
- East – 600 ± to the median opening at Olive Jones Road

This is graphically shown in Figure 1.

5023 West Laurel Street
Tampa, FL 33607
81 289 0039 Telephone
813 287 0674 Telefax
www.trafficmobility.com Website

Mr. Mike Williams
April 30, 2026
Page 2

The justification for the variance is as follows:

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

The developer controls limited property frontage along Gunn Highway. Given the limited frontage, it is not physically possible to locate the driveway or median opening to meet the spacing criteria. Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

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

The access existed prior to the development of the parcels east and west of the subject parcel. In addition, the existing access serves the residential, pre-school, and swim facility that are proposed to be razed to accommodate the proposed development. Therefore, the variance would not be detrimental to the public health, safety and welfare.

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

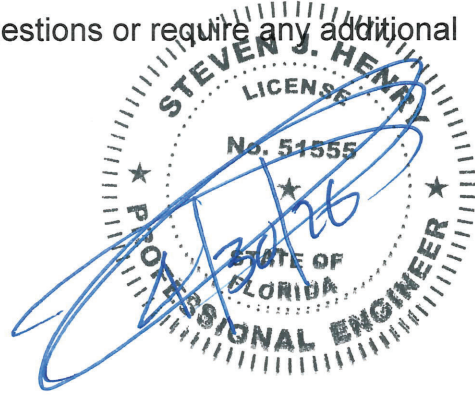
The only connection for the project is via Gunn Highway. Due to property constraints, the only reasonable location for the access is shown on the attached exhibit.

Mr. Mike Williams
April 30, 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
President
Lincks & Associates, LLC
A TMC Company
P.E. #51555



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

- Disapproved
- Approved
- Approved with Conditions

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

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

TABLE 1
 PROJECT TRAFFIC (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>		<u>PM Peak Hour</u> <u>Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Multi-Family	220	346 DU's	2,068	32	102	107	66	173

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

Mr. Mike Williams
April 30, 2026
Page 5



FIGURE 1
ACCESS SPACINGS

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



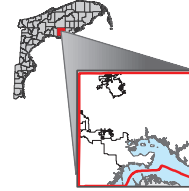
HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



LEGEND

- | | |
|---------------------------------------|---------------------------------------|
| STATE ROADS | ROADS AND BOUNDARY LINES |
| Principal Arterial (Red line) | County Boundary (Dashed line) |
| Arterial (Orange line) | Major Roads (Blue line) |
| Unclassified Roads (Yellow line) | Hillsborough County (Light Blue area) |
| | Pinellas County (Light Green area) |
| | Jurisdictions (Light Purple area) |
| | Urban Service Area (Light Blue area) |
| COUNTY ROADS | NATURAL FEATURES |
| Arterial (Blue line) | Water and Bay (Blue area) |
| Collector (Green line) | Streams/Rivers (Blue line) |
| Unclassified Roads (Light Green line) | |

