

**Rezoning Application:** PD 23-0778  
**Zoning Hearing Master Date:** March 25, 2024  
**BOCC Land Use Meeting Date:** May 7, 2024

**1.0 APPLICATION SUMMARY**

**Applicant:** Danva Investment, LLC  
**FLU Category:** RES-12  
**Service Area:** Urban  
**Site Acreage:** 7.95  
**Community Plan Area:** None  
**Overlay:** None



**Introduction Summary:**

The existing zoning is RSC-6 (Residential Single Family) which permits single family residential and uses pursuant to the development standards in the table below. The proposed zoning for Planned Development (site plan controlled district) to allow a 58 single-family attached/ multi-family residential lots pursuant to the development standards in the table below and site plan depicted in 2.4 of the report.

Zoning:	Existing	Proposed
District(s)	RSC-6	PD 23-0778
Typical General Use(s)	Single-Family Residential (Mobile Home only)	Townhome units
Acreage	7.96	7.96
Density/Intensity	6 DU/AC	58 units proposed 7.29 DU/AC
Mathematical Maximum*	47 DU	58 dwelling units

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-6	PD
Lot Size / Lot Width	7000 sf / 70'	1,152 sf / 18'
Setbacks/Buffering and Screening	25' Front 25' Rear 7.5' Sides	15' Front 15' Rear 0' Sides 5 feet buffer, type "A" screening
Height	35'	35' , 3 stories

**Additional Information:**

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

**APPLICATION NUMBER: PD 23-0778**

ZHM HEARING DATE: March 25, 2024

BOCC LUM MEETING DATE: May 7, 2024

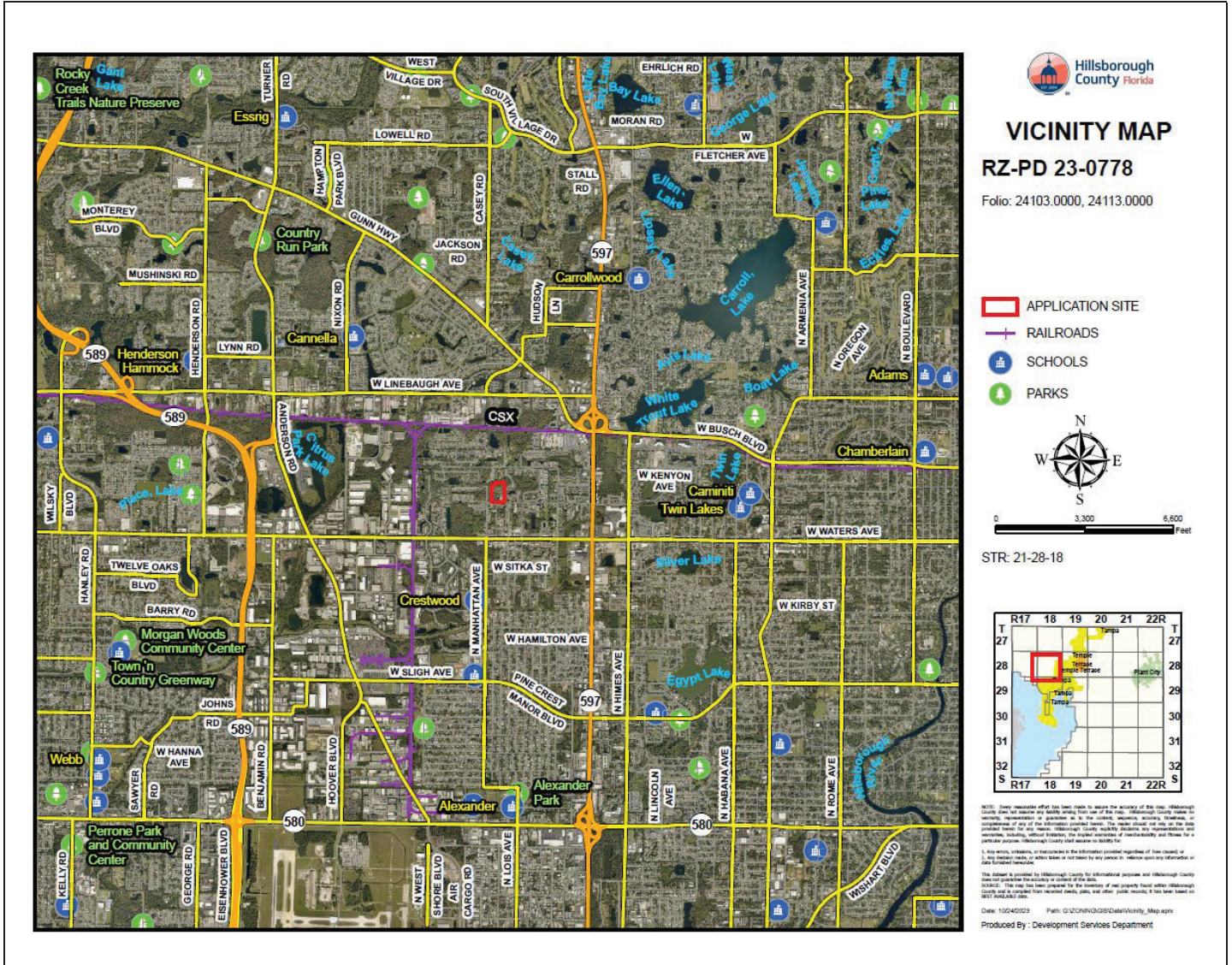
Case Reviewer: Tania C. Chapela

	None requested as part of this application
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<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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### 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



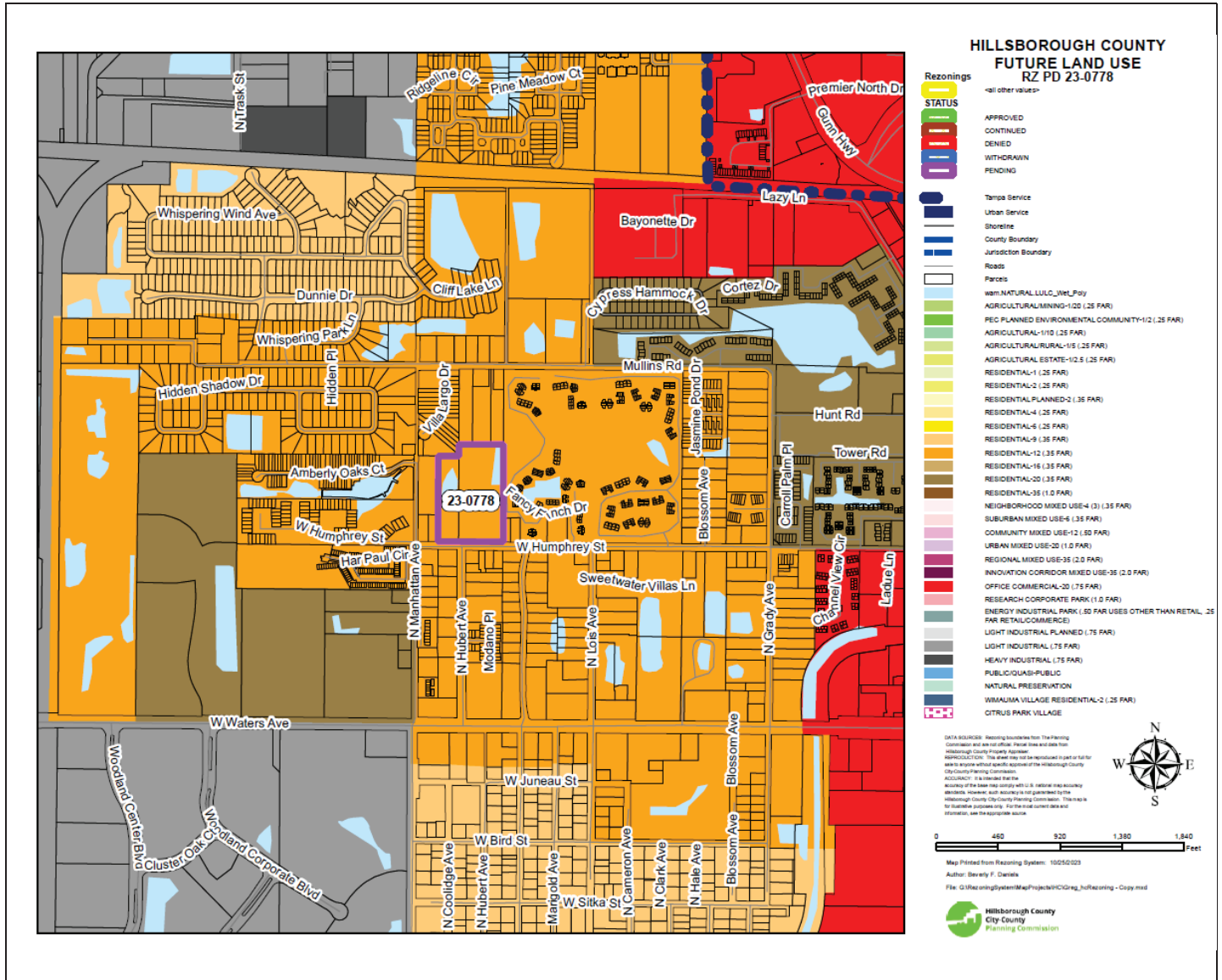
#### Context of Surrounding Area:

The parcel is located along W Humphrey St. Rd., a 2 lane divided Local Road, with RSC-6, RMC-16 and PD zoned properties approved for multi-family development.



2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map

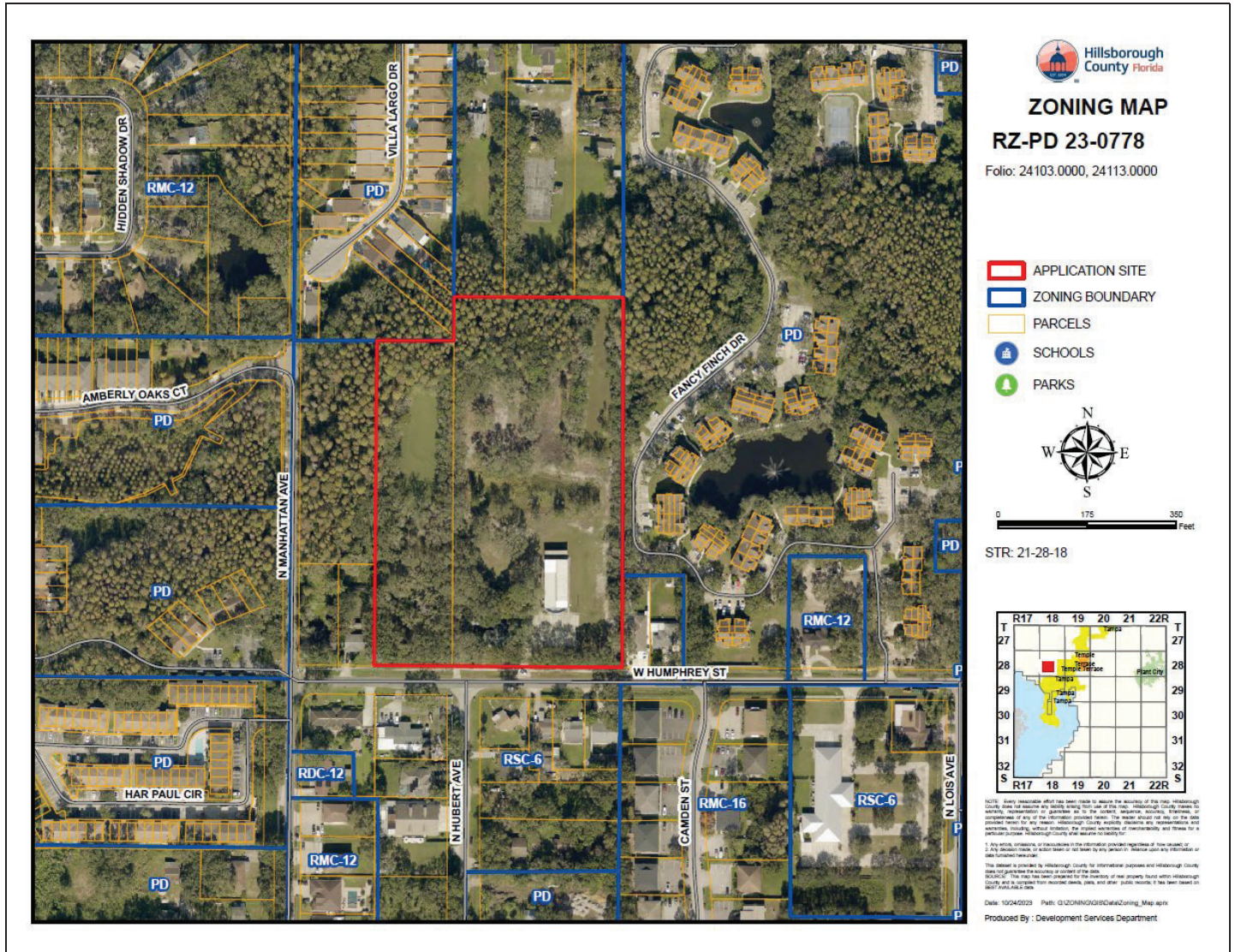


Subject Site Future Land Use Category:	Residential -12 (RES-12)
Maximum Density/F.A.R.:	12 DU/AC
Typical Uses:	Residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development.



