

PD Modification Application: PRS 26-0616

BOCC Land Use Meeting Date:

May 12, 2026

1.0 APPLICATION SUMMARY

Applicant: Christian Silva
 FLU Category: Residential-6
 Service Area: Rural
 Site Acreage: +/-2.69 acres
 (Folio 59950.3000)
 Community Plan Area: None
 Overlay: None
 Request: Minor Modification to PD 23-0422



Existing Approvals:

On December 12, 2023, Planned Development (PD 23-0422) was approved to allow for 4 non-regulation soccer fields, an associated concession / restroom / storage structure, bleachers and parking area for participants (Option 1). Also included was a second option to maintain the existing AS-1 zoning standards (Option 2).

Proposed PRS 26-0616

The proposed minor modification requests additional development options for soccer facility use, including a proposed Option 3, allowing one large non-regulation soccer field option. The applicant also proposes maintaining Option 1 in its approved Site Plan configuration, but to allow it to develop from one to four smaller fields.

Existing Approval(s):	Proposed Modification(s):
<p>(1) Two development options include (1) a soccer facility consisting of 4 non-regulation soccer fields or (2) maintaining the AS-1 zoning use.</p>	<p>(1) Maintain the existing 2 development options and add a 3rd development option to allow one larger soccer field. Proposed Option 3 allowing 1 large non-regulation field option restricted to a combined total of 72 players, patrons, and employees (when measured at any point in time).</p>
<p>(2) Option 1 allows 4 smaller soccer fields restricted to a combined total of 160 players, patrons, and employees (when measured at any point in time).</p>	<p>(2) Applicant proposes Option 1 allow the same smaller fields ranging from 1 smaller field to a maximum of 4 smaller fields, as shown on the Option 1 site plan.</p>

APPLICATION NUMBER: PRS 26-0473

BOCC LUM MEETING DATE: May 12, 2026

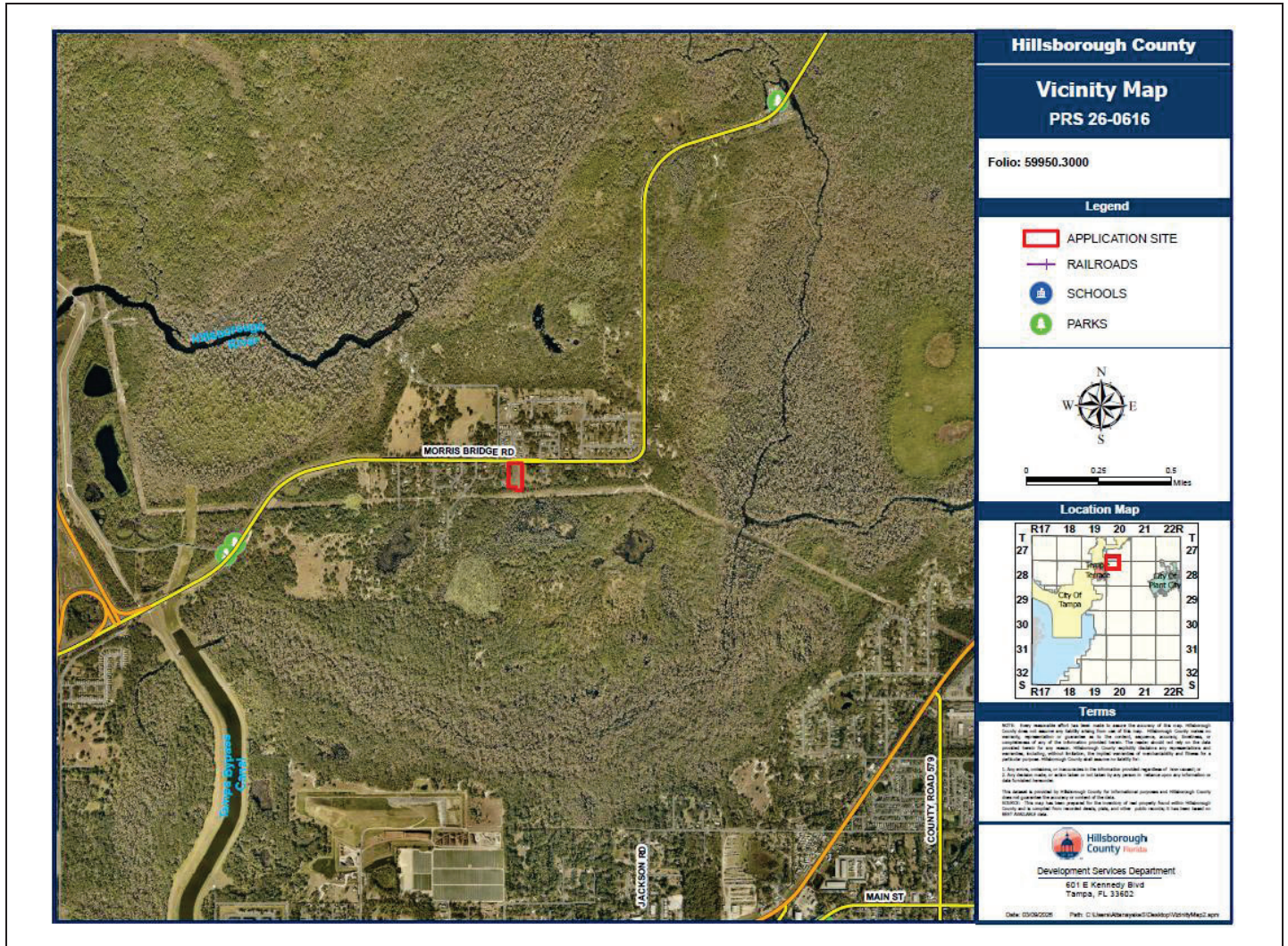
Case Planner: Tim Lampkin, AICP

Additional Information:

PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	None Requested.
Planning Commission Recommendation: N/A	Development Services Recommendation: Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

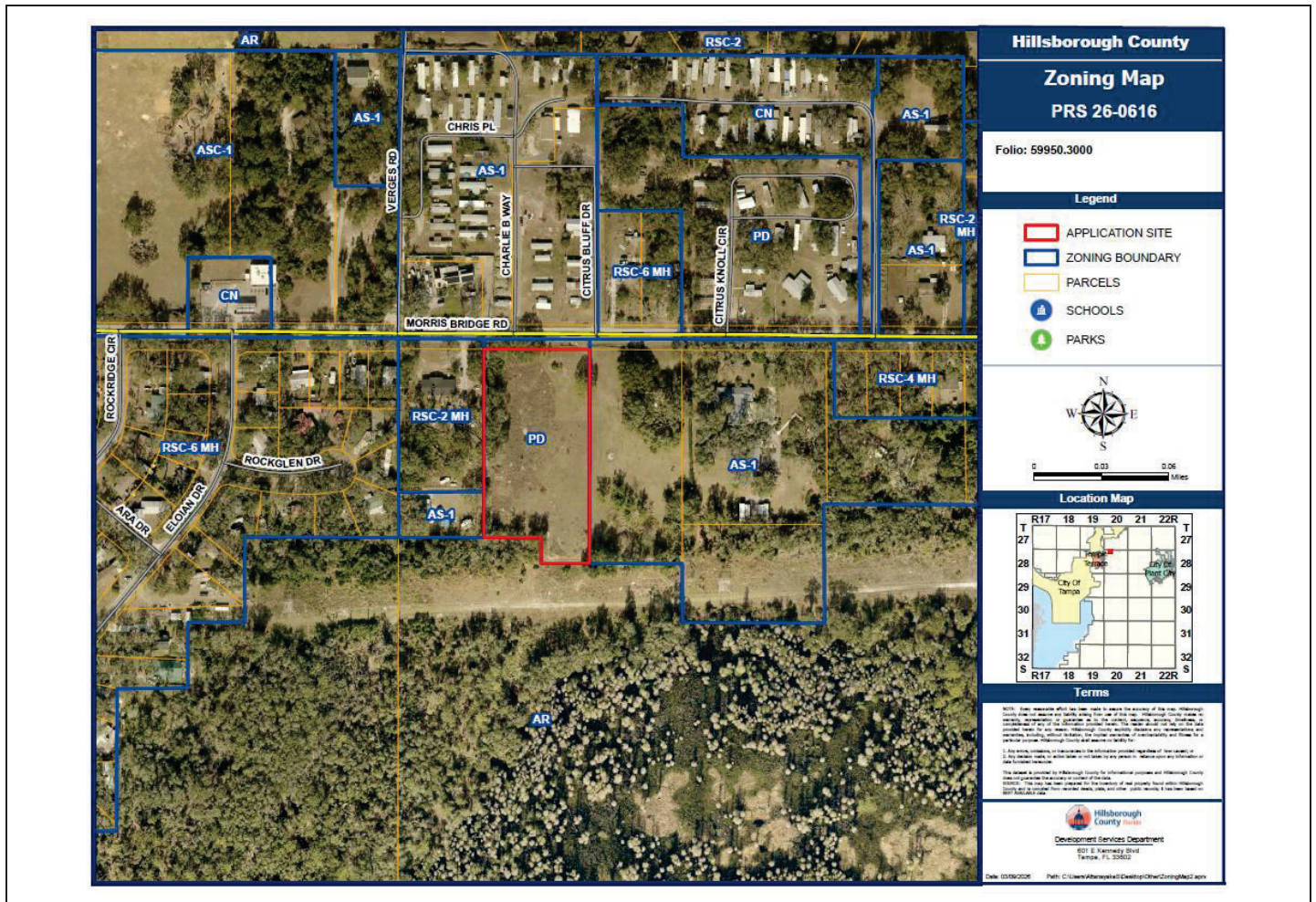


Context of Surrounding Area

The 2.69 +/- acre site is located on the south side of Morris Bridge Road and approximately 575 feet east of Eloian Drive. The site is in the Rural Area and is not located in a Community Planning Area. The subject site is mainly surrounded by single-family residential homes, mobile homes, and conservation land located to the south of the subject site owned by Southwest Florida Water Management District (SWFWMD).