LOCATOR MAP AND REFERENCE INFORMATION

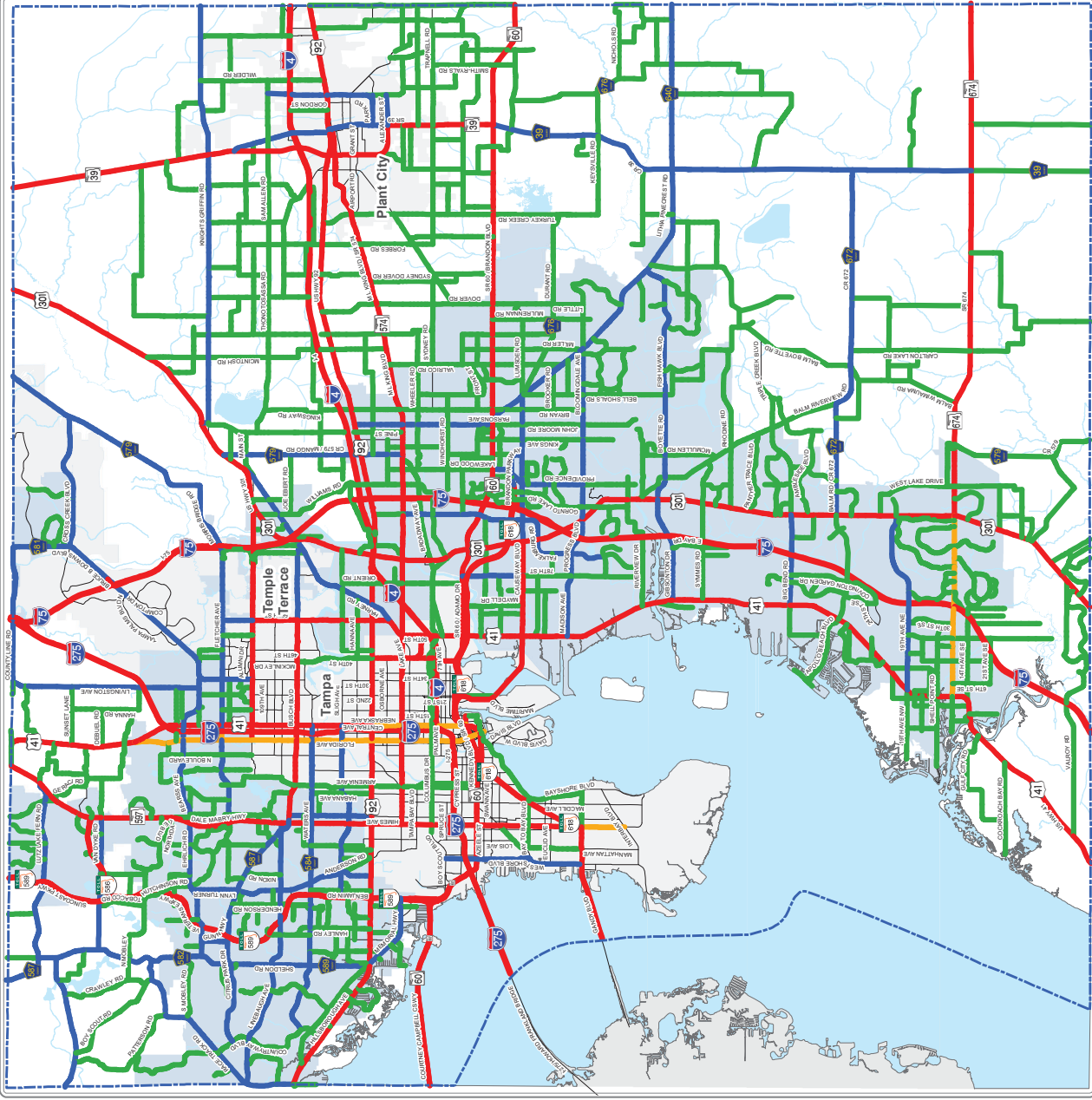


CONTEXT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
SECTIONAL AREAS Hillsborough County City-County Planning Commission. Effective 9/9/2017.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective 9/9/2017.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted TRD Long Range Transportation Plan for specific improvements.
ACCURACY The information contained on this map was compiled by the Hillsborough County Planning Commission. The user may not be reproduced in part or in whole without specific approval of the Hillsborough County City-County Planning Commission.

Author: RMaithie
 Date: 1/2/2025

Path: G:\geocort\Projects\Bogey\HC_Comp_Plan\HC_Comp_Plan_2021\Map4_2022_Local_Functional_Classification_Network_V08_06122024_Adopted.mxd

PlanHillsborough.org



HILLSBOROUGH COUNTY LDC
SECTION 6.04.07



Sec. 6.04.07. - Table: Minimum Spacing

MINIMUM SPACING			
ACCESS CLASSIFICATION(See Notes)	MINIMUM CONNECTION SPACING	MINIMUM MEDIAN; OPENING SPACING (Directional)	MINIMUM MEDIAN OPENING SPACING (Full)
CLASS 1	(See Federal Highway Administration and FDOT Requirements)		
Roadway providing for high speed, high volume traffic movement serving interstate, interregional and intercity needs as well as some intracity travel. These roadways do not provide direct property connections.			
CLASS 2			
A specially protected corridor distinguished by an extensive existing or planned system of access roads and restrictive median treatments.	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 1320 ft ≤45 mph 660'	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 3			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by existing or desired restrictive median treatments. Two lane highways with a desired high degree of access management should also be included.	>45 mph 660 ft ≤45 mph 330 ft	>45 mph 1320 ft ≤45 mph 660 ft	>45 mph 2640 ft ≤45 mph 1320 ft
CLASS 4			
New and existing roadways primarily in areas without extensive development or extensive subdivided properties. These corridors will be distinguished by nonrestrictive median treatments or highways with two-way left turn lanes.	>45 mph 660 ft ≤45 mph 330 ft	N.A.	N.A.
CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ≤45 mph 660 ft

CLASS 6			
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected non restrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤45 mph 245 ft	N.A.	N.A.
CLASS 7			
Subdivision roads and all other local roadways functioning as subdivision roads.	TYPE I = 10 ft Type II = 50 ft (<5000 vpd*) 175 ft (≥ 5000 vpd*)	ALL SPEEDS 330 ft	ALL SPEEDS 330 ft
March 1, 1991	Type III =50 ft (<5000 vpd*) 250 ft (≥ 5000 vpd*) * refers to volume on adjacent roadway		

NOTES AND SPECIAL REQUIREMENTS

1. Access road systems in Access Class 2 assumes the provision of an access road system or adequate internal property circulation through existing or new public and private roads in transportation and comprehensive plans and through local land development regulations.
2. Minimum connection and directional median spacing openings specified here may not be adequate if extensive right or left-turn storage is required. Greater distances may be required to provide sufficient site-specific storage.
3. Connections and median openings on the public roadway system located up to ¼ mile from an interchange area or up to the first intersection with an arterial roadway, whichever distance is less, shall be regulated to protect the safety and operational efficiency of the limited access facility and the interchange area. The ¼ mile distance shall be measured from the end of the taper of the ramp furthest from the interchange.
 - a. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The distance will be measured from the end of the taper for the particular quadrant of the interchange. If the above connection spacing cannot be provided, a single connection per property will be provided if no other reasonable access to the property exists and the issuing authority determines that the connection does not create a safety, operational or weaving hazard.
 - b. The minimum distance to the first median opening shall be at least 1,320 feet as measured from the end of the taper of the egress ramp.
 - c. Connections and median openings meeting the above spacing standards still may not be permitted in the location requested in the permit application, when the issuing authority determines, based on traffic engineering principles, that the

safety or operation of the interchange or the limited access highway would be adversely affected.