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 96-0048, RSC-6	8 DU/AC, 6 DU/AC	Single Family Residential	Single Family Residential, Vacant
South	RSC-6	6 DU/AC	Single Family Residential	Single Family Residential
East	PD 84-0074, RSC-6	5.88 DU/AC, 6 DU/AC,	Multi Family, Single Family Residential	Multi Family, Single Family Residential
West	RSC-6	6 DU/AC	Single Family Residential	Vacant





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

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
W. Humphrey St.	County Arterial - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input 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

<b>Project Trip Generation</b>			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	504	37	49
Proposed	392	24	31
Difference (+/1)	(-) 112	(-) 13	(-) 18

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

<b>Connectivity and Cross Access</b>				
<b>Project Boundary</b>	<b>Primary Access</b>	<b>Additional Connectivity/Access</b>	<b>Cross Access</b>	<b>Finding</b>
North		None	None	Meets LDC
South	X	Vehicular & Pedestrian	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

<b>Design Exception/Administrative Variance</b>		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
W. Humphrey St./ Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		



**4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY**

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
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 checked="" type="checkbox"/> Wetlands/Other Surface Waters <input checked="" type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <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	
<b>Hillsborough County School Board</b> Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$6,661 Parks: \$1,957 School: \$7,027 Fire: \$249 Total Townhouse: \$15,894 * 58 = \$921,852				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

<b>Planning Commission</b>				
<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 checked="" type="checkbox"/> N/A			

**5.0 IMPLEMENTATION RECOMMENDATIONS**

**5.1 Compatibility**

The proposed uses are comparable to the multifamily uses allowed for the adjacent property. The residential development to the east is zoned PD 84-0074 and was approved for multi-family uses at a density of 5.88 DU/AC.

The applicant proposes a maximum building height of 35 feet with the townhome locations exceeding the 2:1 compatibility setback. Along the northern boundary is a wetland area resulting in the townhomes being over 200 feet from the adjacent properties due to the wetland protection areas. It should also be noted that the homes located to the east of the subject site are subject to the RSC-6 zoning district including a maximum building height of 35 feet. Otherwise, the proposed residential project will not intrude into the required setbacks, will not decrease the required buffers, nor will entail a reduction of the required screening.

The proposed project exceeds the existing development densities in the adjacent properties. However, the proposed 7.29 DU/AC density is under the 12 DU/AC density allowed by the RES-12 FLU. Also, across W Humphrey St. to the southeast are two multifamily residential lots zoned RMC-16 developed independent lots with multifamily uses at a densities of 18 and 15 DU/AC.

Based on the above, Staff finds the request compatible with the surrounding development pattern and recommends approval, with conditions.

**5.2 Recommendation**

Staff recommends approval of the applicant’s request.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 5, 2024.

1. The project shall be permitted a maximum of 58 multifamily units to be developed as platted attached townhome lots, as shown on the general site plan.

2. Development standards shall be as follows:

2.1 Setbacks from PD boundary

Side yard setback (east, west):	15 feet
Front yard setback (south):	25 feet
Rear yard setback (north):	25 feet

2.2 Internal Lot Standards

Side yard setback:	15 feet
Front yard setback (south):	5.5 feet
Rear yard setback (north):	0 feet
Rear Yard Setback:	15 feet
Maximum building Height	35 feet, 3 stories
Minimum Lot size	1,152 square feet
Minimum Lot width	18 feet

3. 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.

4. 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.

5. 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.

6. 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.



7. 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.
8. 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.
9. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
10. 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.
11. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
12. The project shall be served by and limited to one (1) vehicular connection to W. Humphrey St. Construction access shall be limited to the location shown on the PD site plan which is also a proposed vehicular access connection. The developer shall include a note in each site/construction plan submittal which indicates same.
13. If PD 23-0778 is approved, the County Engineer will approve a Design Exception request (dated March 7, 2024) which was found approvable by the County Engineer (on March 11, 2024) for the W. Humphrey St. substandard road improvements. As W. Humphrey St. is a substandard local roadway, the developer will be required to make certain improvements to W. Humphrey St. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct (in addition to any other sidewalks required Hillsborough County Land Development Code) +/- 960 feet of sidewalk along the south side of W. Humphrey St. (between Manhattan Ave. and the existing sidewalk which terminates at the northwestern corner of folio 24118.0000).
14. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Development Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
15. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

**Zoning Administrator Sign Off:**



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

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

**7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**





**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 3/14/2024

REVIEWER: James Ratliff, AICP, PTP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: EGL/ Northwest

PETITION NO: RZ 23-0778

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- 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. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. The project shall be served by and limited to one (1) vehicular connection to W. Humphrey St. Construction access shall be limited to the location shown on the PD site plan which is also a proposed vehicular access connection. The developer shall include a note in each site/construction plan submittal which indicates same.
3. If PD 23-0778 is approved, the County Engineer will approve a Design Exception request (dated March 7, 2024) which was found approvable by the County Engineer (on March 11, 2024) for the W. Humphrey St. substandard road improvements. As W. Humphrey St. is a substandard local roadway, the developer will be required to make certain improvements to W. Humphrey St. consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct (in addition to any other sidewalks required Hillsborough County Land Development Code) +/- 960 feet of sidewalk along the south side of W. Humphrey St. (between Manhattan Ave. and the existing sidewalk which terminates at the northwestern corner of folio 24118.0000).

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone two parcels, totaling +/- 7.95 ac. from Residential, Single-Family Conventional - 6 (RSC-6) to Planned Development (PD). The proposed PD is seeking approval of up to 58 multi-family townhome units.

Although such study was not required pursuant to the Development Review Procedures Manual (DRPM) based on the project generating less than 50 peak hour trips, the applicant submitted a trip generation and site access analysis for the proposed zoning. Staff has prepared a comparison of the potential trips generated by development permitted, based upon the Institute of Transportation Engineer's Trip Generation Manual, 11<sup>th</sup> Edition, under the existing and proposed zoning designations utilizing a generalized worst-case scenario.

Approved Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-6, 47 Single Family Detached Dwelling Units (ITE LUC 210)	504	37	49

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 58 Townhome Units (ITE LUC 215)	392	24	31

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(-) 112</b>	<b>(-) 13</b>	<b>(-) 18</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE AND SITE ACCESS**

W. Humphrey St. is a substandard, publicly maintained, local roadway. The roadway consists of +/- 10-foot travel lanes surface in average condition, and lies within a +/- 60-foot-wide right-of-way along the project’s boundary. There are bicycle facilities present along W. Humphrey St. in the vicinity or the proposed project. There are +/- 5-foot-wide sidewalks present along portions of the north and south sides of the roadway in the vicinity of the proposed project.

**SITE ACCESS AND CONNECTIVITY**

Access to and from the site will be via one (1) vehicular access connection is proposed to W. Humphrey St. No cross access is required consistent with LDC Section 6.04.03.Q.

**DESIGN EXCEPTION REQUEST – SUBSTANDARD ROAD**

As W. Humphrey St. is a substandard local roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated March 7, 2024, Revision No. 3) 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 March 11, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) Typical Section – 7 (TS-7) standards (for 2-Lane, Rural, Local and Collector Roadways) include allowing the existing unpaved shoulders (of unspecified/unknown stabilized condition) to remain in lieu of the 8-foot-wide stabilized shoulders (of which 5-feet are required to be paved) would otherwise be required pursuant to TS-7.

As a part of the Design Exception request, the applicant is proposing to construct +/- 960 feet of sidewalk on the south side of Humphrey St. to fill in a sidewalk gap along the roadway between Manhattan Ave. and the existing sidewalk which terminates at the northwestern corner of folio 24118.0000 (i.e. the Kingdom Hall of Jehovah’s Witnesses).

**ROADWAY LEVEL OF SERVICE**

As W. Humphrey St. is not a regulated roadway and was not included on the 2020 Hillsborough County Level of Service (LOS) Report, no LOS information can be provided for the proposed project.

## Ratliff, James

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**From:** Williams, Michael  
**Sent:** Monday, March 11, 2024 1:48 PM  
**To:** Michael D. Raysor (mdr@raysor-transportation.com)  
**Cc:** john.larocca@murphyarocca.com; Chapela, Tania; Ratliff, James; Tirado, Sheida; PW-CEIntake; De Leon, Eleonor  
**Subject:** FW: RZ-PD 23-0778 - Design Exception Review  
**Attachments:** 23-0778 DEAdd 03-08-24.pdf

**Importance:** High

Mike,

I have found the attached Design Exception (DE) for PD 23-0778 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my administrative assistant, Eleonor De Leon ([DeLeonE@hcfl.gov](mailto:DeLeonE@hcfl.gov) 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@hcfl.gov](mailto:PW-CEIntake@hcfl.gov)

Mike

**Michael J. Williams, P.E.**

**Director, Development Review**

**County Engineer**

Development Services Department

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P: (813) 307-1851

M: (813) 614-2190

E: [Williamsm@HCFL.gov](mailto:Williamsm@HCFL.gov)

W: HCFLGov.net

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**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Friday, March 8, 2024 12:47 PM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** RE: RZ-PD 23-0778 - Design Exception Review  
**Importance:** High

Hello Mike,

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

[mdr@raysor-transportation.com](mailto:mdr@raysor-transportation.com)  
[john.larocca@murphylarocca.com](mailto:john.larocca@murphylarocca.com)  
[chapelat@hcfl.gov](mailto:chapelat@hcfl.gov)  
[ratliffja@hcfl.gov](mailto:ratliffja@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

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**P:** (813) 276-8364  
**E:** [tirados@hcfl.gov](mailto:tirados@hcfl.gov)  
**W:** [HCFLGov.net](http://HCFLGov.net)

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

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**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

**Instructions:**

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Ingrid Padron at [padroni@hcpaf.fl.gov](mailto:padroni@hcpaf.fl.gov) or via telephone at (813) 307-1709 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
<b>Submittal Type</b> (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Road	<input type="checkbox"/> 4.	<input type="checkbox"/> 5.
	<input type="checkbox"/> 2.	<input type="checkbox"/> 3.	<input type="checkbox"/> 6.
<b>Important:</b> 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.			
<b>Project Name/ Phase</b>	West Humphrey Townhomes		
<b>Important:</b> 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.			
<b>Folio Number(s)</b>	024103.0000 & 024113.0000		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<b>Important:</b> 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").			
<b>Name of Person Submitting Request</b>	Michael D. Raysor, P.E.		
<b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.			
<b>Current Property Zoning Designation</b>	RSC-6		
<b>Important:</b> 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 <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a> . For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.			
<b>Pending Zoning Application Number</b>	PD 23-0778		
<b>Important:</b> If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>	N/A		
<b>Important:</b> 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".			



March 7, 2024 (Revision No. 3)

Michael J. Williams, P.E.  
County Engineer/Director, Development Review Division  
Hillsborough County Development Services  
601 East Kennedy Boulevard, 20th Floor  
Tampa, Florida 33602

**SUBJECT: WEST HUMPHREY TOWNHOMES (PD 23-0778)**  
**EXISTING FACILITIES DESIGN EXCEPTION**  
**FOLIO No. 024103.0000 & 024113.0000**

Dear Mr. Williams,

This letter documents a request for a **DESIGN EXCEPTION** per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with **PD 23-0778** for the **WEST HUMPHREY TOWNHOMES** project.

#### INTRODUCTION

The subject project site is located on the north side of Humphrey Street, approximately 350 feet east of Manhattan Avenue, in Hillsborough County, Florida; as shown in **ATTACHMENT A**. The project site is proposed for the development of 58 townhomes, with access to the subject site is planned to be provided via one full access driveway connection to Humphrey Street; as shown in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L, the following is applicable to Humphrey Street in regard to the subject project:

*Improvements and upgrading of existing roadways are to conform with standards for new roadways of the same access class. Exception to these standards shall be allowed only where physically impossible for the permittee to comply or otherwise upgrade existing site conditions. All such exceptions shall be approved by the Director of Public Works.*

Per Local Functional Classification Map, Humphrey Street is a collector roadway. A **DESIGN EXCEPTION** is requested for relief from the above-referenced requirement to improve Humphrey Street to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of zoning approval for the subject project; where in lieu of meeting the full TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided rural collector roadway (TS-7) is provided as **ATTACHMENT C**.

#### HUMPHREY STREET | ROADWAY CHARACTERISTICS

Humphrey Street is a two-lane undivided County collector roadway with a rural cross section located in the Urban Service Area. The subject project site is located on the ½ mile segment of Humphrey Street between Manhattan Avenue and Grady Avenue, which has a posted speed limit of 30 mph. The following summarizes the characteristics of the adjacent segment of Humphrey Street, with supporting photographs provided in **ATTACHMENT D**.