2.0 LAND USE MAP SET AND SUMMARY DATA

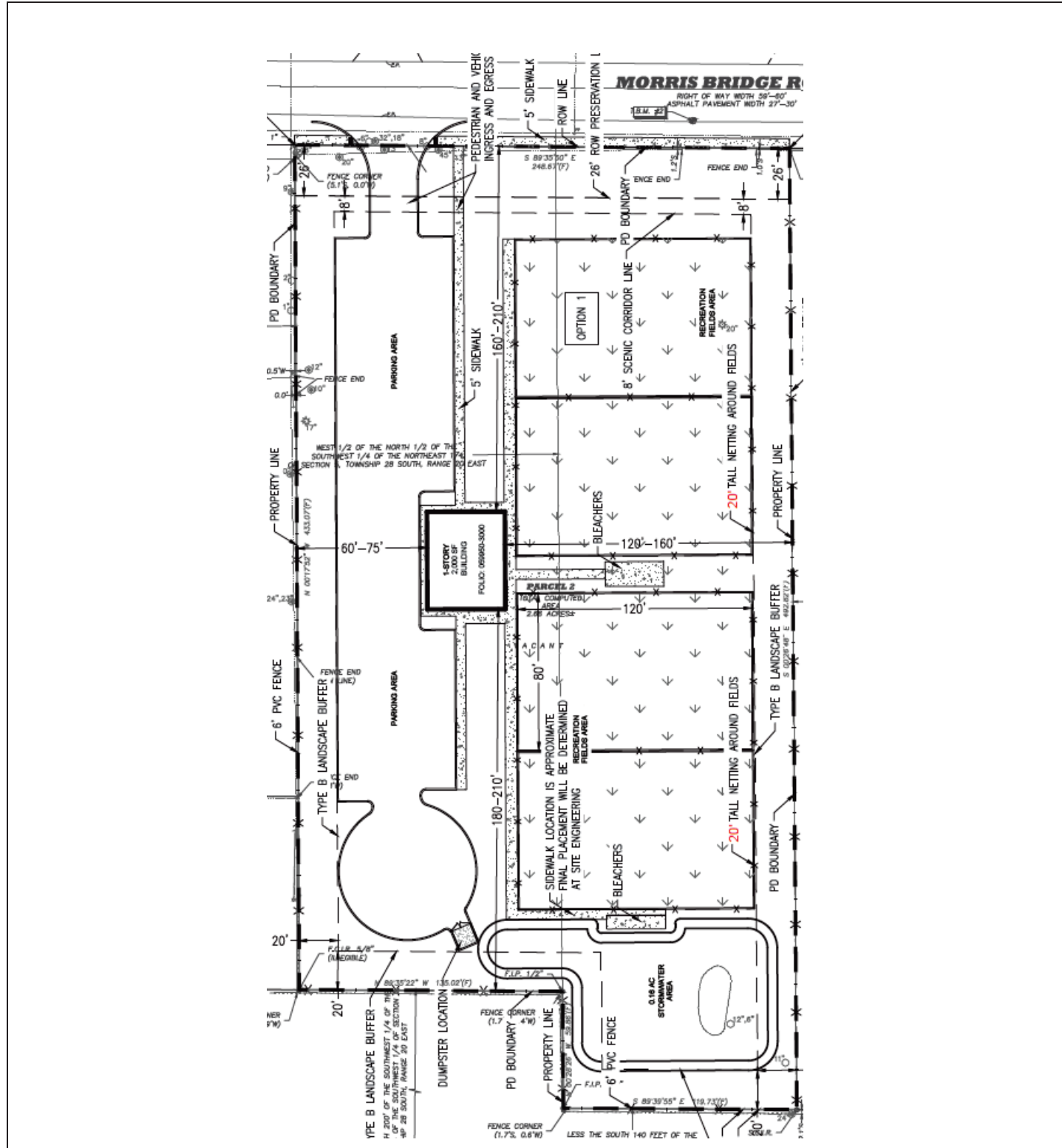
2.2 Immediate Area Map



Location:	Zoning:	Density/F.A.R.	Allowable Use:	Existing Use:
North	AS-1	AS-1: 1 du per acre	Agricultural, Single-family	Mobile Homes
South	AR	Agricultural Rural	Conservation Area	Southwest Florida Water Management District
East	AS-1	AS-1: 1 du per acre	Agricultural, Single-family	Single-family residential
West	RSC-2 (01-1459 MH)	Min. Lot Size: 21,780 sf	Residential, Single-family Conventional and MH	Single-family residential

2.0 LAND USE MAP SET AND SUMMARY DATA

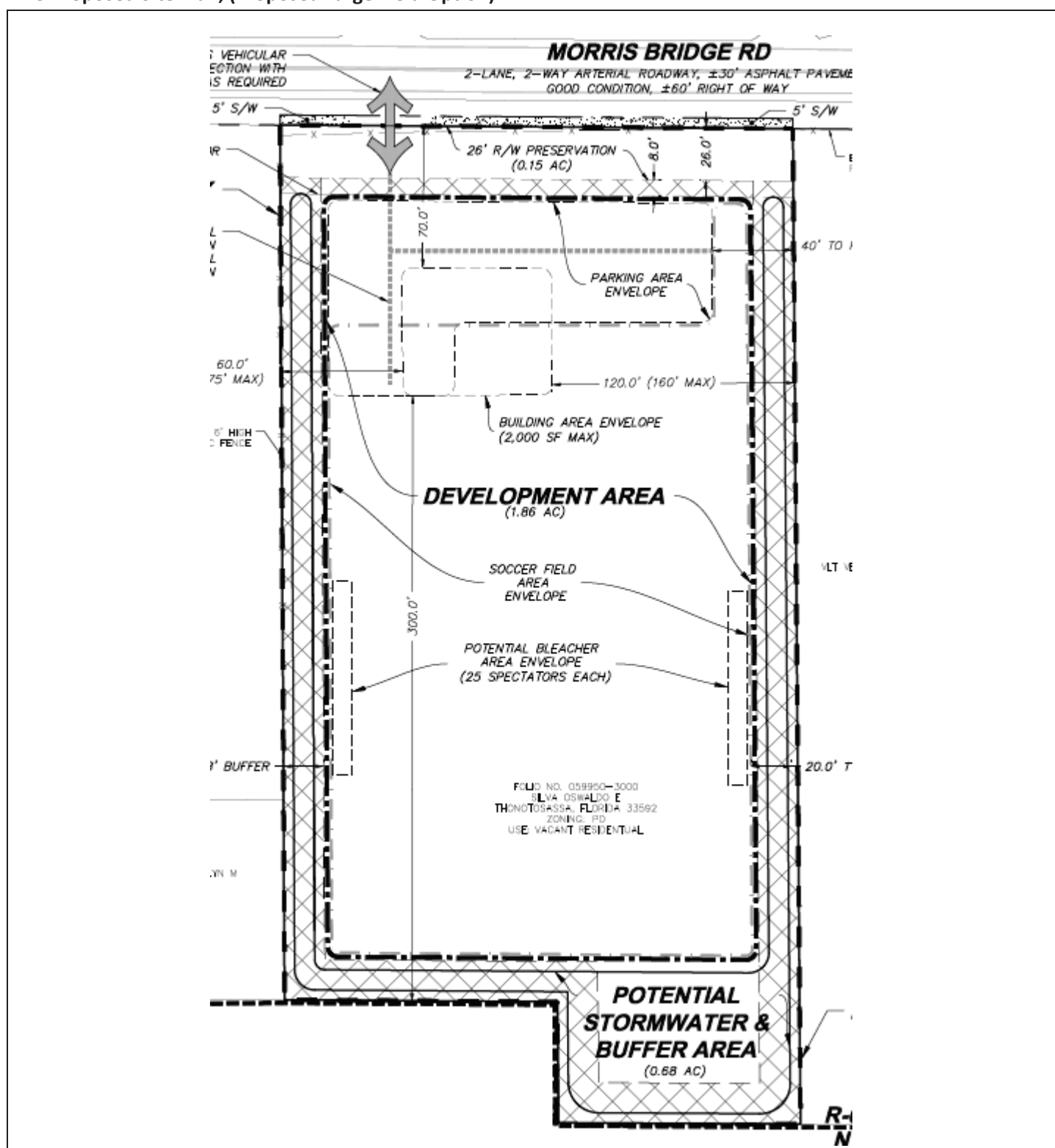
2.5 Proposed Site Plan, (Partial Existing Option)



Applicant proposes to allow from one to four small soccer fields in same location shown on Site Plan, Option 1.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan, (Proposed Large Field Option)



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
Morris Bridge Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input 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
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation (Option 1) <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	285	4	66
Proposed	285	4	66
Difference (+/-)	No Change	No Change	No Change

*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	X	Vehicular & Pedestrian	None	Meets LDC
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.

Notes:

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Morris Bridge Rd./ Substandard Rd.	De Minimis Design Exception Requested	Previously Approved
	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 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	
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: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/>				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exception Requested <input checked="" type="checkbox"/> Off-site Improvements Required <input type="checkbox"/> N/A	<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 type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees No comments.				
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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATION

5.1 Compatibility

The applicant proposes to modify Planned Development 23-0422 for a property located on the south side of Morris Bridge Road, approximately 1 ½ miles east of the Interstate 75 on-ramp and approximately 575 feet east of Eloian Drive. The current Planned Development (PD) allows a (five players on each team) soccer training facility with four playing fields. On a standard soccer field, the number of players is eleven players per team.

Accessory features include a 2,000-square-foot concession stand/restrooms/storage building, bleachers, and a parking area. Alternatively, the applicant requests to maintain existing AS-1 zoning requirements as a second option. The applicant proposes maintaining Option 1 in its approved Site Plan configuration, but to allow it to develop from one to four smaller fields.