(Ord. No. 00-21, § 2, 5-18-00; Ord. No. 08-15, § 2, 6-12-08, eff. 10-1-08)



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input 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. Substandard Road-Gunn Highway <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Substandard Road-Gunn Highway <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Citrus Park Multi-Family
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	003656.0000, 003018.0150
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>	
Name of Person Submitting Request	Steven J. Henry, P.E.
<p>Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.</p>	
Current Property Zoning Designation	
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PD 26-0426
<p>Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



April 30, 2026

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

Re: Citrus Park Multi-Family
PD 26-0426
Folio: 003656.0000, 003018.0150
Lincks Project Number: 25077 (25319.02.04)

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.03L of the Hillsborough County Land Development Code, which requires improvement of projects taking access to a substandard road to improve the roadway to current County standards between the project driveway and the nearest standard road.

The property is proposed to be rezoned to Planned Development (PD) to allow up to 346 Multi-Family dwelling units.

The access for the project is proposed to be via one (1) full access to Gunn Highway.

The subject property is within the Urban Service Area and as shown on the Hillsborough County Roadways Functional Classification Map, Gunn Highway is a collector roadway.

Table 1 provides the trip generation for the proposed land use.

The following provides a description of the segment of Gunn Highway from the project access to the Veterans Expressway:

- Four (4) lane divided urban roadway
- Twelve (12) foot lanes
- Type F curb & gutter
- Right of Way – 125 feet
- Five (5) foot sidewalk on both sides of the road.

The request is to waive the requirement to improve Gunn Highway (between the project access and Veterans Expressway) to current County TS-6 standards, the standards for which are found within the Hillsborough County Transportation Technical Manual. The specific waiver is for buffered bike lanes.

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

Mr. Mike Williams
April 30, 2026
Page 2

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

Adding the buffered bike lanes would be an unreasonable burden on the applicant for the following reasons:

1. The property has limited frontage along Gunn highway.
2. There is not sufficient right of way to add to buffered bike lanes.

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

There are sidewalks on both sides of the roadway. The property is currently developed for residential, pre-school, and swim facility which are to be razed in conjunction with the development of the property. Therefore, the variance would not be detrimental to the public health, safety and welfare.

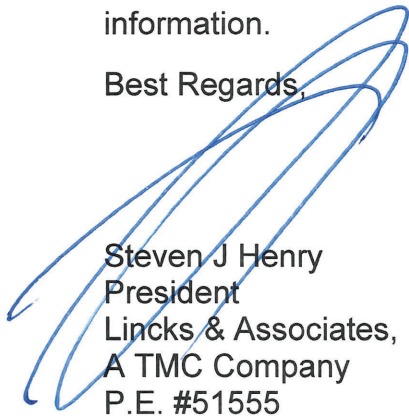
(c) without the variance, reasonable access cannot be provided.

Gunn Highway is the only direct access for the project. Without the access to Gunn Highway, reasonable access for the project could not be provided.

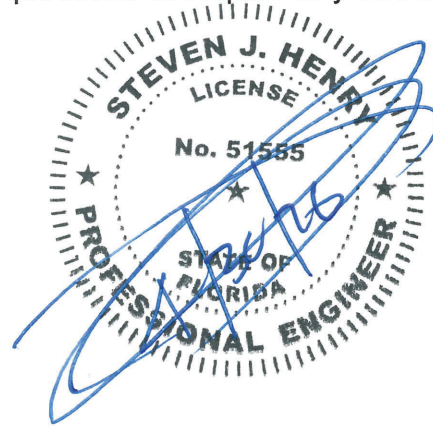
Mr. Mike Williams
April 30, 2026
Page 3

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

Best Regards,



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



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

- Disapproved**
- Approved**
- Approved with Conditions**

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

Date _____

Sincerely,

**Michael J. Williams
Hillsborough County Engineer**

TABLE 1
 PROJECT TRAFFIC (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>		<u>PM Peak Hour Trip Ends</u>		<u>Total</u>
				<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>	
Multi-Family	220	346 DU's	2,068	32	102	107	66	173