MICHAEL J. WILLIAMS, P.E.  
WEST HUMPHREY TOWNHOMES (PD 23-0778)  
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MARCH 7, 2024 (REVISION NO.3)  
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**RIGHT-OF-WAY WIDTH:** The referenced segment of Humphrey Street between Manhattan Avenue and Grady Avenue was found to have a right-of-way width ranging between  $\pm 50'$  and  $\pm 60'$ . These findings indicate that the subject roadway segment does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet (plus 10 foot utility easements on each side). It is noted that the reported right-of-way width is approximate, as measured from the *Hillsborough County Property Appraiser* website.

**PAVEMENT CONDITION:** The referenced segment of Humphrey Street between Manhattan Avenue and Grady Avenue was found to have good pavement conditions, without cracking or rutting that would be indicative of structural failure. It is noted that pavement condition is not included as part of the TS-7 typical section.

**LANE WIDTH:** The referenced segment of Humphrey Street between Manhattan Avenue and Grady Avenue was found to have a lane width of 10 feet; where this finding indicates that the subject roadway segment does not meet the standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet

**SHOULDERS:** The referenced segment of Humphrey Street between Manhattan Avenue and Grady Avenue was found to have unpaved shoulders, where it is unknown whether the referenced shoulders are stabilized; however, it is noted that off-tracking was not observed along Humphrey Street, which would be indicative of the need for shoulder improvements. These findings indicate that Humphrey Street has substandard shoulder conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved. It is noted that AASHTO design standards do not require paved shoulders.

**SIDEWALK:** The referenced segment of Humphrey Street between Manhattan Avenue and Grady Avenue has a continuous sidewalk on its north side, and an intermittent (non-continuous) sidewalk on its south side. These findings indicate that the subject segment of Humphrey Street has substandard sidewalk conditions, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, continuous sidewalks are required on both sides of the road. On the north side of Humphrey Street between Manhattan Avenue and Grady Avenue there is  $\pm 2,600$  linear feet of sidewalk in place, providing for 100% coverage. On the south side of Humphrey Street between Manhattan Avenue and Grady Avenue there is  $\pm 500$  linear feet of sidewalk in place, leaving  $\pm 2,100$  feet without sidewalk (19% coverage).

#### HUMPHREY STREET | CRASH HISTORY

A crash data evaluation has been prepared for Humphrey Street between Manhattan Avenue and Grady Avenue, excluding the endpoint intersections, as documented in [ATTACHMENT E](#). The crash data evaluation indicates 16 crashes within the prior five years within the referenced limits on Humphrey Street. The reported crash types varied with the majority of crashes distributed between different crash patterns, thus indicating no dominant crash pattern. Furthermore, no fatal or severe crashes were identified within the referenced period. From a review of the crash reports, it was found that the crash history for the referenced segment of Humphrey Street is not related to substandard roadway conditions. In consideration of the foregoing, it is concluded from the crash data evaluation that substandard roadway conditions have not historically contributed to a safety deficiency, nor does the crash history for the subject segment of Humphrey Street exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project attributable to substandard roadway conditions.



# RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.  
WEST HUMPHREY TOWNHOMES (PD 23-0778)  
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## ALTERNATIVE IMPROVEMENTS

To mitigate the subject project’s impact to substandard road conditions, the applicant proposes to construct approximately 960 linear feet of off-site sidewalk on the south side of Humphrey Street to fill in the gap on the south side of Humphrey Street between Manhattan Avenue and the church located at 8436 Lois Avenue. The sidewalk improvement would increase the sidewalk coverage on the south side of Humphry Street between Manhattan Avenue and Grady Avenue from ± 500 feet (19% coverage) to ± 1,460 feet (56% coverage). Refer to **ATTACHMENT F** for a conceptual graphic depicting the limits of the referenced off-site sidewalk improvements.

## CONCLUSION

The foregoing documents a request for a **DESIGN EXCEPTION** per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (Existing Facilities) in association with **PD 23-0778** for the **WEST HUMPHREY TOWNHOMES** project, and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

Michael D. Raysor, P.E.  
President



*This item has been digitally signed and sealed by Michael Daniel Raysor, P.E., on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.*

**BASED ON THE INFORMATION PROVIDED BY THE APPLICANT, THIS REQUEST IS HEREBY:**

**APPROVED** .....

**APPROVED WITH CONDITIONS** .....

**DENIED** .....

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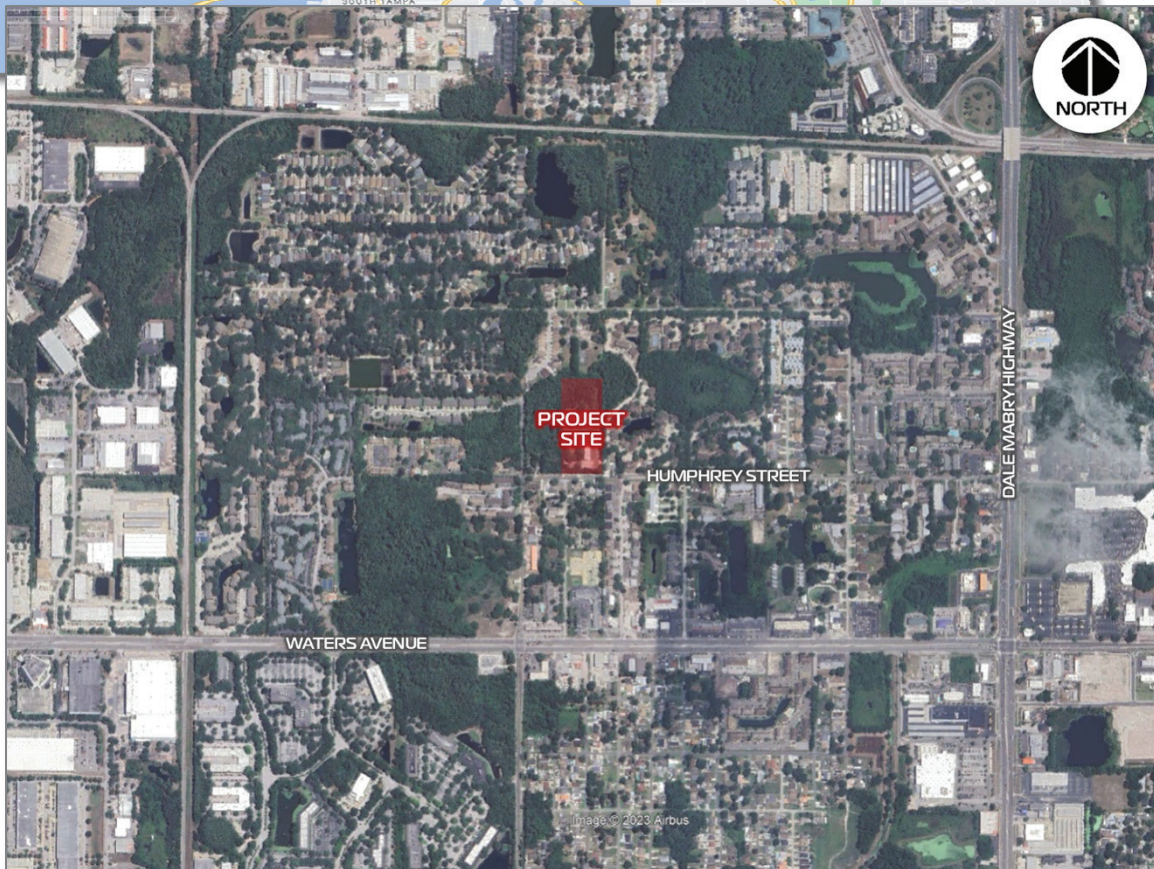
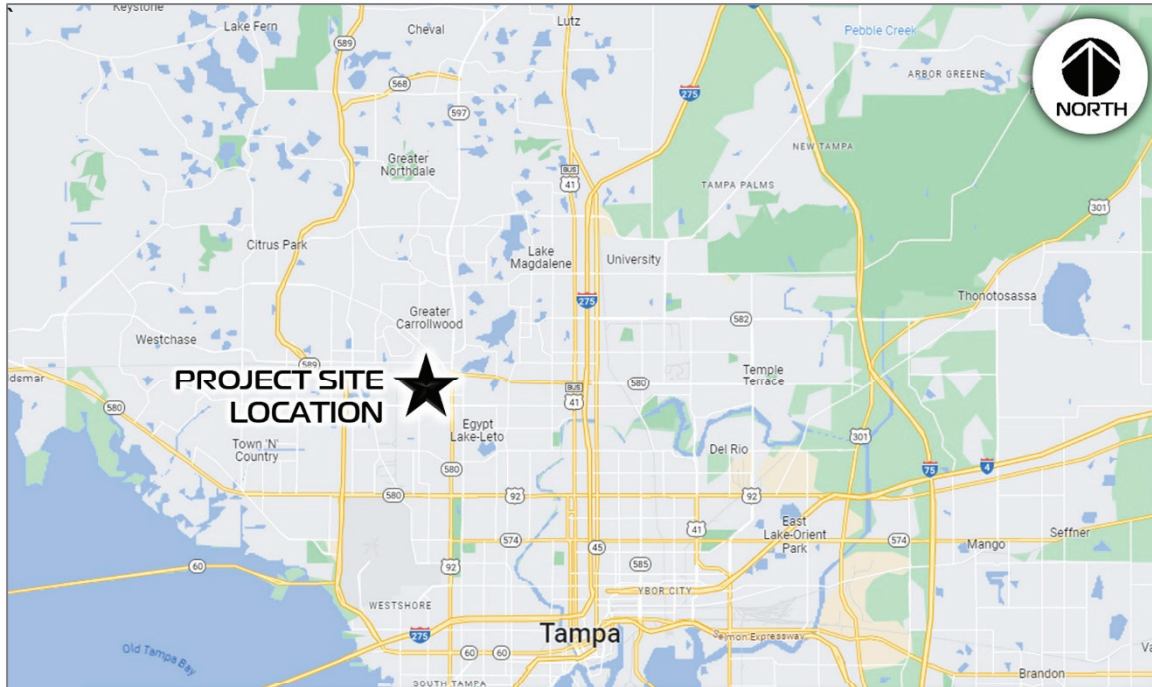
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER date  
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION



# ATTACHMENT "A"



## WEST HUMPHREY TOWNHOMES Project Site Location Map



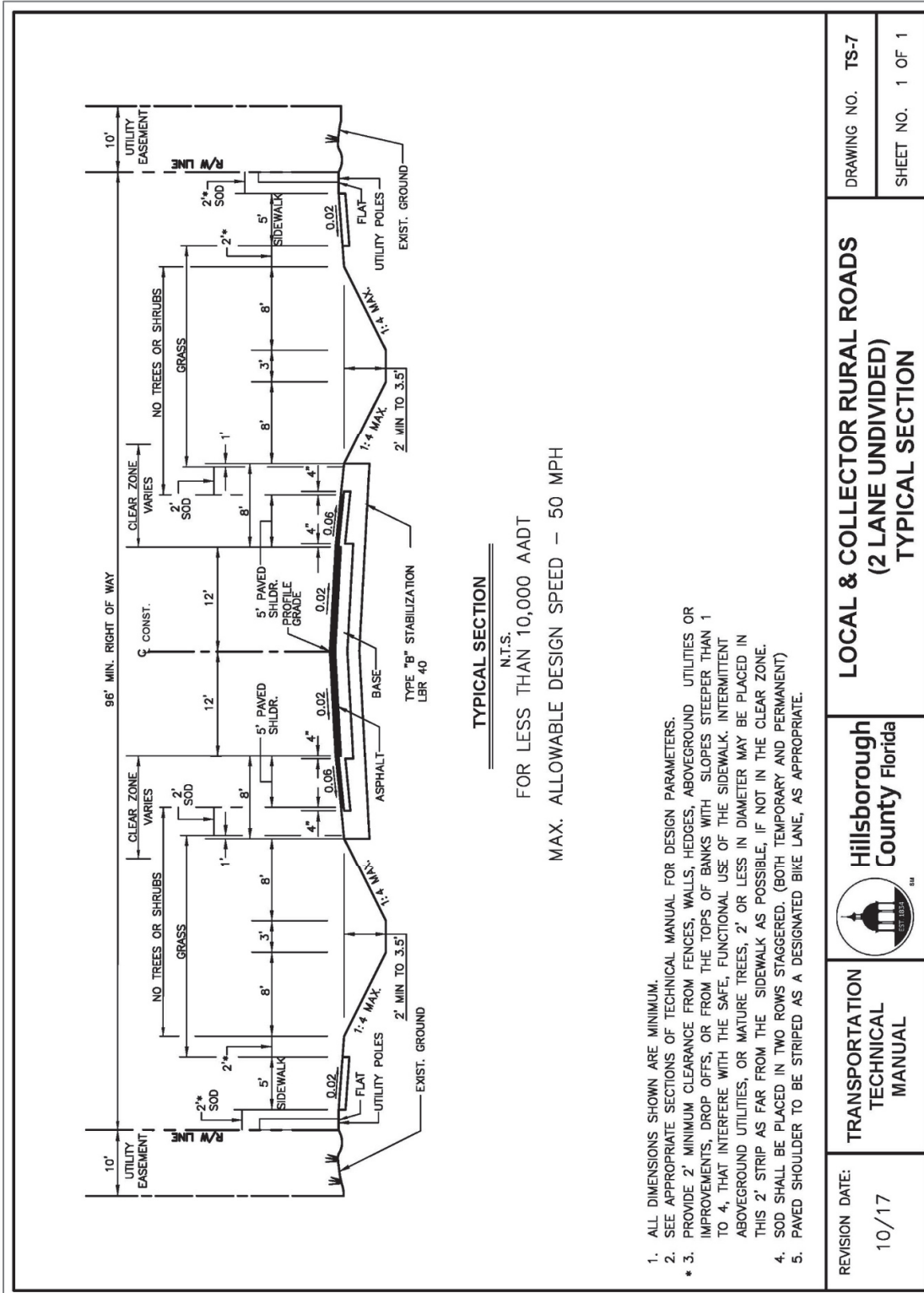




# ATTACHMENT "C"



WEST HUMPHREY TOWNHOMES  
TS-7 Typical Section



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.