The application **proposes adding Option 3** to allow one larger soccer field that does not quite meet a regulation soccer field due to site constraints. The proposed one larger soccer field shall be restricted to a combined total of 72 players, patrons, and employees, which is a reduction of 88 players, patrons and employees compared to the approved four smaller fields which allows a total of 160 players, patrons and employees for the existing Option 1.

Pursuant to the approved conditions of approval the site design includes measures designed for greater compatibility with the surrounding residential uses. The following restrictions created more compatibility with and sensitivity to surrounding residential uses and are proposed to remain.

1. The prohibition of the use of amplified public announcement systems.
2. The lights will be designed to focus field lighting onsite and minimize spill over off site.
3. The concession building will be located near the central area of the site and away from the perimeter of the plan for Option 1. For the proposed Option 3, the concession stand will maintain the 2,000-square-foot maximum size. As shown on the Site Plan for the proposed Option 3, the concession stand will maintain a minimum distance of 60 feet from the western property boundary, 120 feet from the eastern property boundary and 70 feet from the northern property boundary.

The applicant has not requested variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; Part 6.06.00, Landscaping, Irrigation and Buffering Requirements or 6.07.00, Fences and Walls of the Land Development Code. The proposed soccer field development requires a 20-foot buffer with Type "B" screening along the perimeter, excluding Morris Bridge Road. The additional screening along the east and west perimeter adjacent to the residentially developed properties, consisting of the following will be maintained for the existing Small Soccer Field Option 1 and for the proposed one (1) larger soccer field:

- Two staggered rows of trees 20' on center, with the second row of trees planted in line with the gaps from the first row. The trees shall not be closer than together than 20' when measuring from another tree in either row.

The application does not request any variations to the Hillsborough County Land Development Code. Zoning staff finds that the proposed changes result in a reduction of possible impacts from the previous application PD 23-0422, and therefore, has no concerns.

5.2 Recommendation

Based upon the above considerations, staff finds the request is **APPROVABLE, subject to conditions.**

6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted April 28, 2026.

1. The site shall be limited to AS-1 zoning use or a soccer facility.
 - a. If the soccer facility development option is selected, it shall be developed in accordance with the certified General Site Plan and other conditions hereinbelow (excluding 1.b.). Additionally, the soccer facility shall be restricted to a combined total of 160 players, patrons, and employees (when measured at any point in time and not applied as a cumulative total throughout the day). The play fields, parking area, and a one-story, 2,000-square-foot concession structure (inclusive of accessory area restrooms and storage) shall be as shown on the certified General Site Plan. The maximum height standards are as follows:
 - Maximum Building Height: 35 feet
 - Maximum Netting Height: 20 feet
 - b. If the AS-1 option is selected it shall be developed in accordance with the Hillsborough County Land Development Code, Transportation Technical Manual, and other applicable rules and regulations (and not pursuant to the certified General Site Plan). Notwithstanding anything herein to the contrary, conditions 2 through 19 shall not apply to the AS-1 development option.
 - c. If the soccer facility development with 1 large non-regulation field option (i.e. Option 3) is selected, it shall be developed in accordance with the certified General Site Plan Sheet 2 of 2 and other conditions herein below (excluding 1.b.). Additionally, the soccer facility shall be restricted to a combined total of 72 players, patrons, and employees (when measured at any point in time and not applied as a cumulative total throughout the day). The play fields, parking area, and a one-story, 2,000-square-foot concession structure (inclusive of accessory area restrooms and storage) shall be as shown on the certified General Site Plan. The maximum height standards are as follows:
 - Maximum Building Height: 35 feet
 - Maximum Netting Height: 20 feet
2. The internal site design is conceptual, and the plan shall be engineered in substantial compliance with the General Site Plan. Adjustments may be made internal to the site to accommodate final engineering. However, the buffer width and screening requirements shall be provided in literal accord with the buffer/screening standards noted herein and the Land Development Code.
3. Buffering and screening between uses shall be provided in accordance with the requirements of LDC Section 6.06.06, except as follows:
 - 3.1 On the east and west property boundary, screening shall be provided consisting of:
 - A 20-foot buffer with Type “B” screening.
4. Buffering and screening for off-street vehicular use areas shall be provided in accordance with the requirements of LDC Section 6.06.04, not withstanding the following
 - a. If Option 3 as defined in Condition 1.c is selected, a 40-foot setback shall be required from the east property line to off-street vehicular use areas.
5. The site design shall include the planting of one street tree per 40 feet of frontage and the planting of one canopy

tree for every 50 feet of yard frontage shall also be required in accordance with the Urban Scenic Roadway requirements. Additionally, a six-foot-high hedge shall be planted in the area in between the trees.

6. Any time the field lighting is in use, it shall not exceed 1.0 f.c. at property lines next to any residential use or residentially zoned property or 2.0 f.c. at property lines next to any other property use.
7. The use of an amplification for music or announcements is not allowed.
8. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
9. The project shall be served by and limited to a maximum of one (1) vehicular connection to Morris Bridge Rd. as shown on the PD site plan. All other connections shall be closed/removed, and the sod shall be restored, as applicable.
10. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
11. If ~~PD 23-0422~~ PRS 26-0616 is approved, the County Engineer will approve a de minimis Design Exception request (dated September 25, 2023) which was ~~found approvable~~ approved by the County Engineer (on ~~September 28~~ December 20, 2023) for the Morris Bridge Rd. substandard roadway improvements, and which permits deviations from the TS-7 Typical Section standard. As Morris Bridge Rd. is a substandard arterial roadway, the developer will be required to make certain improvements to a portion Morris Bridge Rd. prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, in addition to the sidewalk along the project's frontage required pursuant to Sec. 6.03.02 of the LDC, the developer shall be required to construct +/- 615 feet of sidewalk along the south side of Morris Bridge Rd., between the western project boundary and Eloian Dr. This Design Exception shall apply to Option 1 and 3.
12. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to 26 feet of right-of-way along its Morris Bridge Rd. frontage, such that 55-feet of right-of-way is preserved south of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
13. 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.
14. 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.
15. 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.
16. 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.

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17. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
 18. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.
 19. 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, recertification 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:



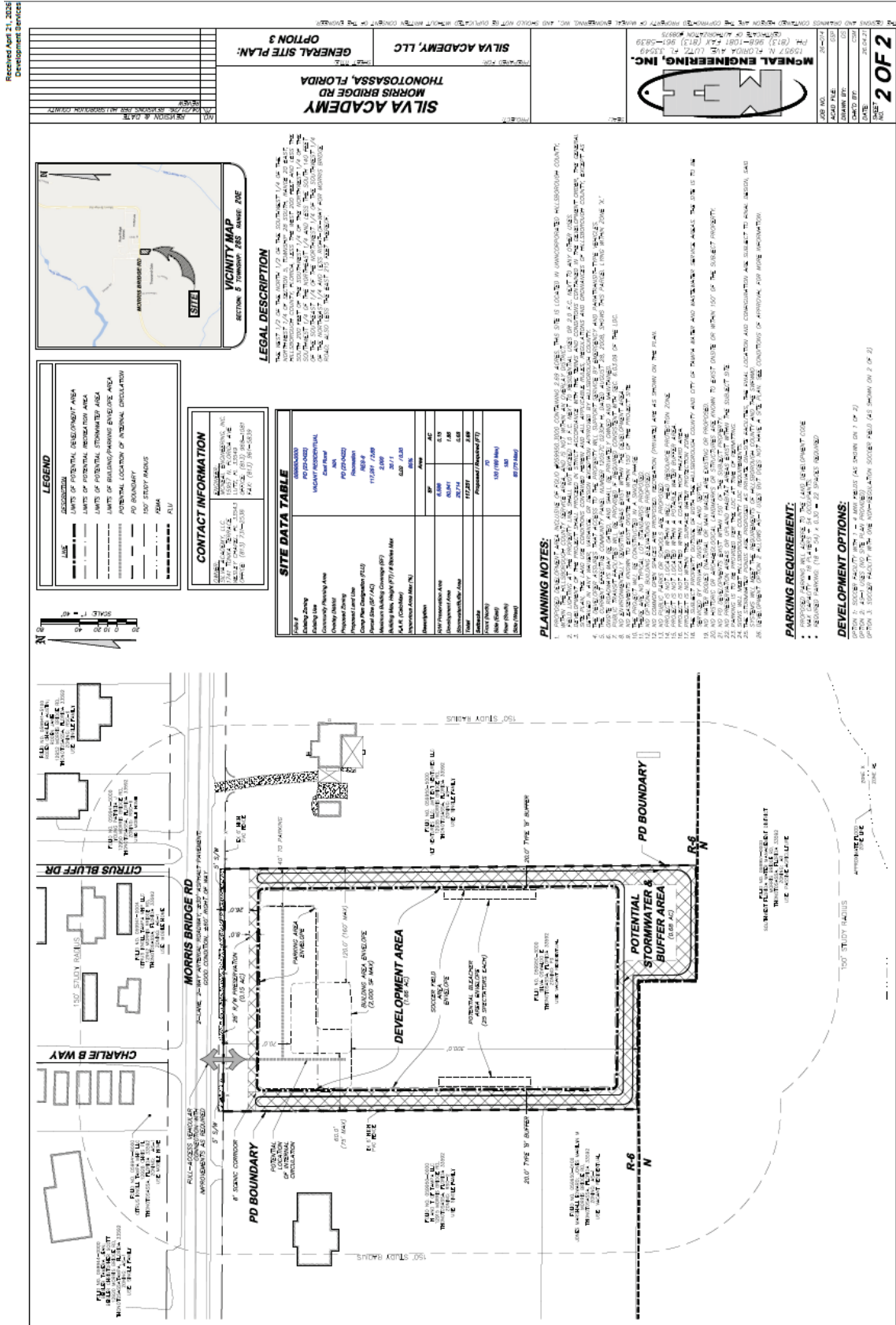
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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.