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

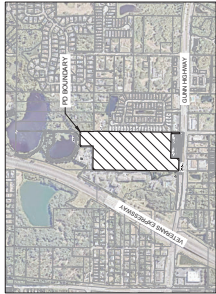
APPENDIX



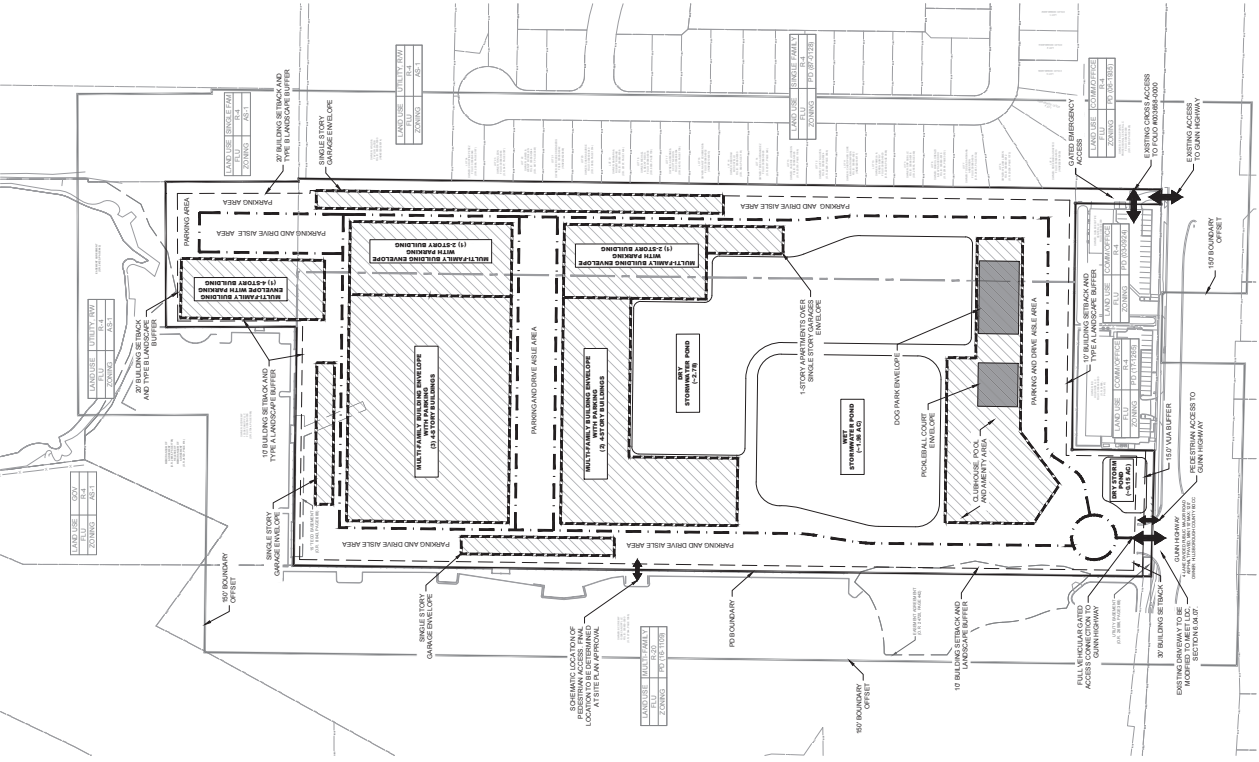
PROPOSED PD PLAN



CITRUS PARK MULTI-FAMILY PLANNED DEVELOPMENT GENERAL SITE PLAN



VICINITY MAP
N-15



GRAPHIC SCALE IN FEET
0 100 200

LEGEND

- PROPERTY BOUNDARY
- RIGHT OF WAY
- LOT LINES
- PO BOUNDARY
- BUILDING SETBACK
- LANDSCAPE BUFFER
- EXISTING BUILDING
- BUILDING ENVELOPE
- PROPOSED RESIDENTIAL ACCESS AREA
- PROPOSED SIDEWALK ACCESS AREA
- PROPOSED CENTRAL ACCESS AREA
- PROPOSED CIRCULATION PATTERNS
- FLEX DENSITY LINE

SITE DATA TABLE

GENERAL INFORMATION	GENERAL INFORMATION
PROJECT NAME: CITRUS PARK MULTI-FAMILY PLANNED DEVELOPMENT SITE	DATE: 4/22/2026
OWNER: KIMLEY-HORN AND ASSOCIATES, INC.	SCALE: AS SHOWN
DESIGNED BY: WLS	CHECKED BY: AOC
DRAWN BY: WLS	DATE: 4/22/2026
PROJECT NO: 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602	PHONE: 813-823-1400
WWW.KIMLEY-HORN.COM	REGISTRY NO. 696

GENERAL INFORMATION	GENERAL INFORMATION
GENERAL INFORMATION	GENERAL INFORMATION
PROJECT NAME: CITRUS PARK MULTI-FAMILY PLANNED DEVELOPMENT SITE	DATE: 4/22/2026
OWNER: KIMLEY-HORN AND ASSOCIATES, INC.	SCALE: AS SHOWN
DESIGNED BY: WLS	CHECKED BY: AOC
DRAWN BY: WLS	DATE: 4/22/2026
PROJECT NO: 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602	PHONE: 813-823-1400
WWW.KIMLEY-HORN.COM	REGISTRY NO. 696

FLORIDA

HILLSBOROUGH COUNTY

CITRUS PARK MULTI-FAMILY

PLANNED DEVELOPMENT SITE

PLAN (PD-26-0426)