REVISION DATE: 10/17	Hillsborough County Florida	<b>LOCAL &amp; COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION</b>	DRAWING NO. TS-7 SHEET NO. 1 OF 1
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# ATTACHMENT "D"



## WEST HUMPHREY TOWNHOMES *Humphrey Street Photographs*





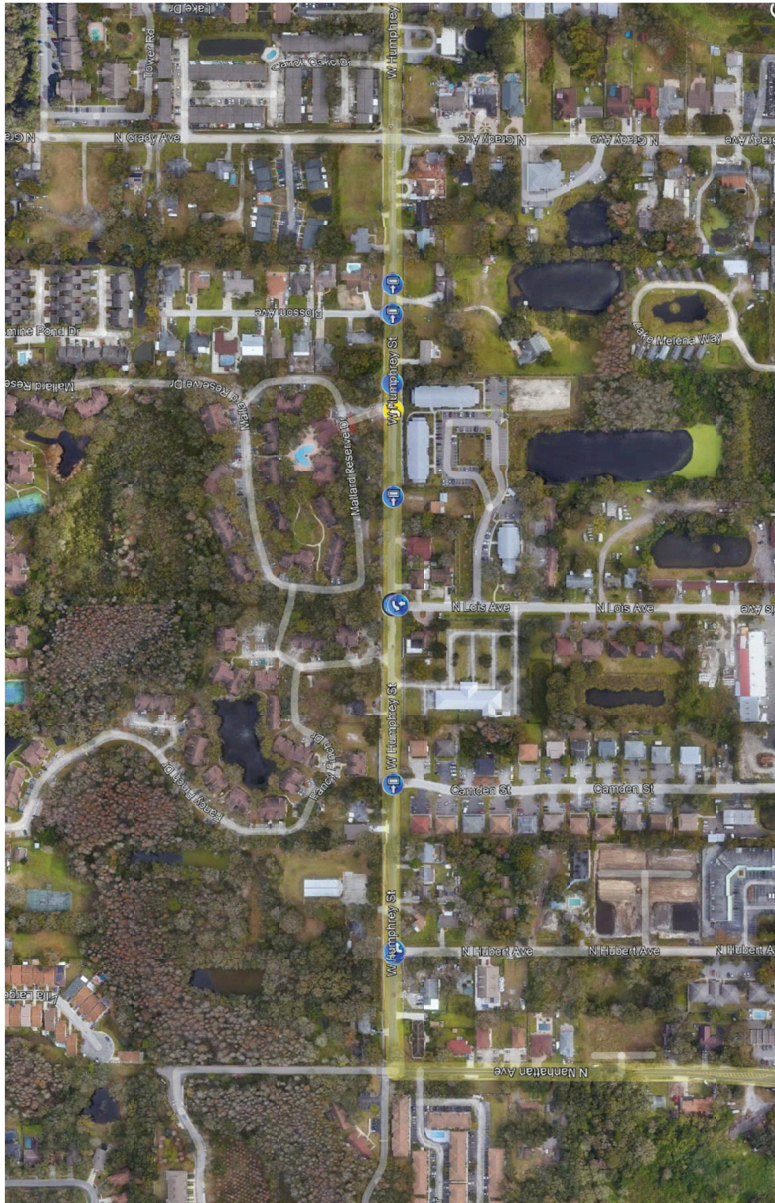
# ATTACHMENT "E"

CDMS - Crash Data Management System

## 5 Year Crash Report

### Report Memo:

Humphrey Street  
between Manhattan Ave & Grady Ave



### Selections used to generate this report:

Date Range: 6/1/2018 - 5/31/2023  
 Saved Area 1: Extent(-82.517093633971,28.028918772940507,-82.50902554925398,28.02934494263978)



# ATTACHMENT "E"

## 5 Year Crash Report

### CDMS - Crash Data Management System

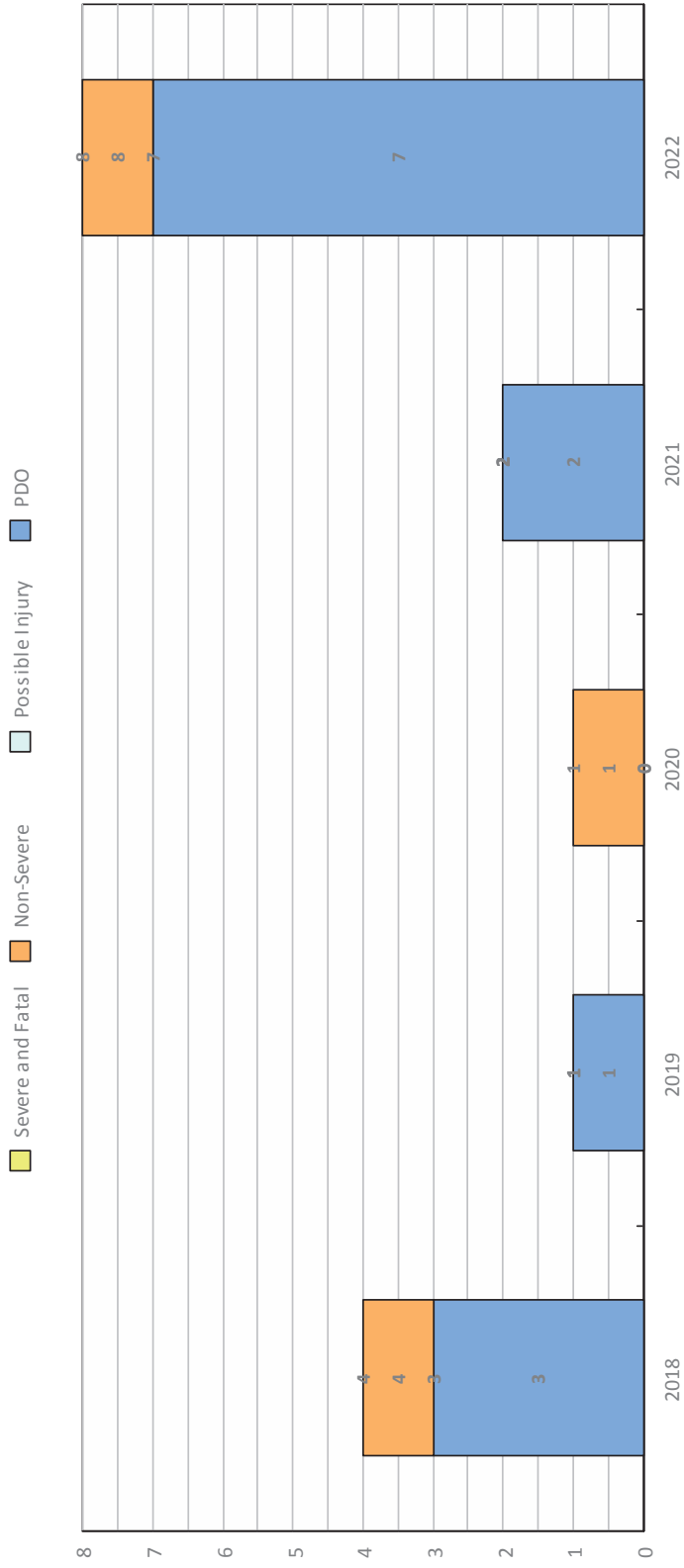
Intersection Summary Top 50 Report	Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity			Ped/Bike			Strategic Highway Safety Plan														
					Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
LOIS AVE @ HUMPHREY ST	5	0	0	1	0	0	1	0	0	0	1	1	1	0	0	0	1	2	1	2	1	3	0	0	
HUBERT AVE @ HUMPHREY ST	3	0	0	1	0	0	1	0	0	0	1	1	0	0	1	0	0	2	2	2	0	0	0	1	
HUMPHREY ST @ BLOSSOM AVE	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	
GRADY AVE @ HUMPHREY ST	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
HUMPHREY ST @ CAMDEN ST	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

\* Total Injuries = Total Incapacitating and Total Non-Incapacitating Injuries. Possible Injuries are not included in total.  
\* Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle

# ATTACHMENT "E"

5 Year Crash Report  
Crashes by Year

CDMS - Crash Data Management System



	2018	2019	2020	2021	2022	TOTAL
PDO	3	1	0	2	7	13
Possible Injury	0	0	0	0	0	0
Non-Severe Injury	1	0	1	0	1	3
Severe Injury	0	0	0	0	0	0
Fatal	0	0	0	0	0	0
<b>TOTAL</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>16</b>

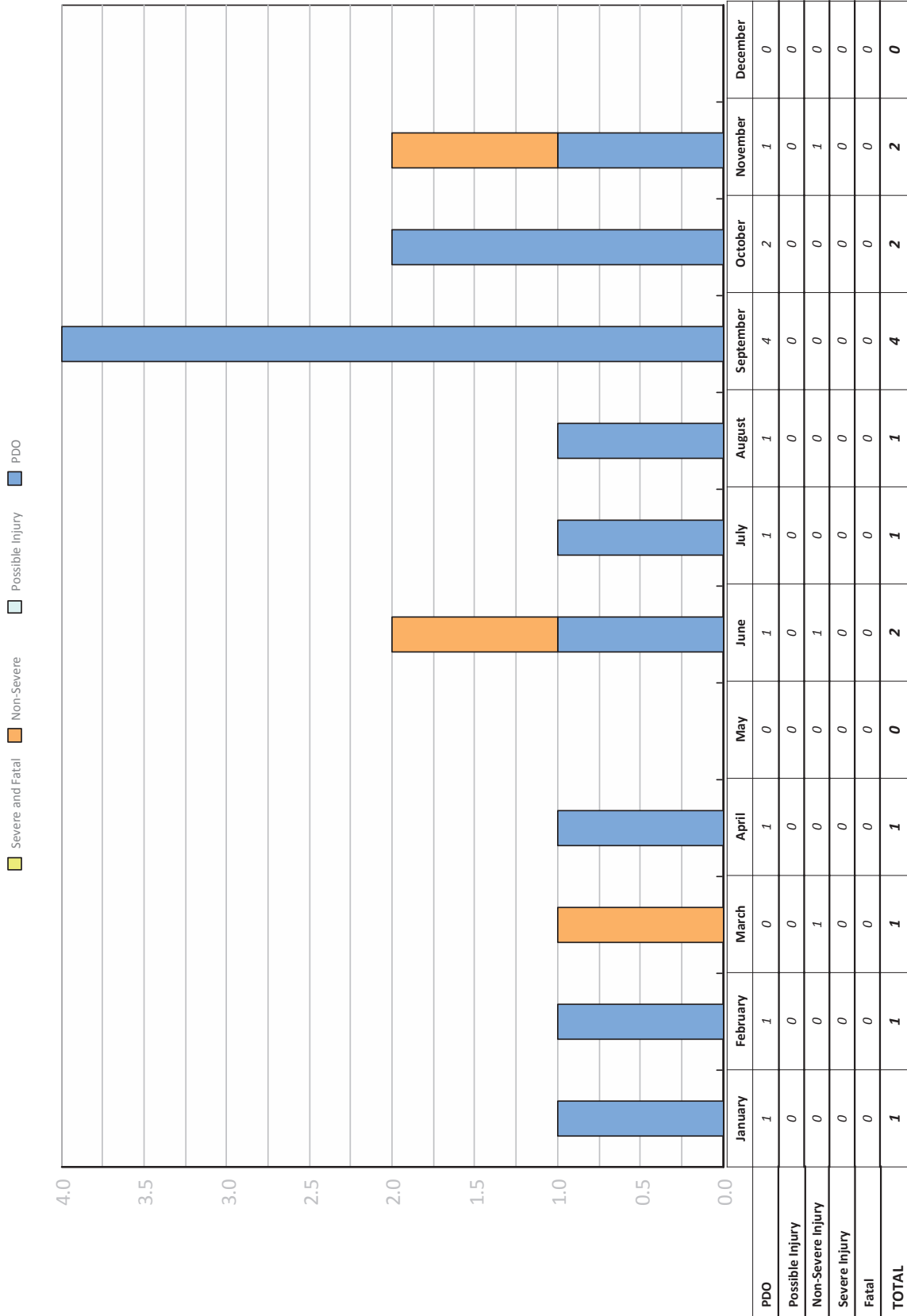
\* PDO = Property Damage Only

# ATTACHMENT "E"

## CDMS - Crash Data Management System

### 5 Year Crash Report

#### Crashes by Month



\* PDO = Property Damage Only

# ATTACHMENT "E"

5 Year Crash Report  
CDMS - Crash Data Management System

Crashes by Month/Year

	January	February	March	April	May	June	July	August	September	October	November	December
<b>2018</b>												
PDO	0	0	0	0	0	0	0	1	1	0	1	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	0	0	0	0	1	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
<b>2019</b>												
PDO	0	0	0	0	0	0	0	0	0	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
<b>2020</b>												
PDO	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	1	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
<b>2021</b>												
PDO	0	1	0	0	0	0	1	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0
<b>2022</b>												
PDO	1	0	0	1	0	1	0	0	3	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe	0	0	1	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0