7.0 ADDITIONAL INFORMATION

8.0 Site Plan

8.4 Proposed Site Plan (Full): Page 2 of 2



8.0 FULL TRANSPORTATION REPORT

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 04/22/2026

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: ER

PETITION NO: PRS 26-0616

- 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.

REVISED CONDITIONS OF ZONING APPROVAL

11. If ~~PD 23-0422~~ [PRS 26-0616](#) is approved, the County Engineer will approve a [de minimis](#) Design Exception [request](#) (dated September 25, 2023) which was ~~found approvable~~ [approved](#) by the County Engineer (on ~~September 28~~ [December 20](#), 2023) for the Morris Bridge Rd. substandard roadway improvements, and which permits deviations from the TS-7 Typical Section standard. As Morris Bridge Rd. is a substandard arterial roadway, the developer will be required to make certain improvements to a portion Morris Bridge Rd. prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, in addition to the sidewalk along the project's frontage required pursuant to Sec. 6.03.02 of the LDC, the developer shall be required to construct +/- 615 feet of sidewalk along the south side of Morris Bridge ~~Rd.~~, between the western project boundary and Eloian Dr. [This Design Exception shall apply to Options 1 and 3.](#)

PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

The applicant is requesting a minor modification (PRS) to a +/- 2.69 ac. parcel zoned Planned Development (PD) 23-0422. The PD is approved for 2 use options as follows:

1. The site shall be limited to AS-1 zoning use or a soccer facility.
 - a. If the soccer facility development option is selected, it shall be developed in accordance with the certified General Site Plan and other conditions hereinbelow (excluding 1.b.). Additionally, the soccer facility shall be restricted to a combined total of 160 players, patrons, and employees (when measured at any point in time and not applied as a cumulative total throughout the day). The play fields, parking area, and a one-story, 2,000-square-foot concession structure (inclusive of accessory area restrooms and storage) shall be as shown on the certified General Site Plan. The maximum height standards are as follows:
 - Maximum Building Height: 35 feet
 - Maximum Netting Height: 20 feet
 - b. If the AS-1 option is selected it shall be developed in accordance with the Hillsborough County Land Development Code, Transportation Technical Manual, and other applicable rules and regulations (and not pursuant to the certified General Site Plan). Notwithstanding anything herein to the contrary, conditions 2 through 19 shall not apply to the AS-1 development option.

The applicant is seeking entitlements which would permit 1 field with accessory concession uses. Consistent with Sec. 6.2.1.C., no transportation analysis was required to process this application. The applicant submitted a trip generation letter to support this zoning application. In making this

determination, staff notes that the additional development option is for a number of fields less than the that which is already approved, and therefore this PRS will have no impact on the maximum trip generation potential of the project (as the exiting approved option will remain the worst-case scenario). Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data shown below is based on the 12th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 4 Soccer Fields with Accessory Uses (ITE Code 488)	285	4	66

Proposed Zoning (Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 4 Soccer Fields with Accessory Uses (ITE Code 488)	285	4	66

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Morris Bridge Rd. is a publicly maintained 2-lane, undivided, substandard, arterial roadway characterized by +/- 10-foot-wide travel lanes in average condition. There are +/- 4-foot wide to 5-foot-wide bicycle facilities present on paved shoulders. There are no sidewalks along Morris Bridge Rd. in the vicinity of the proposed project.

Morris Bridge Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. Pursuant to a determination by the County Engineer, although the area is within the rural services area (and as such preservation for a rural typical section would typically be applied), given the vast stretches of roadway which runs through ELAPP lands, significant wildlife habitat, as well as lands within the 100-year flood zone as well as floodways, the County Engineer determined that a smaller urban roadway footprint (with closed stormwater systems which could locate pond sites in strategic locations designed to better minimize environmental and other impacts) is more appropriate for this roadway.

According to the Hillsborough County Transportation Technical Manual, a 4-lane divided urban collector roadway requires a right-of-way width of 110 feet. Given that the existing right-of-way is only 58 feet wide, the developer will be required to preserve an additional 26 feet of right-of-way for future improvements such that there is a minimum of 55 feet of right-of-way preserved south of the existing right-of-way centerline. Pursuant to the Hillsborough County Land Development Code (LDC), only certain interim uses may be permitted within the preserved right-of-way. All setbacks shall be calculated from the preserved right-of-way line.

SITE ACCESS AND CONNECTIVITY

Development Options 1 and 3

Vehicular and pedestrian access to the site will be provided via a single connection to Morris Bridge Rd. Access to the site will be via a full access connection; however, when the roadway is widening to 4-lanes the facility will be converted to a divided highway, and the project access may be restricted to right-in/right-out only access at that time (depending on median locations and spacing requirements).

Development Option 2

Generally, for projects with a Euclidean zoning designation, a project's potential transportation impacts, site access requirements, substandard road issues, site layout and design, other issues related to project access, and compliance with other applicable Hillsborough County Comprehensive Plan, Hillsborough County Land Development Code (LDC) and Hillsborough County Transportation Technical Manual (TTM) requirements are evaluated at the time of plat/site/construction plan review. Given the limited information available as is typical of all Euclidean zoned properties and/or non-regulatory nature of any conceptual plans provided, Transportation Review Section staff did review the proposed rezoning to determine (to the best of our ability) whether the zoning is generally consistent with applicable policies of the Hillsborough County Comprehensive Plan, LDC and TTM (e.g. to ensure that the proposed rezoning would not result in a violation of the requirement whereby access to commercial properties cannot be taken through residentially or agriculturally zoned properties), and/or whether, in staff's opinion, some reasonable level of development under the proposed zoning designation could be supported based on current access management standards (e.g. to ensure that a project was not seeking an intensification of a parcel which cannot meet minimum access spacing requirements).

Transportation Section staff did not identify any concerns that would require a more detailed staff report be filed. Staff notes that, regardless of this review, the developer/property owner will be required to comply with all Comprehensive Plan, LDC, TTM and other applicable rules and regulations at the time of plat/site/construction plan review. As such, staff has no objection to this request.

Staff notes that any plans or graphics presented as a part of a Euclidean zoning case is non-binding and will have no regulatory value at the time of plat/site/construction plan review.

REQUESTED DE MINIMIS DESIGN EXCEPTION – MORRIS BRIDGE RD. (DEVELOPMENT OPTION 1 AND 3 ONLY)

As Morris Bridge Rd. is a substandard arterial roadway, the developer is required to improve Morris Bridge Rd. (between the project access and the nearest roadway meeting applicable standards) to Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated September 25, 2023) Morris Bridge Rd. to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on September 28, 2023) and approved the Design Exception (on December 20, 2023). The deviations from the Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-lane Rural Local and Collector Roadways) include the following:

1. The developer shall be permitted to maintain the roadway within a +/- 58-foot-wide right-of-way rather than the 96-feet required pursuant to TS-7;
2. The developer shall be permitted to maintain 10-foot-wide travel lanes rather than the 12-foot-wide lanes required pursuant to TS-7;
3. The developer will be permitted to maintain the 4-foot-wide to 5-foot-wide paved shoulders, rather than the 8-foot-wide stabilized shoulders, of which 5-feet is required to be paved; and,
4. The developer will be permitted an indeterminate sidewalk spacing variance rather than the 29-foot-wide spacing between the edge of the through lane and closest edge of the sidewalk required per TS-7.

In addition to the sidewalk required along the project's frontage pursuant to Land Development Code requirements, the developer is proposing to construct a minimum 5-foot-wide sidewalk along the south

side of Morris Bridge Rd., between the western project boundary and Eloian Dr. (west of the project), for a distance of +/- 615 feet.

The County Engineer reviewed the application and determined the proposed modification does not necessitate revisiting the above previously approved Design Exception, which shall be permitted to stand as-is. This request shall apply only development occurring under Option 1. Given that Option 3 is for the same use (albeit a fewer amount of fields), the Design Exception shall also apply to that Option. Development occurring under Option 2 will be required to go through the Section 6.04.02.B. Administrative Variance process and/or Design Exception process, as applicable/appropriate, at the time of plat/site/construction plan review.

If PD 26-0616 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for the adjacent roadway section is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Morris Bridge Rd.	I-75	Cross Creek Blvd.	D	E

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Thursday, September 28, 2023 12:56 PM
To: Steven Henry
Cc: Joe Moreda; Lampkin, Timothy; Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ PD 23-0422 - Design Exception Review
Attachments: 23-0422 DEAdIn 09-26-23.pdf

Importance: High

Steve,

I have found the attached Design Exception (DE) for PD 23-0422 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

[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@hillsboroughcounty.org>
Sent: Wednesday, September 27, 2023 6:05 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>; De Leon, Eleonor <DeLeonE@hillsboroughcounty.org>
Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Subject: RZ PD 23-0422 - Design Exception Review
Importance: High

Hello Mike,

The attached DE is approvable to me, please include the following people in your response email:

shenry@lincks.com
jmoreda@gardnerbrewer.com
lampkint@hillsboroughcounty.org
ratliffja@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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LINCKS & ASSOCIATES, INC.

September 25, 2023

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

Re: La Cancha Soccer
PD 23-0422
Folio Number: 059950.3000
Lincks Project No. 23102

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L – Existing Facilities for Morris Bridge Road from I-75 to the project access.

According to the Hillsborough County Roadways Functional Classification Map, Morris Bridge Road is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The developer proposes to rezone the property to Planned Development to allow a soccer complex.

Table 1 provides the trip generation for the project.

The access to serve the project is proposed to be one (1) full access to Morris Bridge Road that is to align with Charlie B Way at the northside of Morris Bridge Road.

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Morris Bridge Road from I-75 to the project access. The existing Morris Bridge Road has the following characteristics:

- Two (2) lane rural roadway
- Eleven (11) foot travel lanes
- Four/five (4/5) foot paved shoulders/bike lanes
- No sidewalks

The following exception is requested to accommodate the proposed project.

- 1) Right of Way – TS-7 has 96 feet of right of way. The existing right of way is approximately 70 feet.