KHA PROJECT

DATE: 4/22/2026

SCALE: AS SHOWN

CHECKED BY: AOC

DRAWN BY: WLS

PROJECT NO: 201 NORTH FRANKLIN STREET, SUITE 1400, TAMPA, FL 33602

PHONE: 813-823-1400

WWW.KIMLEY-HORN.COM

REGISTRY NO. 696

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HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP

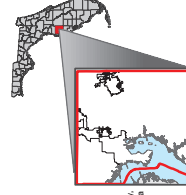


HILLSBOROUGH COUNTY COMPREHENSIVE PLAN LOCAL FUNCTIONAL CLASSIFICATION MAP 4



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

LOCATOR MAP AND REFERENCE INFORMATION

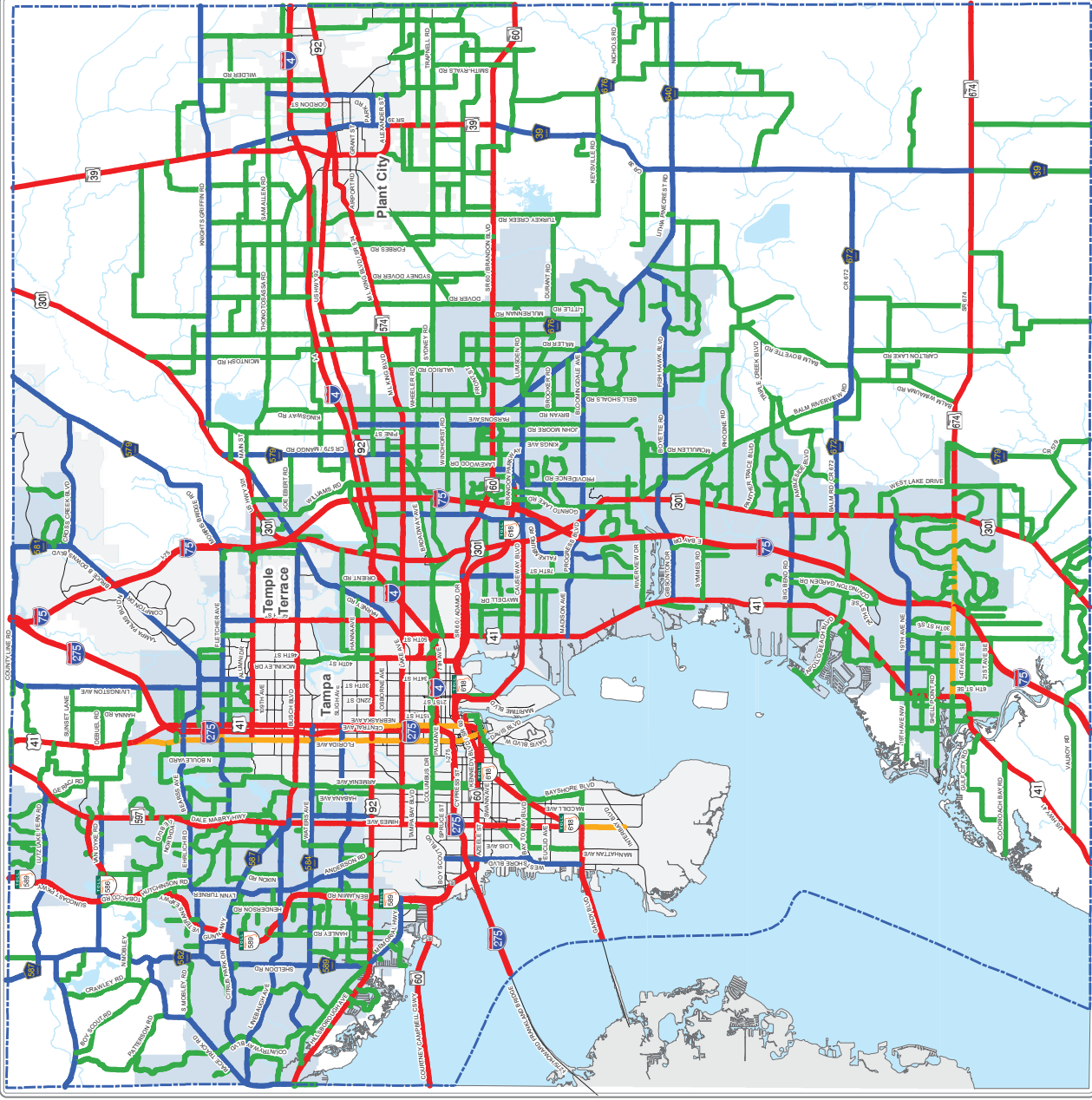


CONTEXT CLASSIFICATIONS Hillsborough County - These classifications are preliminary and subject to change.
SECTIONAL AREAS Hillsborough County City-County Planning Commission. Effective 9/9/2017.
URBAN SERVICE AREA BOUNDARIES Hillsborough County City-County Planning Commission. Effective 9/9/2017.
MAJOR ROADS Transportation Planning Organization Long Range Transportation Plan. See Adopted TRD Long Range Transportation Plan for specific improvements.
ACCURACY The information on this map was compiled from U.S. map accuracy standards. However, such accuracy is not guaranteed. The user assumes all responsibility for the use of this information. The user may not reproduce in part or in full for sale to anyone without specific approval of the Hillsborough County City-County Planning Commission.