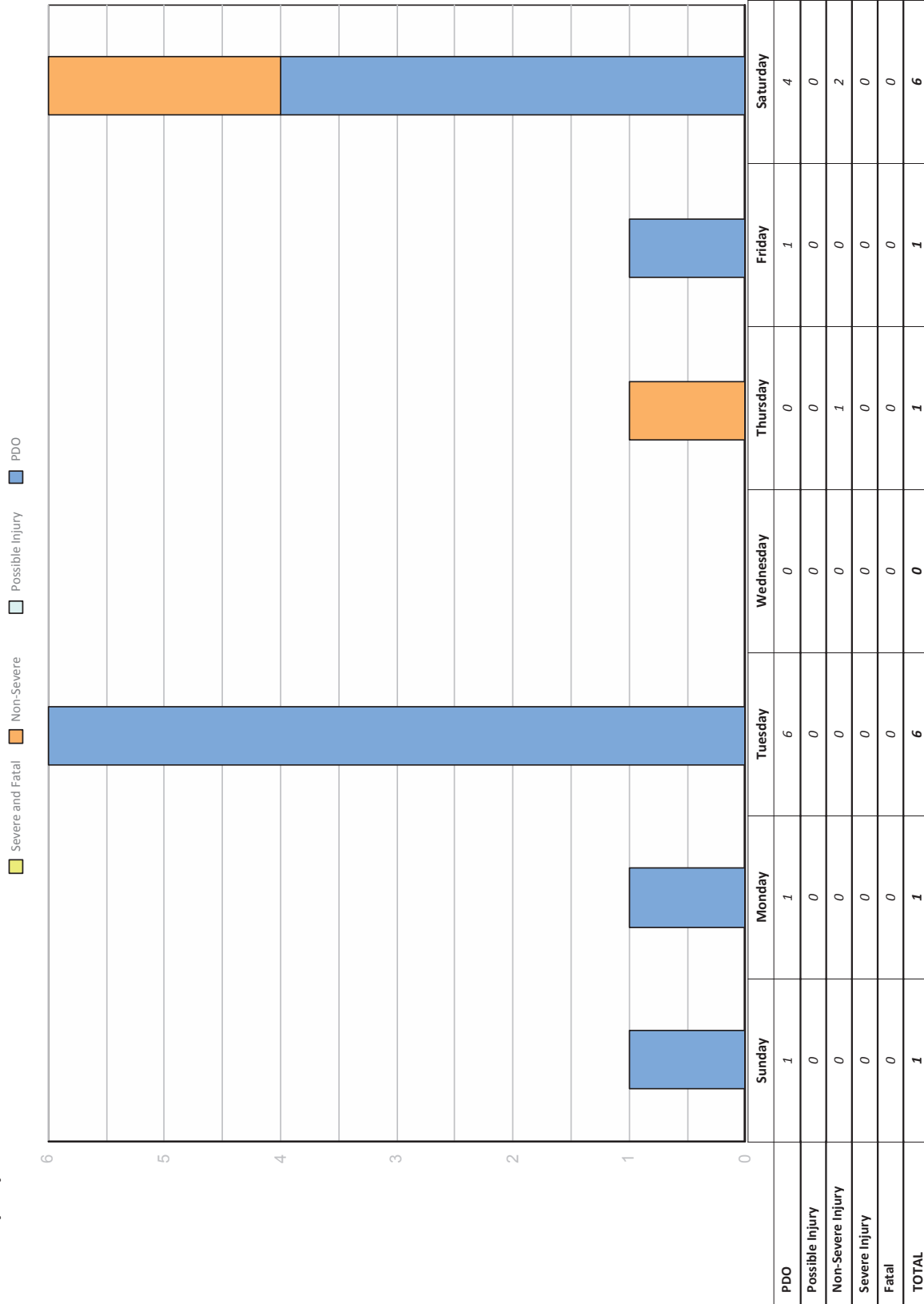


# ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Day of Week



\* PDO = Property Damage Only

# ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Crashes by Month / Day of Week

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday		Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
January	PDO	0	0	0	0	0	1	July	PDO	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0		Fatal	0	0	0	0	0	0
TOTAL	0	0	0	0	0	1	TOTAL	0	0	0	0	0	0	1	
February	PDO	0	0	0	0	0	1	August	PDO	0	1	0	0	0	0
	Possible Injury	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0		Fatal	0	0	0	0	0	0
TOTAL	0	0	0	0	0	1	TOTAL	0	1	0	0	0	0	0	
March	PDO	0	0	0	0	0	0	September	PDO	1	0	0	0	1	0
	Possible Injury	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	1		Non-Severe Injury	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0		Fatal	0	0	0	0	0	0
TOTAL	0	0	0	0	0	1	TOTAL	1	0	1	0	0	1	1	
April	PDO	0	0	1	0	0	0	October	PDO	0	1	0	0	0	0
	Possible Injury	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0		Fatal	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	TOTAL	0	1	1	0	0	0	0	
May	PDO	0	0	0	0	0	0	November	PDO	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0		Non-Severe Injury	0	0	0	0	0	1
	Severe Injury	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0		Fatal	0	0	0	0	0	0
TOTAL	0	0	1	0	0	0	TOTAL	0	0	1	0	0	0	1	
June	PDO	0	0	1	0	0	0	December	PDO	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0		Possible Injury	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	1	0		Non-Severe Injury	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0		Severe Injury	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0		Fatal	0	0	0	0	0	0
TOTAL	0	0	1	0	1	0	TOTAL	0	0	1	0	0	0	0	

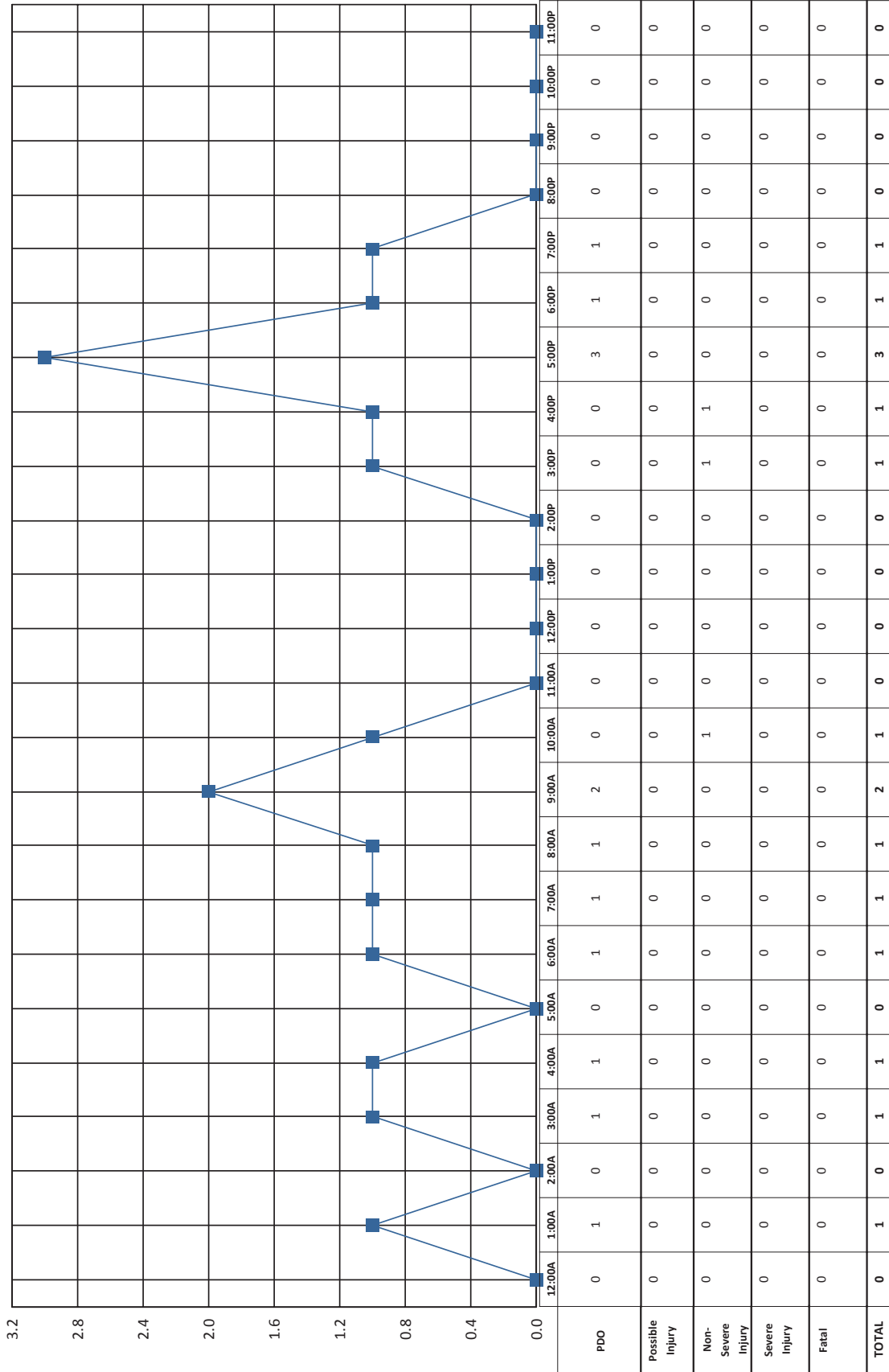
\* PDO = Property Damage Only

# ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

## Crashes by Time of Day



\* PDO = Property Damage Only

# ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

## Crashes by Crash Type

	2018	2019	2020	2022	Total
<b>Angle</b>					
PDO	0	1	0	0	1
Possible Inj	0	0	0	0	0
Non Severe	0	0	0	0	0
Severe	0	0	0	0	0
Fatal	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Left Turn</b>					
PDO	0	0	0	0	0
Possible Inj	0	0	0	0	0
Non Severe	1	0	1	1	3
Severe	0	0	0	0	0
Fatal	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>
<b>Right Turn</b>					
PDO	0	0	0	2	2
Possible Inj	0	0	0	0	0
Non Severe	0	0	0	0	0
Severe	0	0	0	0	0
Fatal	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>
<b>Rear End</b>					
PDO	2	0	0	1	3
Possible Inj	0	0	0	0	0
Non Severe	0	0	0	0	0
Severe	0	0	0	0	0
Fatal	0	0	0	0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>3</b>
<b>Sideswipe</b>					
PDO	0	0	0	1	1
Possible Inj	0	0	0	0	0
Non Severe	0	0	0	0	0
Severe	0	0	0	0	0
Fatal	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

# ATTACHMENT "E"

## Crashes by Crash Type

	2018	2021	2022	Total
<b>Hit Fixed Object</b>				
PDO	0	2	2	4
Possible Injury	0	0	0	0
Non-Severe	0	0	0	0
Severe	0	0	0	0
Fatal	0	0	0	0
<b>Total</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>4</b>
<b>Run Off Road</b>				
PDO	1	0	0	1
Possible Injury	0	0	0	0
Non-Severe	0	0	0	0
Severe	0	0	0	0
Fatal	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>
<b>Single Vehicle</b>				
PDO	0	0	1	1
Possible Injury	0	0	0	0
Non-Severe	0	0	0	0
Severe	0	0	0	0
Fatal	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>