Mr. Mike Williams
September 25, 2023
Page 2

- 2) Lane Width – TS-7 has twelve (12) foot lanes. The existing road has eleven (11) foot lanes.
- 3) Sidewalk – TS-7 has five (5) foot sidewalk on both sides of the road. There are no sidewalks within the subject segment of Morris Bridge Road.

The justification for the Design Exception is as follows:

1. The subject property has limited frontage along Morris Bridge Road.
2. The proposed project is a relatively low traffic generator.
3. The developer proposes to construct a sidewalk along the project frontage and extend it to the west, approximately 615 feet to Eloian Drive, as shown in Figure 1.

Based on the above, it is our opinion, the proposed improvements to Morris Bride Road mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams
September 25, 2023
Page 3

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
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.

Digitally signed by
Michael J. Williams
Date: 2023.12.20 18:34:30 -05'00' Sincerely,

Michael J.
Williams

Michael J. Williams

Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # 26-0616 and determined the changes to be de mimimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.
Hillsborough County Engineer on _____

TABLE 1
ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	ITE <u>Land Use</u> Code	<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>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Soccer Complex	488	4 Fields	285	2	2	4	44	22	66

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.



FIGURE 1
SIDEWALK IMPROVEMENTS

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL
CLASSIFICATION MAP



HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION
Infrastructure & Development Services



Legend

Functional Classifications
Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

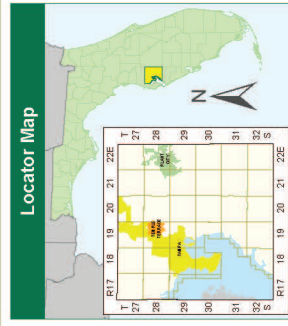
Urban Service Area Boundary

City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 3.04.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS - SPECIAL USES
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

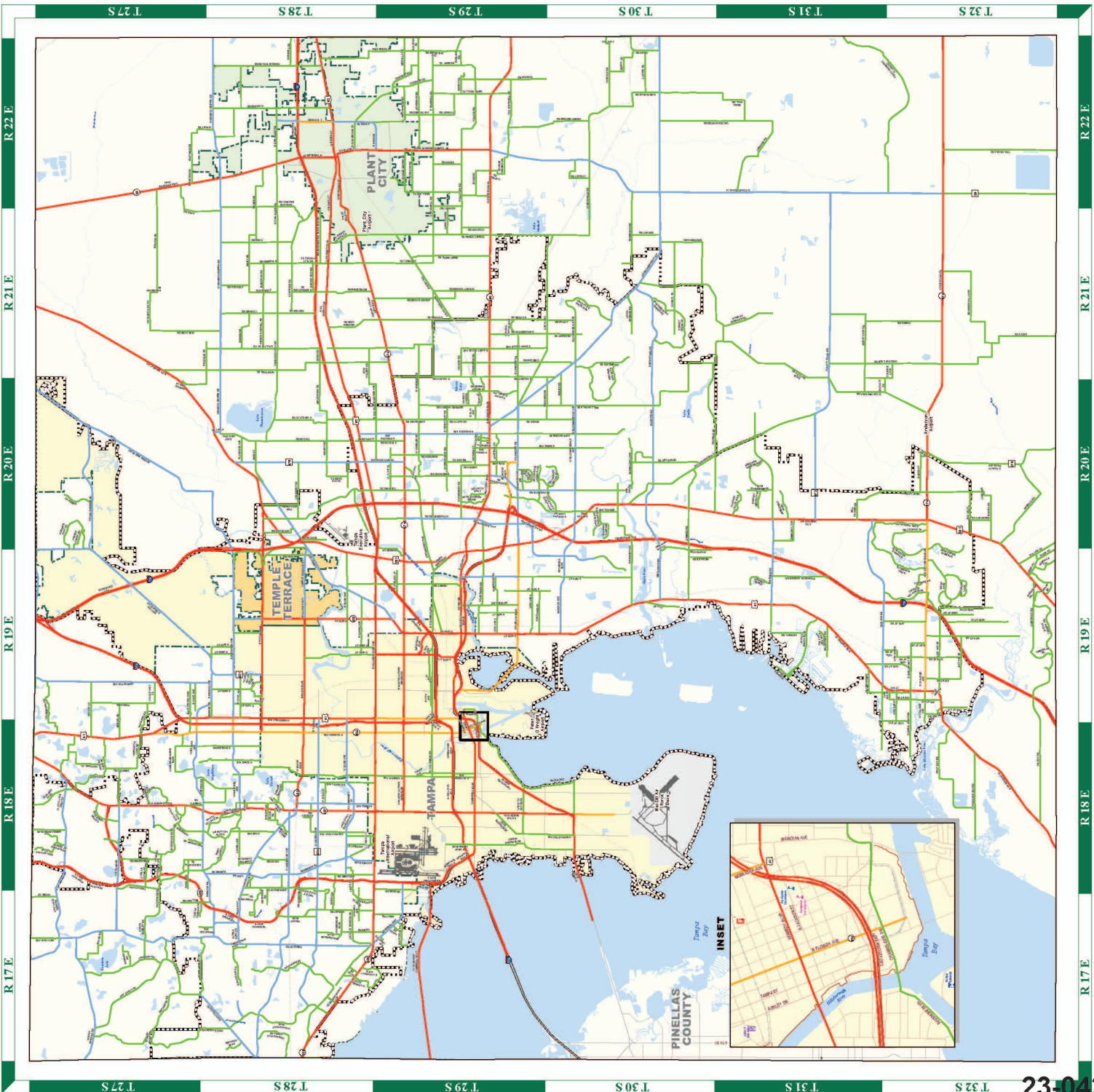
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Pedestrian Traffic Control Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the information shown on this map, and it is not to be used for any purpose other than that for which it was prepared. Hillsborough County does not assume any liability for any errors or omissions, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of real property located within Hillsborough County and its unincorporated areas. The map is based on GIS/Aerial Data and other information available to the County. The County is not responsible for the accuracy of the information shown on this map. Users of this map are hereby notified that the County does not assume any liability for any errors or omissions, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose. The County is not responsible for the accuracy of the information shown on this map.

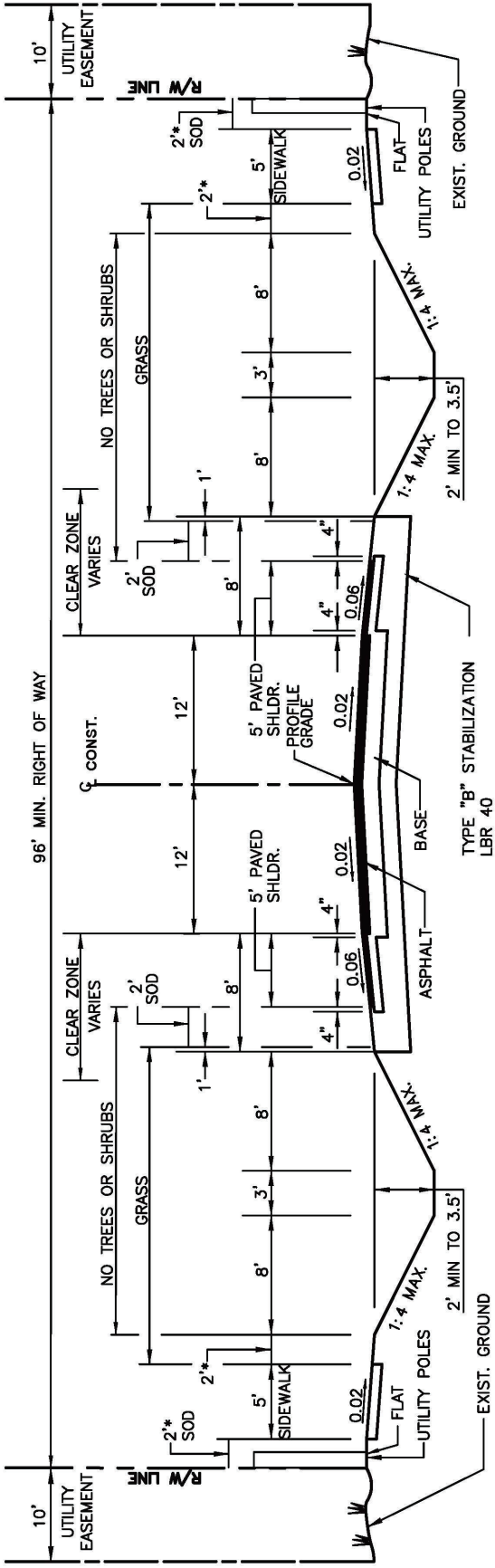
881 E. Kennedy Blvd
Tampa, FL 33602
(813) 272-6810
printroom@hillsboroughcounty.org



TS-7



DRAWING NO. TS-7
SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**



**TRANSPORTATION
TECHNICAL
MANUAL**

REVISION DATE:
10/17

**CURRENTLY
APPROVED**

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted November 28, 2023.