Author: RMaine
 Date: 1/2/2025

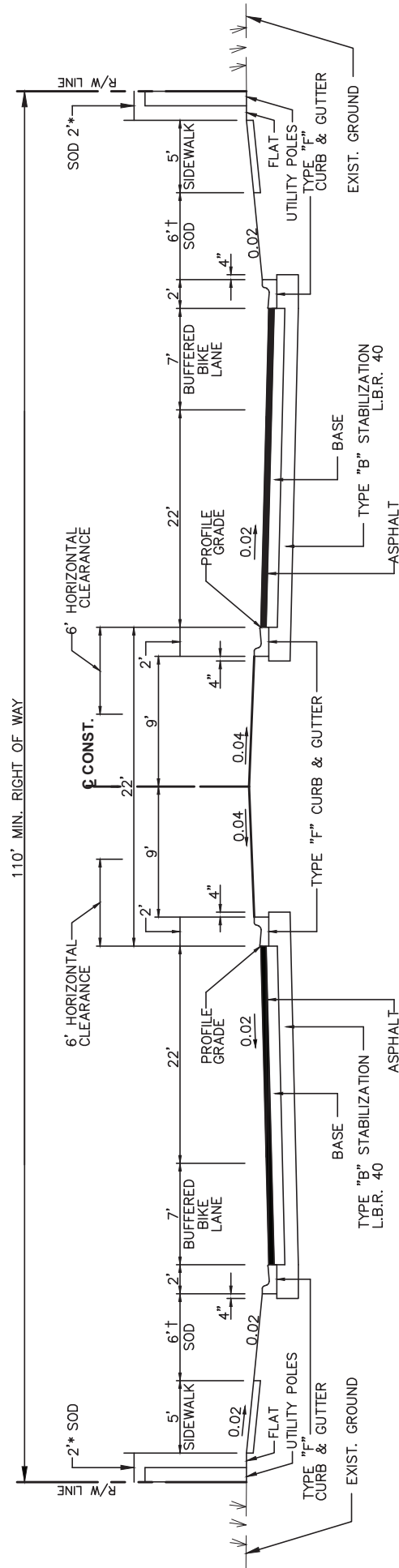
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PlanHillsborough.org



TS-6





TYPICAL SECTION

N.T.S.

10,000 TO LESS THAN 20,000 AADT

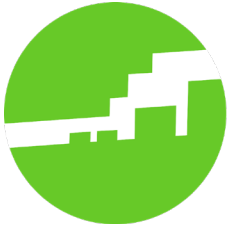
MAX. ALLOWABLE DESIGN SPEED – 45 MPH

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

REVISION DATE: 10/17	TRANSPORTATION TECHNICAL MANUAL	 Hillsborough County Florida	URBAN COLLECTORS (4 LANE DIVIDED) TYPICAL SECTION	DRAWING NO. TS-6 SHEET NO. 1 OF 1
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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	
Hearing Date: May 26, 2026 Report Prepared: May 15, 2026	Case Number: PD 26-0426 Folio(s): 3656.0000 & a portion of 3018.0150 General Location: North of Gunn Highway and east of Veterans Expressway
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Greater Carrollwood-Northdale
Rezoning Request	Rezone from Agricultural Single Family (AS-1) and Planned Development (PD 16-1109) to Planned Development (PD) with a Flex of Residential-20 to allow for a 346 unit multifamily development
Parcel Size	22.08 ± acres
Street Functional Classification	Veterans Expressway – State Principal Arterial Gunn Highway – County Arterial
Commercial Locational Criteria	N/A
Evacuation Area	A portion is in E

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD + AS-1	Multifamily + Public Communications/Utilities
North	Residential-4 + Citrus Park Village	PD + AS-1	Public Communications/Utilities + Public/Quasipublic/Institutions
South	Residential-6 + Residential-9	PD + AS-1 + BPO + CG	Light Commercial + Educational + Single Family + Public/Quasipublic/Institutions
East	Residential-4	PD + AS-1 + RSC-2 + RSC-3 + BPO	Single Family + Light Commercial + Public/Quasipublic/Institutions
West	Residential-4, Residential-9, Residential-20 + Citrus Park Village	PD + AS-1 + CPV	Single Family + Multi-Family

Staff Analysis of Goals, Objectives and Policies:

The 22.08 ± acre subject site is south of North of Gunn Highway and east of Veterans Expressway. The subject site is in the Urban Service Area and is within the Greater Carrollwood-Northdale Community Plan. The applicant is requesting a rezoning from Agricultural Single Family (AS-1) and Planned Development (PD 16-1109) to a Planned Development (PD) with a Flex of Residential-20 to allow for a 346-unit multifamily development.