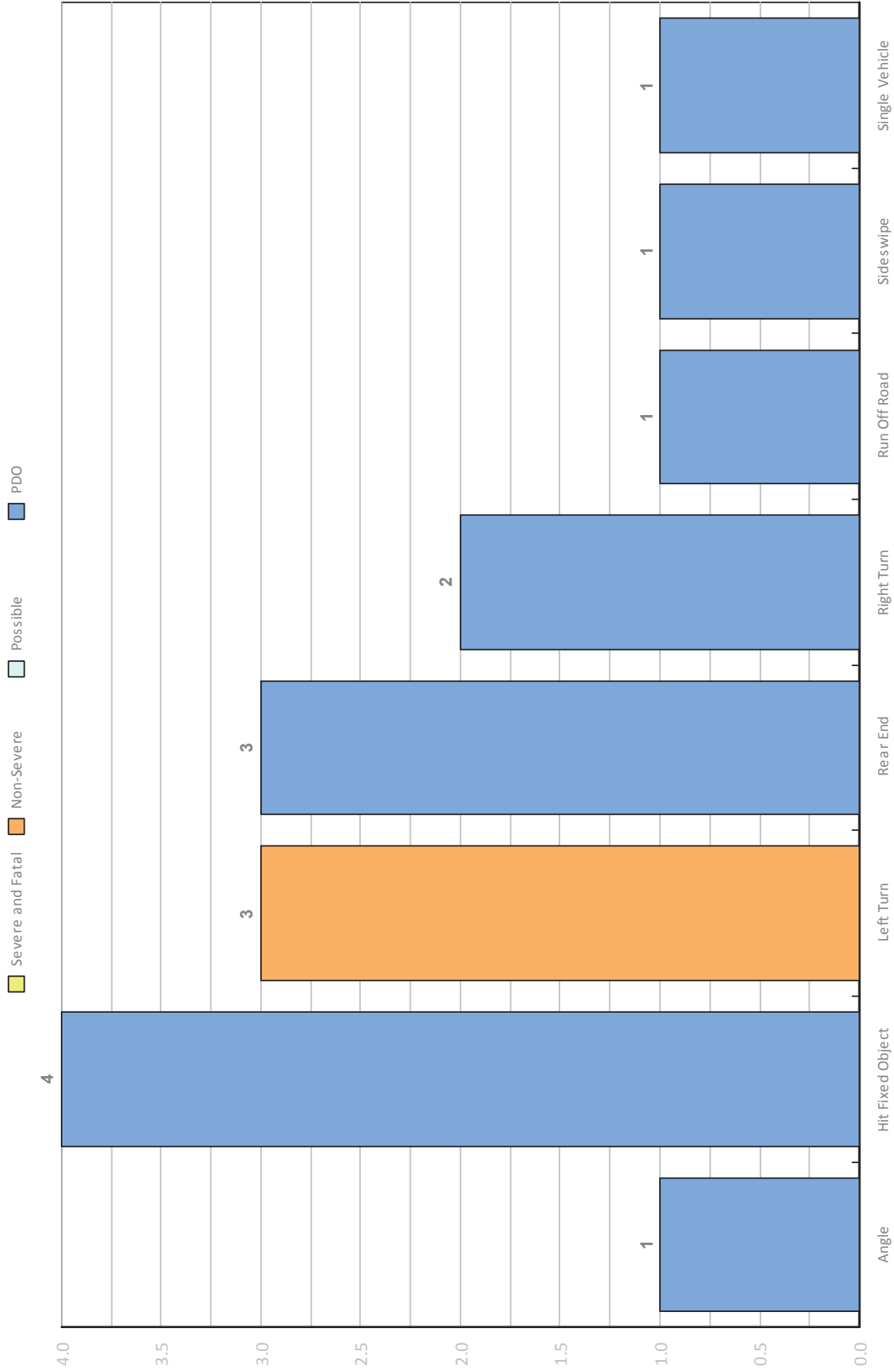


# ATTACHMENT "E"

CDMS - Crash Data Management System

5 Year Crash Report

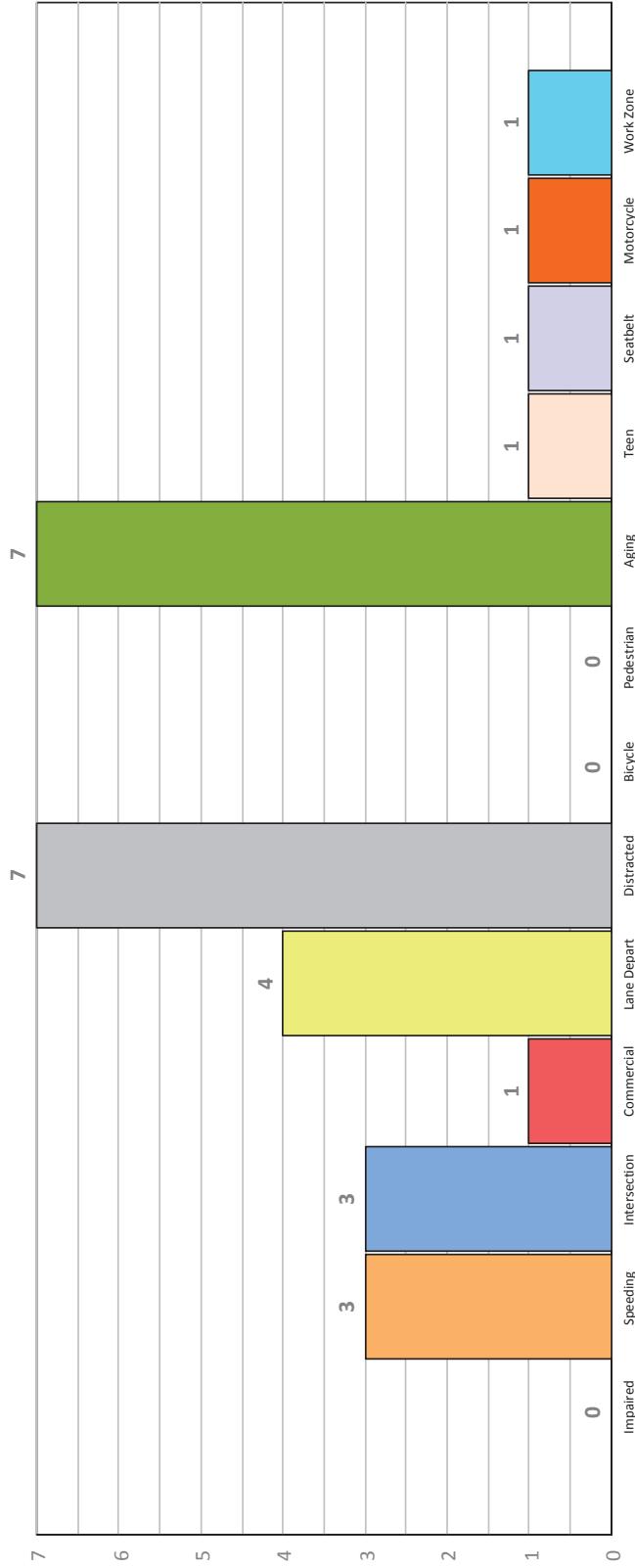
## Crashes by Crash Type



# ATTACHMENT "E"

## Crashes by Strategic Highway Safety Plan Category

[More Information](#)



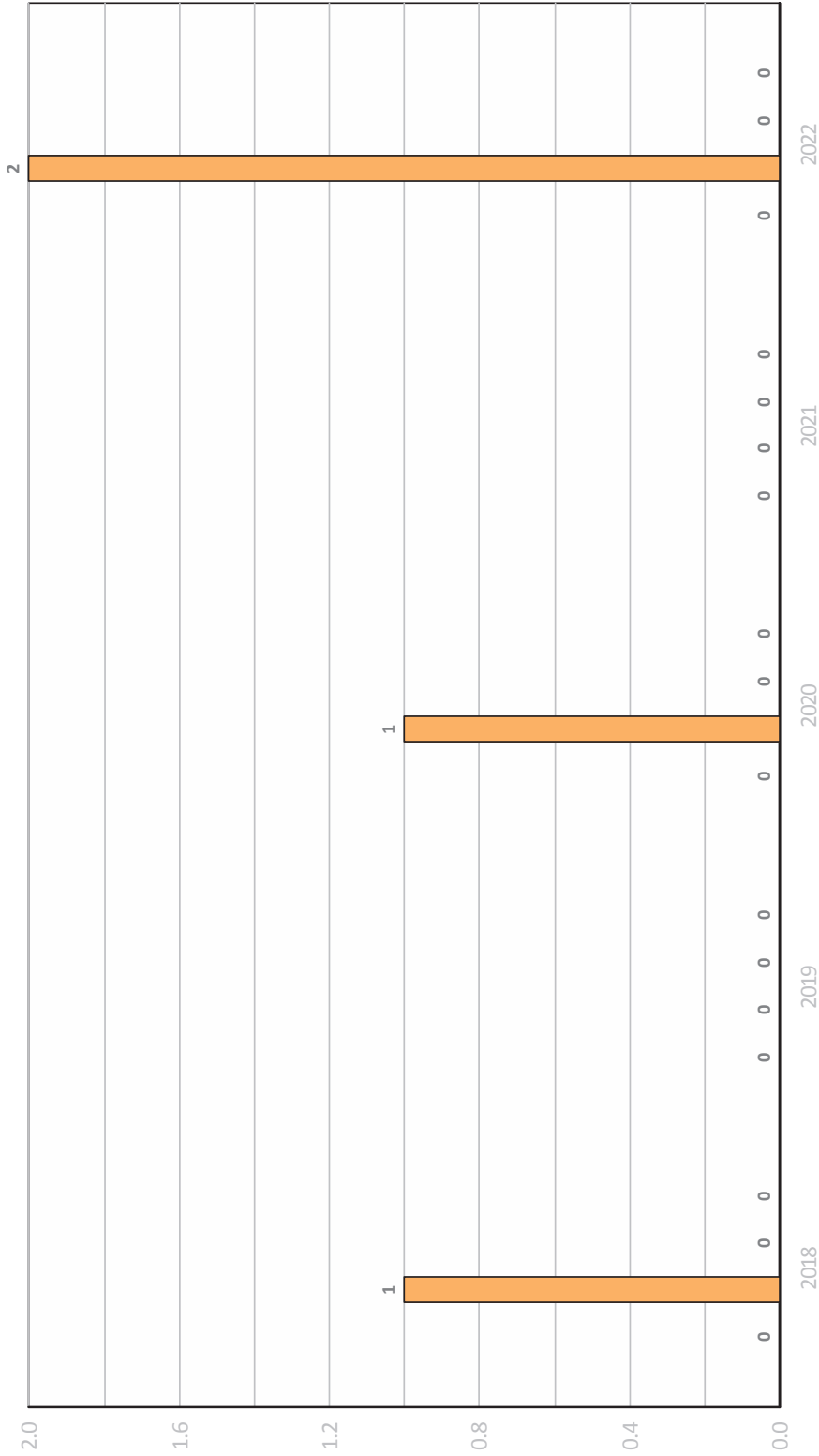
	2018			2019			2020			2021			2022			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Speeding and Aggressive	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0
Intersection	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0
Commercial	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Lane Departure	2	0	0	0	0	0	0	0	0	1	0	0	1	0	0	4	0	0
Distracted	1	0	0	0	0	0	0	0	0	2	0	0	4	0	0	7	0	0
Bicycle Involved	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Aging Road User	3	0	0	1	0	0	0	0	0	0	0	0	3	0	0	7	0	0
Teen Driver	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Seatbelt	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0
Motorcycle	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0

# ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

Injuries per Year



	2018	2019	2020	2021	2022	Total
Possible Injuries	0	0	0	0	0	0
Non-Severe Injuries	1	0	1	0	2	4
Severe Injuries	0	0	0	0	0	0
Fatalities	0	0	0	0	0	0