1. The site shall be limited to AS-1 zoning use or a soccer facility.
 - a. If the soccer facility development option is selected, it shall be developed in accordance with the certified General Site Plan and other conditions hereinbelow (excluding 1.b.). Additionally, the soccer facility shall be restricted to a combined total of 160 players, patrons, and employees (when measured at any point in time and not applied as a cumulative total throughout the day). The play fields, parking area, and a one-story, 2,000-square-foot concession structure (inclusive of accessory area restrooms and storage) shall be as shown on the certified General Site Plan. The maximum height standards are as follows:
 - Maximum Building Height: 35 feet
 - Maximum Netting Height: 20 feet
 - b. If the AS-1 option is selected it shall be developed in accordance with the Hillsborough County Land Development Code, Transportation Technical Manual, and other applicable rules and regulations (and not pursuant to the certified General Site Plan). Notwithstanding anything herein to the contrary, conditions 2 through 19 shall not apply to the AS-1 development option.
2. The internal site design is conceptual, and the plan shall be engineered in substantial compliance with the General Site Plan. Adjustments may be made internal to the site to accommodate final engineering. However, the buffer width and screening requirements shall be provided in literal accord with the buffer/screening standards noted herein and the Land Development Code.
3. Buffering and screening between uses shall be provided in accordance with the requirements of LDC Section 6.06.06, except as follows:
 - 3.1 On the east and west property boundary, screening shall be provided consisting of:
 - A 20-foot buffer with Type “B” screening.
4. Buffering and screening for off-street vehicular use areas shall be provided in accordance with the requirements of LDC Section 6.06.04.
5. The site design shall include the planting of one street tree per 40 feet of frontage and the planting of one canopy tree for every 50 feet of yard frontage shall also be required in accordance with the Urban Scenic Roadway requirements. Additionally, a six-foot-high hedge shall be planted in the area in between the trees.
6. Any time the field lighting is in use, it shall not exceed 1.0 f.c. at property lines next to any residential use or residentially zoned property or 2.0 f.c. at property lines next to any other property use.
7. The use of an amplification for music or announcements is not allowed.
8. Notwithstanding anything shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

9. The project shall be served by and limited to a maximum of one (1) vehicular connection to Morris Bridge Rd. as shown on the PD site plan. All other connections shall be closed/removed, and the sod shall be restored, as applicable.
10. Construction access shall be limited to those locations shown on PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
11. If PD 23-0422 is approved, the County Engineer will approve a Design Exception (dated September 25, 2023) which was found approvable by the County Engineer (on September 28, 2023) for the Morris Bridge Rd. substandard roadway improvements, and which permits deviations from the TS-7 Typical Section standard. As Morris Bridge Rd. is a substandard arterial roadway, the developer will be required to make certain improvements to a portion Morris Bridge Rd. prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, in addition to the sidewalk along the project's frontage required pursuant to Sec. 6.03.02 of the LDC, the developer shall be required to construct +/- 615 feet of sidewalk along the south side of Morris Bridge RD., between the western project boundary and Eloian Dr.
12. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve up to 26 feet of right-of-way along its Morris Bridge Rd. frontage, such that 55-feet of right-of-way is preserved south of the existing right-of-way centerline. Only those interim uses allowed by the Hillsborough County LDC shall be permitted within the preserved right-of-way. The right-of-way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right-of-way line.
13. 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.
14. 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.
15. 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.
16. 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.
17. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.

18. Approval of this development order/permit does not constitute a guarantee that there will be public facilities at the time of application for subsequent development orders or permits to allow issuance of such development orders or permits.

19. 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, recertification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 04/22/2026

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: ER

PETITION NO: PRS 26-0616

- 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.

REVISED CONDITIONS OF ZONING APPROVAL

11. If ~~PD 23-0422~~ [PRS 26-0616](#) is approved, the County Engineer will approve a [de minimis](#) Design Exception [request](#) (dated September 25, 2023) which was ~~found approvable~~ [approved](#) by the County Engineer (on ~~September 28~~ [December 20](#), 2023) for the Morris Bridge Rd. substandard roadway improvements, and which permits deviations from the TS-7 Typical Section standard. As Morris Bridge Rd. is a substandard arterial roadway, the developer will be required to make certain improvements to a portion Morris Bridge Rd. prior to concurrent with the initial increment of development, consistent with the Design Exception. Specifically, in addition to the sidewalk along the project's frontage required pursuant to Sec. 6.03.02 of the LDC, the developer shall be required to construct +/- 615 feet of sidewalk along the south side of Morris Bridge ~~Rd.~~, between the western project boundary and Eloian Dr. [This Design Exception shall apply to Options 1 and 3.](#)

PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

The applicant is requesting a minor modification (PRS) to a +/- 2.69 ac. parcel zoned Planned Development (PD) 23-0422. The PD is approved for 2 use options as follows:

1. The site shall be limited to AS-1 zoning use or a soccer facility.
 - a. If the soccer facility development option is selected, it shall be developed in accordance with the certified General Site Plan and other conditions hereinbelow (excluding 1.b.). Additionally, the soccer facility shall be restricted to a combined total of 160 players, patrons, and employees (when measured at any point in time and not applied as a cumulative total throughout the day). The play fields, parking area, and a one-story, 2,000-square-foot concession structure (inclusive of accessory area restrooms and storage) shall be as shown on the certified General Site Plan. The maximum height standards are as follows:
 - Maximum Building Height: 35 feet
 - Maximum Netting Height: 20 feet
 - b. If the AS-1 option is selected it shall be developed in accordance with the Hillsborough County Land Development Code, Transportation Technical Manual, and other applicable rules and regulations (and not pursuant to the certified General Site Plan). Notwithstanding anything herein to the contrary, conditions 2 through 19 shall not apply to the AS-1 development option.

The applicant is seeking entitlements which would permit 1 field with accessory concession uses. Consistent with Sec. 6.2.1.C., no transportation analysis was required to process this application. The applicant submitted a trip generation letter to support this zoning application. In making this

determination, staff notes that the additional development option is for a number of fields less than the that which is already approved, and therefore this PRS will have no impact on the maximum trip generation potential of the project (as the exiting approved option will remain the worst-case scenario). Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data shown below is based on the 12th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 4 Soccer Fields with Accessory Uses (ITE Code 488)	285	4	66

Proposed Zoning (Worst-Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 4 Soccer Fields with Accessory Uses (ITE Code 488)	285	4	66

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	No Change	No Change	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Morris Bridge Rd. is a publicly maintained 2-lane, undivided, substandard, arterial roadway characterized by +/- 10-foot-wide travel lanes in average condition. There are +/- 4-foot wide to 5-foot-wide bicycle facilities present on paved shoulders. There are no sidewalks along Morris Bridge Rd. in the vicinity of the proposed project.

Morris Bridge Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. Pursuant to a determination by the County Engineer, although the area is within the rural services area (and as such preservation for a rural typical section would typically be applied), given the vast stretches of roadway which runs through ELAPP lands, significant wildlife habitat, as well as lands within the 100-year flood zone as well as floodways, the County Engineer determined that a smaller urban roadway footprint (with closed stormwater systems which could locate pond sites in strategic locations designed to better minimize environmental and other impacts) is more appropriate for this roadway.

According to the Hillsborough County Transportation Technical Manual, a 4-lane divided urban collector roadway requires a right-of-way width of 110 feet. Given that the existing right-of-way is only 58 feet wide, the developer will be required to preserve an additional 26 feet of right-of-way for future improvements such that there is a minimum of 55 feet of right-of-way preserved south of the existing right-of-way centerline. Pursuant to the Hillsborough County Land Development Code (LDC), only certain interim uses may be permitted within the preserved right-of-way. All setbacks shall be calculated from the preserved right-of-way line.

SITE ACCESS AND CONNECTIVITY

Development Options 1 and 3

Vehicular and pedestrian access to the site will be provided via a single connection to Morris Bridge Rd. Access to the site will be via a full access connection; however, when the roadway is widening to 4-lanes the facility will be converted to a divided highway, and the project access may be restricted to right-in/right-out only access at that time (depending on median locations and spacing requirements).

Development Option 2

Generally, for projects with a Euclidean zoning designation, a project's potential transportation impacts, site access requirements, substandard road issues, site layout and design, other issues related to project access, and compliance with other applicable Hillsborough County Comprehensive Plan, Hillsborough County Land Development Code (LDC) and Hillsborough County Transportation Technical Manual (TTM) requirements are evaluated at the time of plat/site/construction plan review. Given the limited information available as is typical of all Euclidean zoned properties and/or non-regulatory nature of any conceptual plans provided, Transportation Review Section staff did review the proposed rezoning to determine (to the best of our ability) whether the zoning is generally consistent with applicable policies of the Hillsborough County Comprehensive Plan, LDC and TTM (e.g. to ensure that the proposed rezoning would not result in a violation of the requirement whereby access to commercial properties cannot be taken through residentially or agriculturally zoned properties), and/or whether, in staff's opinion, some reasonable level of development under the proposed zoning designation could be supported based on current access management standards (e.g. to ensure that a project was not seeking an intensification of a parcel which cannot meet minimum access spacing requirements).

Transportation Section staff did not identify any concerns that would require a more detailed staff report be filed. Staff notes that, regardless of this review, the developer/property owner will be required to comply with all Comprehensive Plan, LDC, TTM and other applicable rules and regulations at the time of plat/site/construction plan review. As such, staff has no objection to this request.

Staff notes that any plans or graphics presented as a part of a Euclidean zoning case is non-binding and will have no regulatory value at the time of plat/site/construction plan review.

REQUESTED DE MINIMIS DESIGN EXCEPTION – MORRIS BRIDGE RD. (DEVELOPMENT OPTION 1 AND 3 ONLY)

As Morris Bridge Rd. is a substandard arterial roadway, the developer is required to improve Morris Bridge Rd. (between the project access and the nearest roadway meeting applicable standards) to Hillsborough County standards. The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated September 25, 2023) Morris Bridge Rd. to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on September 28, 2023) and approved the Design Exception (on December 20, 2023). The deviations from the Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) (for 2-lane Rural Local and Collector Roadways) include the following:

1. The developer shall be permitted to maintain the roadway within a +/- 58-foot-wide right-of-way rather than the 96-feet required pursuant to TS-7;
2. The developer shall be permitted to maintain 10-foot-wide travel lanes rather than the 12-foot-wide lanes required pursuant to TS-7;
3. The developer will be permitted to maintain the 4-foot-wide to 5-foot-wide paved shoulders, rather than the 8-foot-wide stabilized shoulders, of which 5-feet is required to be paved; and,
4. The developer will be permitted an indeterminate sidewalk spacing variance rather than the 29-foot-wide spacing between the edge of the through lane and closest edge of the sidewalk required per TS-7.

In addition to the sidewalk required along the project's frontage pursuant to Land Development Code requirements, the developer is proposing to construct a minimum 5-foot-wide sidewalk along the south

side of Morris Bridge Rd., between the western project boundary and Eloian Dr. (west of the project), for a distance of +/- 615 feet.