The subject site is located within the Urban Service Area (USA), where Objective 1.1 of the Future Land Use Section (FLUS) directs 80 percent of the County’s anticipated growth. Consistent with this objective, FLUS Policy 3.1.3 requires that new development be compatible with surrounding uses, recognizing that “compatibility does not mean ‘the same as,’ but rather refers to the sensitivity of development proposals in preserving the character of existing development.” The subject property currently has an existing land use of multifamily with another multifamily development adjacent to the west and single-family adjacent to the east. Within the general area, there is a mix of single-family and multifamily uses, with light

commercial, heavy commercial, and public/quasi-public/institutional uses oriented along Gunn Highway. There is a large pocket of commercial uses to the west of the site and the Veterans Expressway, with the land uses to the east of the Veterans Expressway, where the subject site is located, being predominantly residential in nature. Accordingly, the proposed multifamily development is compatible with the surrounding area and consistent with FLUS Objective 1.1 and FLUS Policy 3.1.3.

FLUS Goal 2 and FLUS Objective 2.1 and 2.2, and 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. The Residential-4 (RES-4) Future Land Use category allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The RES-4 Future Land Use designation allows for a maximum of 4 dwelling units per gross acre and a maximum intensity of 0.25 Floor Area Ratio (FAR). With 22.08 acres, the subject site may be considered for a maximum of 88 dwelling units ($22.08 \text{ acres} \times 4 \text{ du/acre} = 88.32 \text{ units}$). The proposed Planned Development will utilize a Flex request of the adjacent Residential-20 (RES-20) Future Land Use designation. The RES-20 Future Land Use allows for the consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments, and allows for a maximum of 20 dwelling units per gross acre and a maximum intensity of 0.75 Floor Area Ratio (FAR). With a Flex of RES-20 on 16.13 acres with the remaining 5.95 acres designated as RES-4, the site may be considered for a total of 34 dwelling units ($(16.13 \text{ acres} \times 20 \text{ du/acre} = 322.6 \text{ dwelling units}) + (5.95 \text{ acres} \times 4 \text{ du/acre} = 23.8 \text{ dwelling units}) = 346.4 \text{ total dwelling units}$). The applicant is requesting 346 units, which does not exceed the maximum allowable density with the proposed flex and based on the established maximum density and intensity established under FLUS Goal 2 and FLUS Objective 2.1 and 2.2, and their respective policies.

The request contains a Flex of the Residential-20 (RES-20) Future Land Use category that is adjacent to the west of the site. FLUS Policy 2.2.3 establishes criteria for allowable flex requests and states that applicants must provide written justification to address that they meet the required criteria outline in FLUS Policy 2.2.4. The criteria required by FLUS Policy 2.2.4 is as follows: the availability and adequacy of public facilities to serve the proposed development accommodated by the flex, the compatibility with surrounding land uses and their density and intensity, and the utilization of the flex furthers other goals, objectives, and policies of the Comprehensive Plan.

The applicant has provided information addressing all portions of FLUS Policy 2.2.4 in a revised narrative that was uploaded into Optix on February 19, 2026. The applicant provided an analysis for the adequacy and capacity of public facilities and found there were no deficiencies in the water, wastewater, stormwater, parks, and solid waste facilities. The applicant has agreed to a proportionate share mitigation agreement with schools, as applicable, will pay mobility fees, and Fire and Sheriff services will be funded via property taxes and any potential impact fees. Additionally, the second criterion is addressed via the applicant's site design by providing enhanced buffering along the eastern boundary, abutting the existing single-family uses, and by providing a gradual increase in height starting with one-story garages near the eastern boundary and increasing to four stories as the buildings are placed more central and to the western portions of the site. Lastly, the applicant provided information on FLUS Centers and Connections Policies 2.4.1 and 2.5.1, which prioritize centers and connections for redevelopment and promote the diversification of housing types to allow for households of varying ages, demographics, and income levels. The utilization of the Flex on a site that is located within a Centers and Connection area to allow for a

broader range of housing types furthers the goals, objectives, and policies of the Unincorporated Hillsborough County Comprehensive Plan. The Flex request is consistent with FLUS Policy 2.2.3 and the applicant has provided adequate written justification that addresses all criterion established within FLUS Policy 2.2.4.

FLUS Policy 3.1.2 requires that 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. The proposed Planned Development is proposing an enhanced buffer of a 20-foot, Type B landscape buffer along the eastern boundary of the site, as well as having the heights of the proposed buildings gradually increase from east to west to provide a transition in height and building massing adjacent to the existing single-family uses to the east. The site design provides for enhanced mitigation measures in the eastern buffer and uses site design to transition the use from lower intensities and densities from east to west away from the abutting single-family neighborhood toward the denser multi-family development to the west.