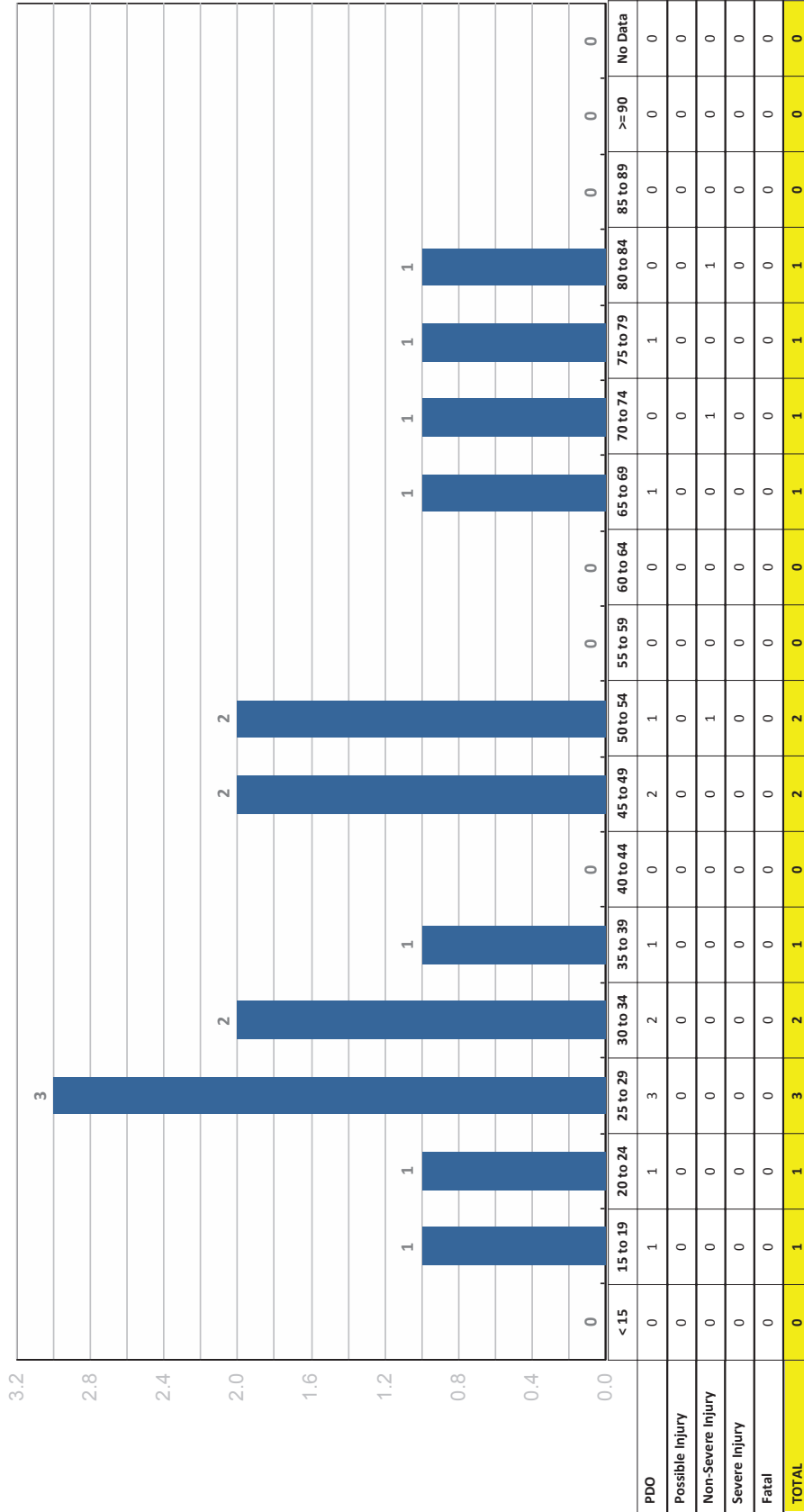
Wednesday, July 5, 2023

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# ATTACHMENT "E"

5 Year Crash Report  
CDMS - Crash Data Management System

Crashes by Driver 1 Age



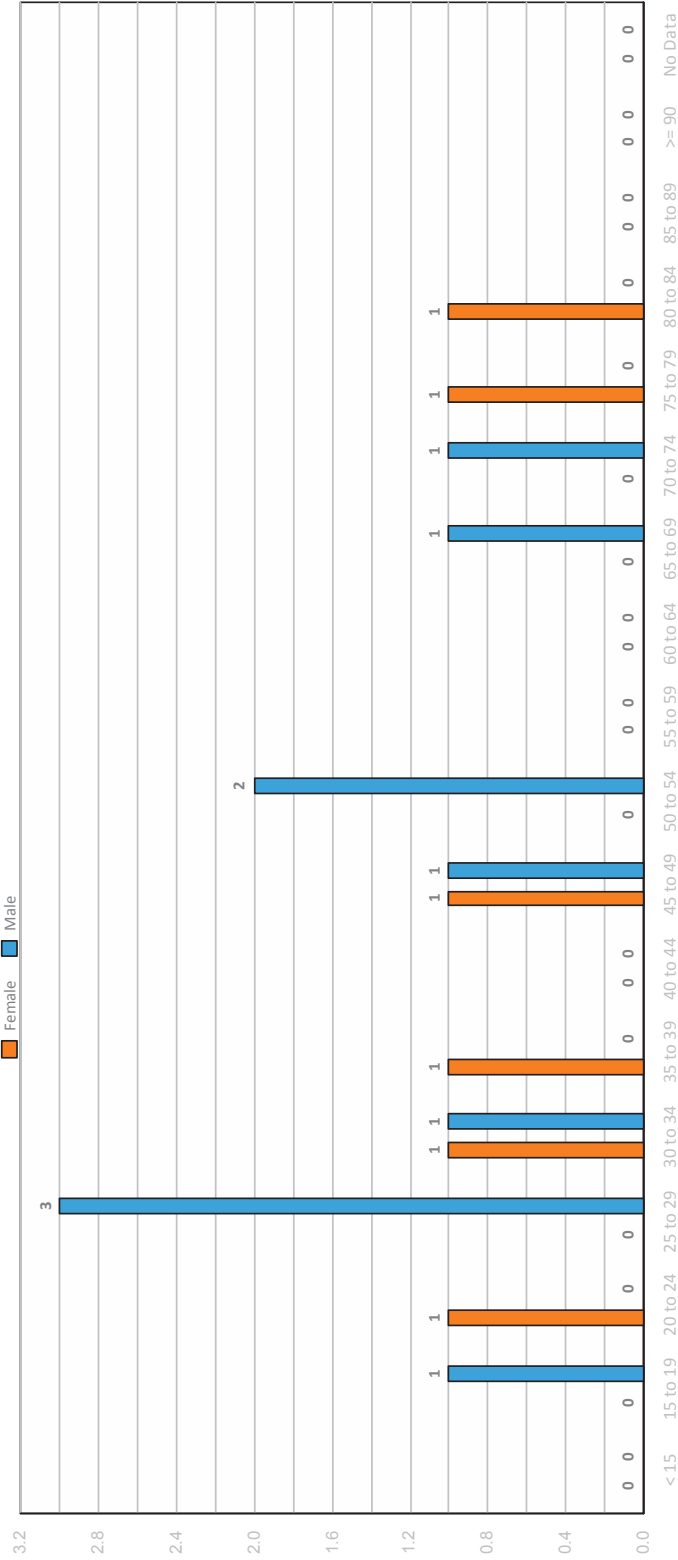
\* PDO = Property Damage Only

# ATTACHMENT "E"

## 5 Year Crash Report

## CDMS - Crash Data Management System

### Crashes by Driver 1 Age / Gender



	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54		
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	
PDO	0	0	1	0	1	0	0	0	1	1	1	0	0	0	0	1	0	0	1
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data		
PDO	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

\* PDO = Property Damage Only



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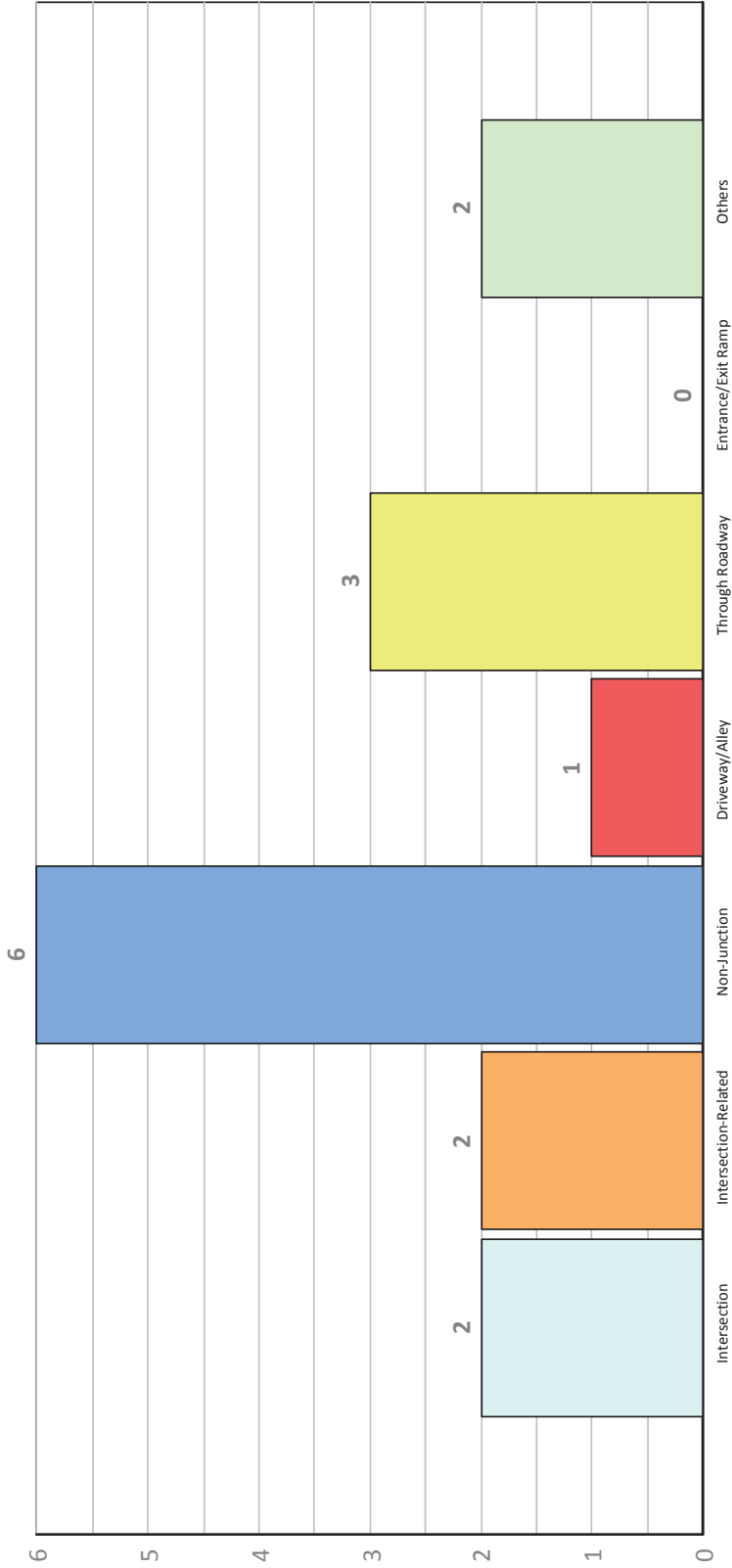
5 Year Crash Report

CDMS - Crash Data Management System

Driver Contributing Cause (Driver 1)		2018	2019	2020	2021	2022	Total
Failed to Keep in Proper Lane	Crashes	0	0	0	1	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Failed to Yield Right-of-Way	Crashes	1	0	1	0	2	4
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Followed too Closely	Crashes	0	0	0	0	1	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Backing	Crashes	0	0	0	0	1	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Improper Turn	Crashes	0	1	0	0	0	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Operated MV in Careless or Negligent Manner	Crashes	2	0	0	0	1	3
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Ran Stop Sign	Crashes	0	0	0	0	1	1
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
No Contributing Action	Crashes	0	0	0	1	1	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0
Other Contributing Actions	Crashes	1	0	0	0	1	2
	Severe	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0

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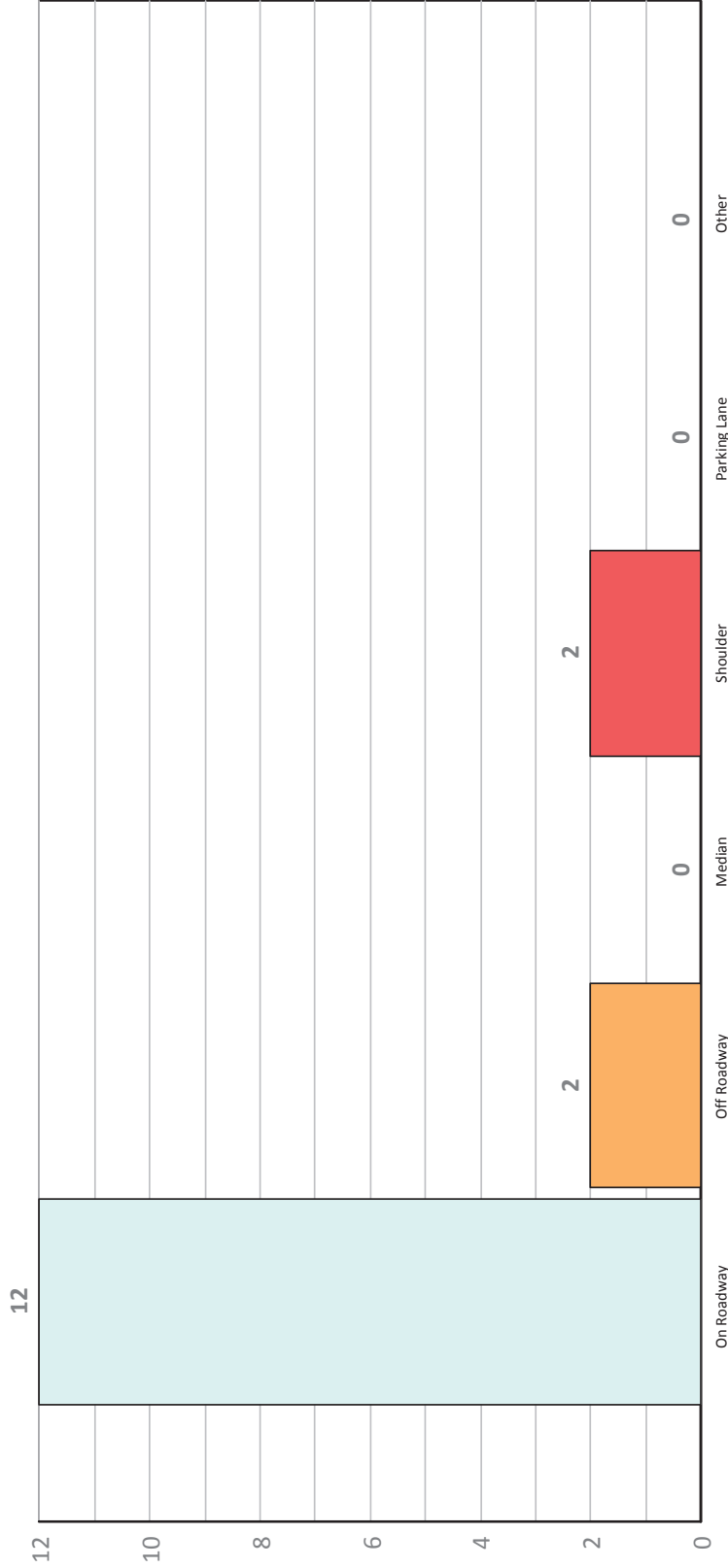
## Relation to Intersection