The County Engineer reviewed the application and determined the proposed modification does not necessitate revisiting the above previously approved Design Exception, which shall be permitted to stand as-is. This request shall apply only development occurring under Option 1. Given that Option 3 is for the same use (albeit a fewer amount of fields), the Design Exception shall also apply to that Option. Development occurring under Option 2 will be required to go through the Section 6.04.02.B. Administrative Variance process and/or Design Exception process, as applicable/appropriate, at the time of plat/site/construction plan review.

If PD 26-0616 is approved by the BOCC, the County Engineer will approve the Design Exception Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for the adjacent roadway section is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Morris Bridge Rd.	I-75	Cross Creek Blvd.	D	E

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Thursday, September 28, 2023 12:56 PM
To: Steven Henry
Cc: Joe Moreda; Lampkin, Timothy; Ratliff, James; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ PD 23-0422 - Design Exception Review
Attachments: 23-0422 DEAdIn 09-26-23.pdf

Importance: High

Steve,

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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@hillsboroughcounty.org>
Sent: Wednesday, September 27, 2023 6:05 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>; De Leon, Eleonor <DeLeonE@hillsboroughcounty.org>
Cc: Ratliff, James <RatliffJa@hillsboroughcounty.org>
Subject: RZ PD 23-0422 - Design Exception Review
Importance: High

Hello Mike,

The attached DE is approvable to me, please include the following people in your response email:

shenry@lincks.com
jmoreda@gardnerbrewer.com
lampkint@hillsboroughcounty.org
ratliffja@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

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LINCKS & ASSOCIATES, INC.

September 25, 2023

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

Re: La Cancha Soccer
PD 23-0422
Folio Number: 059950.3000
Lincks Project No. 23102

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L – Existing Facilities for Morris Bridge Road from I-75 to the project access.

According to the Hillsborough County Roadways Functional Classification Map, Morris Bridge Road is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The developer proposes to rezone the property to Planned Development to allow a soccer complex.

Table 1 provides the trip generation for the project.

The access to serve the project is proposed to be one (1) full access to Morris Bridge Road that is to align with Charlie B Way at the northside of Morris Bridge Road.

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Morris Bridge Road from I-75 to the project access. The existing Morris Bridge Road has the following characteristics:

- Two (2) lane rural roadway
- Eleven (11) foot travel lanes
- Four/five (4/5) foot paved shoulders/bike lanes
- No sidewalks

The following exception is requested to accommodate the proposed project.

- 1) Right of Way – TS-7 has 96 feet of right of way. The existing right of way is approximately 70 feet.

Mr. Mike Williams
September 25, 2023
Page 2

- 2) Lane Width – TS-7 has twelve (12) foot lanes. The existing road has eleven (11) foot lanes.
- 3) Sidewalk – TS-7 has five (5) foot sidewalk on both sides of the road. There are no sidewalks within the subject segment of Morris Bridge Road.

The justification for the Design Exception is as follows:

1. The subject property has limited frontage along Morris Bridge Road.
2. The proposed project is a relatively low traffic generator.
3. The developer proposes to construct a sidewalk along the project frontage and extend it to the west, approximately 615 feet to Eloian Drive, as shown in Figure 1.

Based on the above, it is our opinion, the proposed improvements to Morris Bride Road mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

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

Mr. Mike Williams
September 25, 2023
Page 3

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
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.

Digitally signed by
Michael J. Williams
Date: 2023.12.20 18:34:30 -05'00' Sincerely,
Michael J. Williams

Michael J. Williams
Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # 26-0616 and determined the changes to be de mimimis. As such, the previous approval shall stand.

Michael J. Williams, P.E.
Hillsborough County Engineer on _____

TABLE 1
ESTIMATED PROJECT TRIP GENERATION (1)

<u>Land Use</u>	ITE <u>Land Use</u> Code	<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>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Soccer Complex	488	4 Fields	285	2	2	4	44	22	66

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

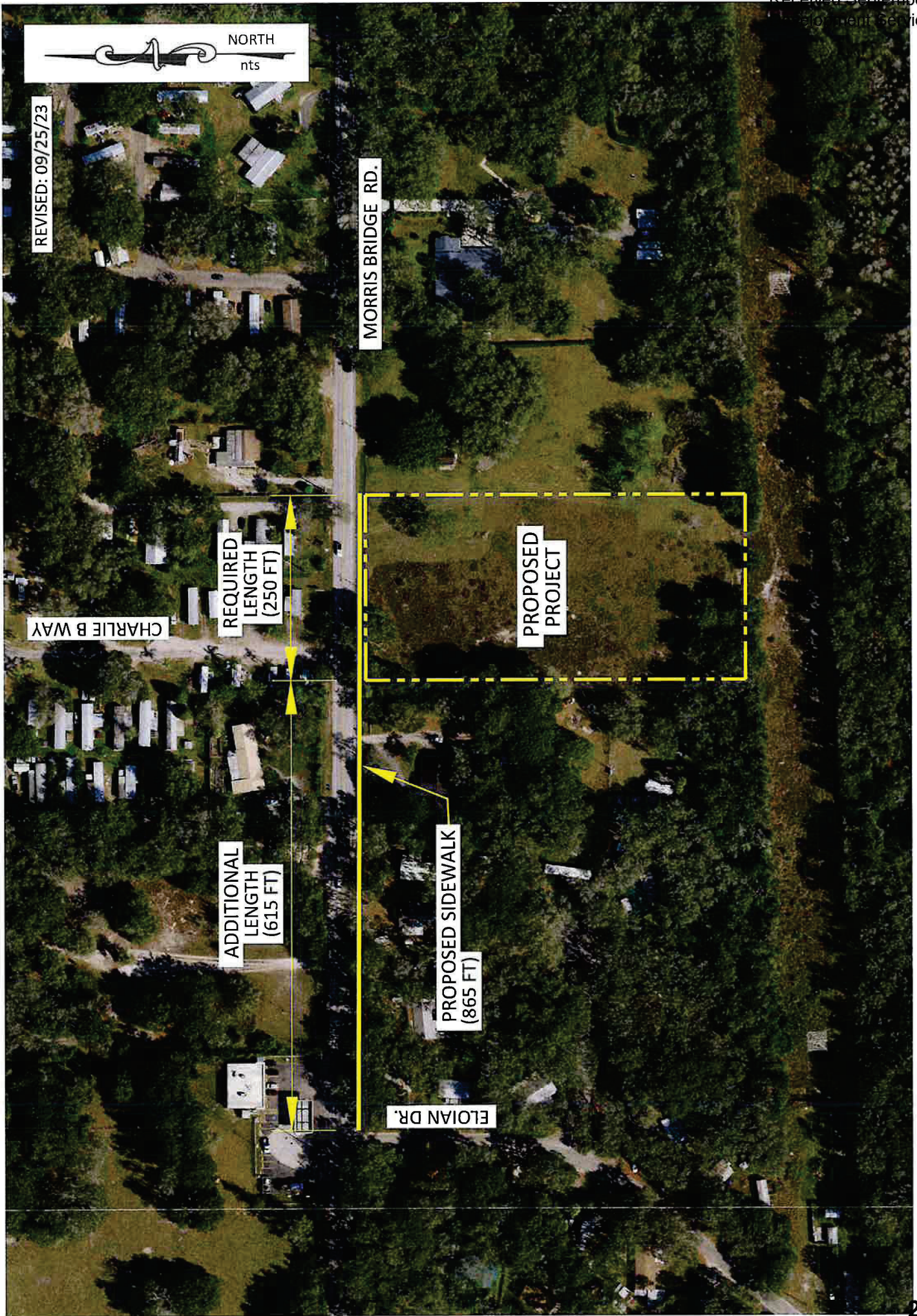


FIGURE 1
SIDEWALK IMPROVEMENTS

APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL
CLASSIFICATION MAP



HILLSBOROUGH COUNTY
ROADWAYS
FUNCTIONAL CLASSIFICATION
Infrastructure & Development Services



Legend

Functional Classifications
Authority Classification

State, Principal Arterial

State, Arterial

Hillsborough, Arterial

Hillsborough, Collector

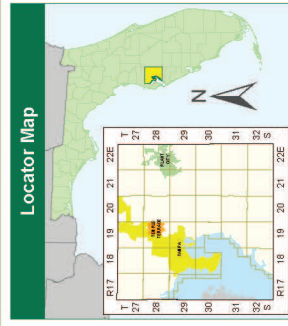
Urban Service Area Boundary

City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

- PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- PART 3.03.00 PLANNED DEVELOPMENT STANDARDS
- PART 3.04.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS - SPECIAL USES
- OTHER PARTS OF THE LDC NOT LISTED ABOVE.