The site is located within a connection and is approximately 700 feet east of an established center. According to FLUS Policies 2.4.1 and 2.5.1, centers and connections will be prioritized for redevelopment and multimodal transportation investments and promote the development of a full range of housing types fronting Connections and within Centers to allow for households of varying ages, demographics and income levels. The introduction of multifamily development that is sensitive to and has proposed mitigation impacts for the adjacent single-family development is providing redevelopment that offers a broader range of house types as desired by the centers and connections Policies within the Comprehensive Plan.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal satisfies the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require new development to be compatible with the surrounding neighborhood. The immediate vicinity of the subject site includes a mix of single-family and multifamily uses, with light commercial, heavy commercial, and public/quasi-public/institutional uses oriented along Gunn Highway. There is a large pocket of commercial uses to the west of the site and the Veterans Expressway, with the land uses to the east of the Veterans Expressway, where the subject site is located, being predominantly residential in nature. FLUS Policy 4.4.1 provides that any increase in density or intensity must be compatible with existing, proposed, or planned development and that new development or redevelopment should be integrated with adjacent uses through the establishment of like or complementary uses, mitigation of potential adverse impacts, the provision of adequate transportation and pedestrian connections, and the incorporation of a gradual transition of intensity. The proposed Planned Development adheres to the compatibility criteria by complementing the surrounding development pattern and appropriately integrating with adjacent land uses by providing adequate buffering and screening and a gradual transition of uses and height. Accordingly, the proposal is consistent with FLUS Objective 4.4 and FLUS Policy 4.4.1.

FLUS Objective 3.2 and Policy 3.2.4 require that community plans throughout the County be consistent with the Comprehensive Plan. The subject site is located within the boundaries of the Greater Carrollwood-Northdale Community Plan. Goal 7 of the Greater Carrollwood-Northdale Community Plan seeks to ensure that new development is compact, contiguous, and concurrent with available public

facilities and services and promotes the integration of uses to provide increased connectivity thereby discouraging sprawl and maximizing the use of public infrastructure. Specifically, the third strategy states to ensure the area has adequate density to accommodate the future transit system. The Flex of RES-20 for higher residential development within the area that is sensitive to the existing community character and residential uses provides compact development in an area with adequate public facilities, while also providing enough density to accommodate the current and future transit systems.

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

Recommendation

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

FUTURE LAND USE SECTION

Urban Service Area

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

Land Use Categories

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

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

Policy 2.2.3: The Board of County Commissioners may flex the boundaries of Future Land Use plan categories to recognize or grant a zoning district which is not permitted in the land use category. Prior to the determination, Planning Commission staff shall make a recommendation regarding the consistency of the request with the Comprehensive Plan.

Future Land Use categories may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:

- *Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.*
- *The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.*
- *No new flexes can be extended from an existing flexed area.*
- *All flexes must be parallel to the land use category line.*
- *A flex must be requested as part of a planned development or site controlled rezoning application. Major Modifications to approved zonings that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.*
- *The Future Land Use category may be flexed a maximum of 500 feet from the existing line, not including right-of-way, but including man-made or natural features. Flexes must be parallel to the adopted Future Land Use category line.*
- *Flexes are not permitted in the Rural Area or in areas specified in Community Plans. Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.*
- *Flexes to increase density are not permitted in the Coastal High Hazard Area.*
- *Flexes are not permitted from a municipality into the unincorporated county.*
- *Applicants requesting a flex must provide written justification that they meet the criteria for a flex as outlined in Policy 2.2.4.*

Policy 2.2.4: *A flex request must include data and analysis addressing the following criteria:*

- *The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;*
- *The compatibility with surrounding land uses and their density and intensity;*
- *The utilization of the flex furthers other goals, objectives and policies of the Comprehensive Plan.*

Centers and Connections

Policy 2.4.1: *C&Cs will be prioritized for redevelopment and multimodal transportation investments. Centers include major intersections and areas identified in Community Plans. Connections include roadways that had existing bus service at the time of this policy development, transit supportive density by 2045 and/or suburban town or urban general context classifications. Additional C&C locations will be considered by staff periodically in coordination with Community Plan and Comprehensive Plan updates.*

Policy 2.5.1: *Promote the development of a full range of housing types fronting Connections and within Centers to allow for households of varying ages, demographics and income levels.*

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.*

Relationship to Land Development Regulations

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

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

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

Neighborhood/Community Development

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

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

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

LIVABLE COMMUNITIES ELEMENT: GREATER CARROLLWOOD-NORTHDALE COMMUNITY PLAN

Goal 7: *Ensure that new development is compact, contiguous, and concurrent with available public facilities and services and promotes the integration of uses to provide increased connectivity thereby discouraging sprawl and maximizing the use of public infrastructure.*

Strategies:

- *Provide for Transit Oriented Development, as mentioned in Goal 1, built in character with our neighborhoods and allows residents to live, work and play in close proximity.*
- *Explore establishing a Multimodal District along North Dale Mabry including the community activity centers.*
- *Ensure the area has adequate density to accommodate the future transit system.*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0426

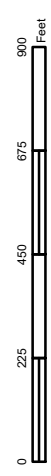
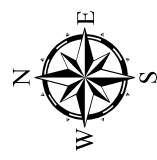
Rezoning
STATUS



- 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-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- 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 PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUVA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended for informational purposes only. It is not intended for use as a legal document. No warranty is made for accuracy. It is intended for use as a planning tool only. Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, use the appropriate source.



Map Printed from Rezoning System: 2/5/2026
 Author: R Mathie
 File: G:\Rezoning\System\Map\Projects\HCP\Regr_jhc\Rezoning_2.mxd