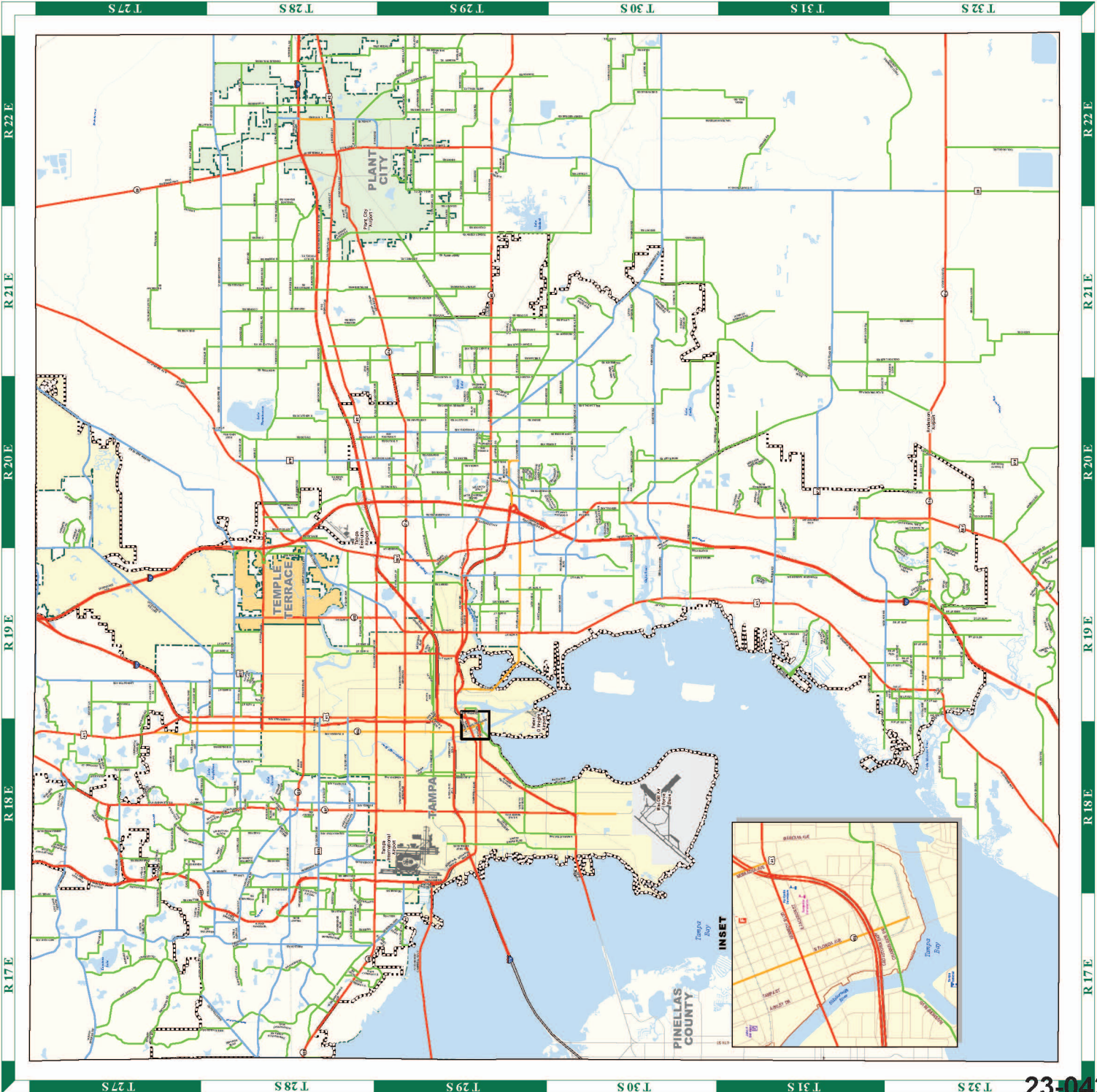
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Pedestrian Traffic Control Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the information shown on this map, and it is not to be used for any purpose other than that for which it was prepared. Hillsborough County does not assume any liability for any errors or omissions, either expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of real property located within Hillsborough County and its unincorporated areas. The map is based on GIS/Aerial Data and other information available to Hillsborough County. Hillsborough County is not responsible for the accuracy of the information shown on this map. Users of this map are hereby notified that the information shown on this map is not intended to be used for any purpose other than that for which it was prepared. Primary information sources should be consulted for verification of the information contained on this map.

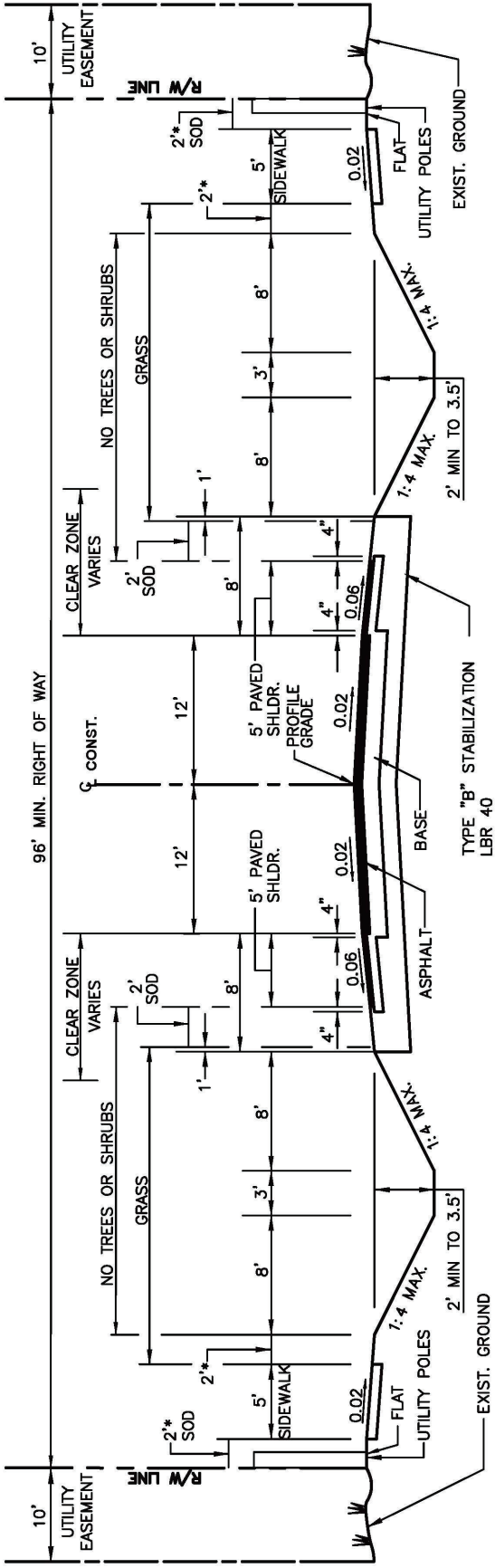
881 E. Kennedy Blvd
 Tampa, FL 33602
 (813) 272-6810
 printroom@hillsboroughcounty.org



TS-7



DRAWING NO. TS-7
SHEET NO. 1 OF 1



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 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. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**



**TRANSPORTATION
TECHNICAL
MANUAL**

REVISION DATE:
10/17

COMMISSION

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



DIRECTORS

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

AGENCY COMMENT SHEET

REZONING	
<p>HEARING DATE: 05/12/2026</p> <p>PETITION NO.: 26-0616</p> <p>EPC REVIEWER: Melissa Yañez</p> <p>CONTACT INFORMATION: (813) 627-2600 x 1360</p> <p>EMAIL: yanezm@epchc.org</p>	<p>COMMENT DATE: 3/25/2026</p> <p>PROPERTY ADDRESS: Morris Bridge Rd, Thonotosassa, FL 33592</p> <p>FOLIO #: 0599503000</p> <p>STR: 05-28S-20E</p>
<p>REQUESTED ZONING: Minor modification</p>	
FINDINGS	
WETLANDS PRESENT	NO
SITE INSPECTION DATE	NA
WETLAND LINE VALIDITY	NA
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	No obvious wetlands or mapped hydric soils appear to exist within the area to be rezoned.
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan’s current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again.</p> <p>INFORMATIONAL COMMENTS: The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.</p> <p>EPC staff reviewed the above referenced parcel in order to determine the extent of any wetlands and other surface waters pursuant to Chapter 1-11, Rules of the EPC. This determination was performed using aerial photography, soil surveys, and reviewing EPC files. Through this review, it appears that no wetlands or other surface waters exist onsite/ within the proposed construction boundaries.</p> <p>Please be advised this wetland determination is informal and non-binding. A formal wetland delineation may be applied for by submitting a “WDR30 - Delineation Request Application”. Once approved, the formal wetland delineation would be binding for five years.</p>	

Environmental Excellence in a Changing World

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

Air Division staff of the Environmental Protection Commission of Hillsborough County (EPC) reviewed the application for proposed soccer field and while the Air Division does not object to the proposed development, it does offer the following comments related to project's installation. The site is adjacent to several residential properties so the potential to impact those residents is greater, particularly related to noise impacts. Any amplified speaker/public address systems should be oriented away from residential property as much as possible and set to a volume that doesn't disturb neighboring properties. There's also the potential for amplified music and general noise from parked vehicles that might loiter at the site, so a reasonable park closing time should be established along with consideration of a locked access gate to prevent after-hours access. Lastly, although outside of the Air Division's purview, the potential for light impacts is noted, so all lighting should be designed and directed to minimize impacts to neighboring properties and mandatory cutoff times established in the evenings.

My/cb

ec: christian.silva201@gmail.com / oesilva1@gmail.com



Agency Review Comment Sheet

NOTE: Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

TO: Zoning Review, Development Services **REQUEST DATE:** 3/9/2026
REVIEWER: Kim Cruz, Environmental Supervisor **REVIEW DATE:** 3/19/2026
PROPERTY OWNER: Oswaldo E. Silva **PID:** 26-0616
APPLICANT: Oswaldo E. Silva
LOCATION: Property located immediately west of 12935 Morris Bridge Rd.
Thonotosassa, FL 33592
FOLIO NO.: 59950.3000

AGENCY REVIEW COMMENTS:

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

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

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

AGENCY COMMENT SHEET

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

FROM: **Reviewer: Andria McMaugh** **Date: 04/02/2026**

Agency: Natural Resources **Petition #: 26-0616**

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

1. 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.
2. 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.
3. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 03-16-2026

REVIEWER: Jan Kirwan, Conservation and Environmental Lands Management

APPLICANT: Christian Silva

PETITION NO: 26-0616

LOCATION: Thonotosassa

FOLIO NO: 59950.3000

SEC: 05 TWN: 28 RNG: 20

- This agency has no comments.

- This agency has no objection.

- This agency has no objection, subject to listed or attached conditions.

- This agency objects, based on the listed or attached conditions.

COMMENTS: _____.

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: PRS 26-0616

REVIEWED BY: Clay Walker, E.I.

DATE: 3/10/2026

FOLIO NO.: 59950.3000

WATER

- The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.

- A ___ inch water main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.

- A ___ inch wastewater force main exists (adjacent to the site), (approximately ___ feet from the site) _____. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.

- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: _____.