	2018		2019		2020		2021		2022		Total	
	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal
Intersection	0	0	0	0	0	0	0	0	2	0	2	0
Intersection-Relate	1	0	0	0	0	0	0	0	1	0	2	0
Non-Junction	0	0	1	0	0	0	2	0	2	0	6	0
Driveway/Alley	1	0	0	0	0	0	0	0	0	0	1	0
Through Roadway	2	0	0	0	0	0	0	0	1	0	3	0
Entrance/Exit Ramp	0	0	0	0	0	0	0	0	0	0	0	0
Others	0	0	0	0	0	0	0	0	2	0	2	0

# ATTACHMENT "E"

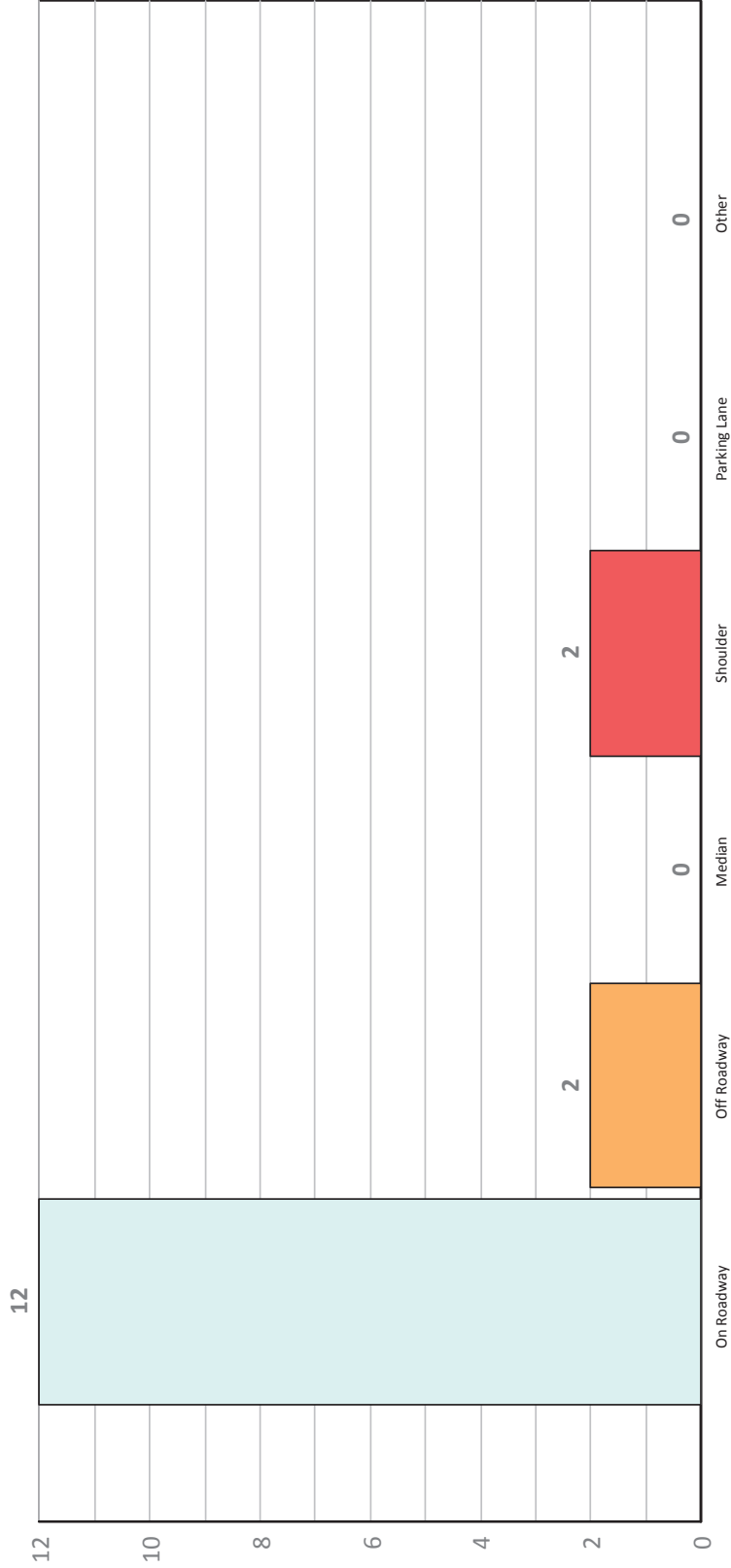
## Location on Roadway



	2018		2019		2020		2021		2022	
	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal
On Roadway	3	0	1	0	1	0	0	0	7	0
Off Roadway	0	0	0	0	0	0	0	0	0	0
Median	0	0	0	0	0	0	0	0	0	0
Shoulder	1	0	0	0	0	0	0	0	1	0
Parking Lane	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0

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## Location on Roadway



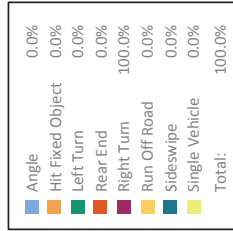
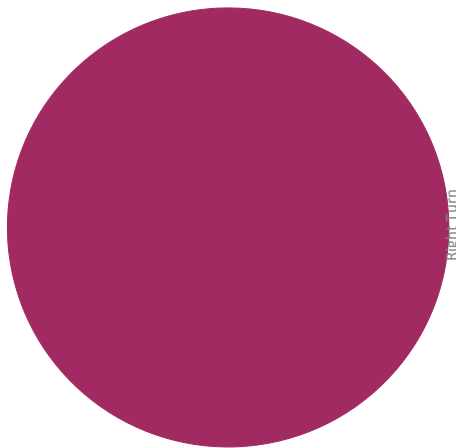
	Crashes	Severe	Fatal
On Roadway	12	0	0
Off Roadway	2	0	0
Median	0	0	0
Shoulder	2	0	0
Parking Lane	0	0	0
Other	0	0	0

# ATTACHMENT "E"

## 5 Year Crash Report

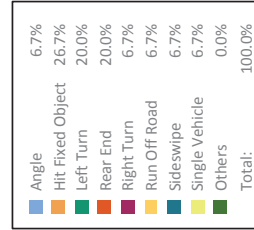
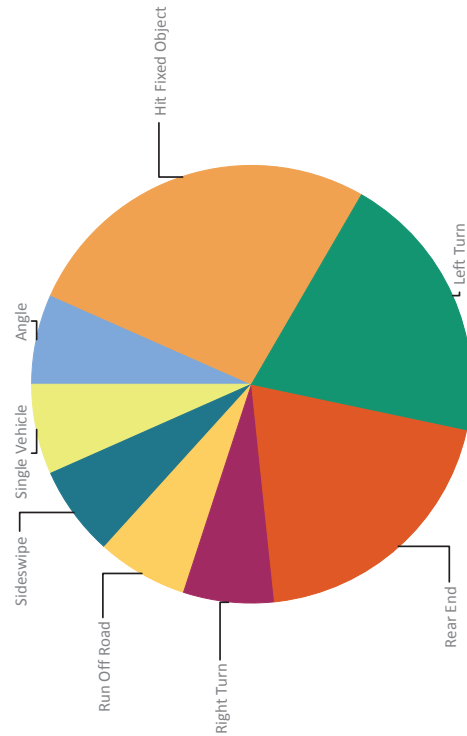
### CDMS - Crash Data Management System

#### Wet Crashes by Crash Type



	Wet Crashes		Severe		Fatal	
Angle	0	0	0	0	0	0
Hit Fixed Object	0	0	0	0	0	0
Left Turn	0	0	0	0	0	0
Rear End	0	0	0	0	0	0
Right Turn	1	0	0	0	0	0
Run Off Road	0	0	0	0	0	0
Sideswipe	0	0	0	0	0	0
Single Vehicle	0	0	0	0	0	0
<b>Total</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### Dry Crashes by Crash Type

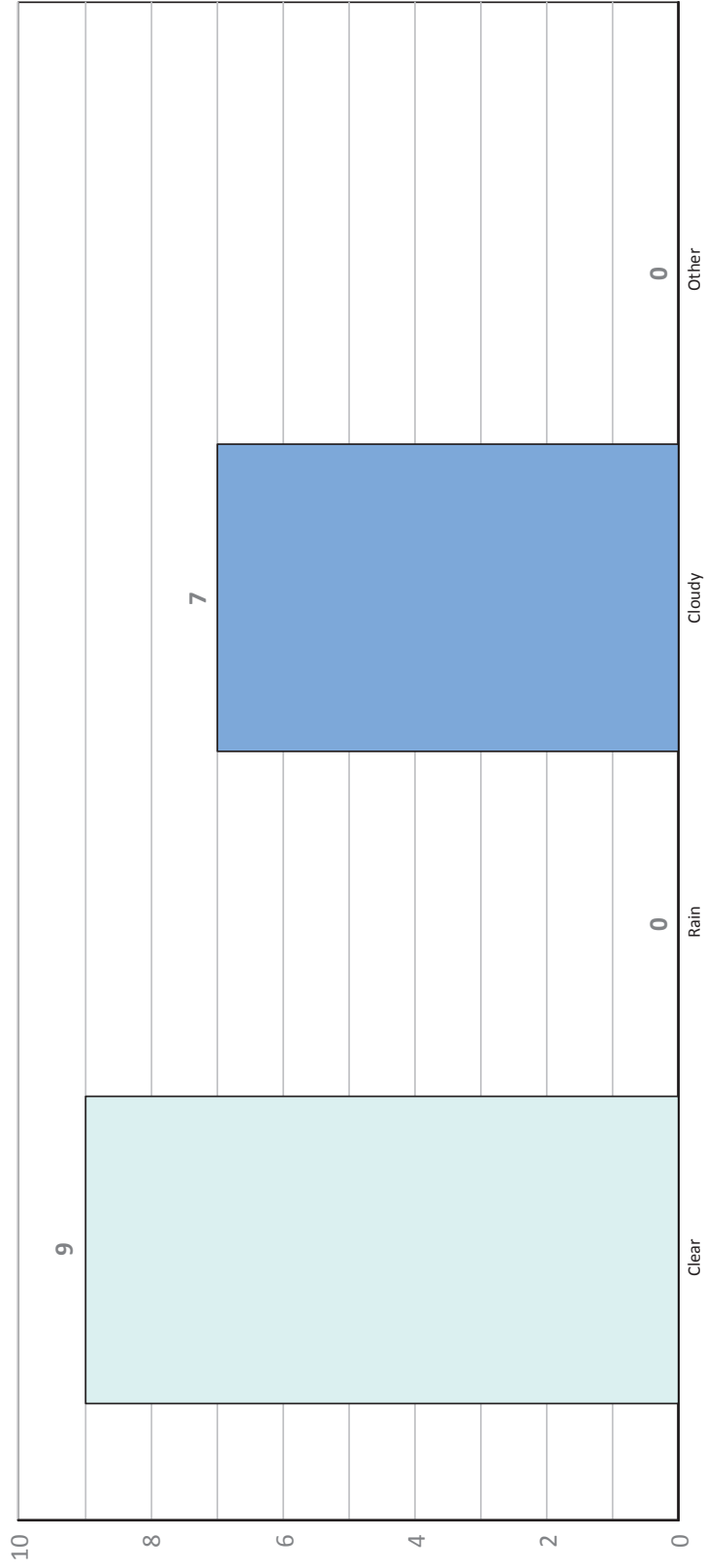


	Dry Crashes		Severe		Fatal	
Angle	1	0	0	0	0	0
Hit Fixed Object	4	0	0	0	0	0
Left Turn	3	0	0	0	0	0
Rear End	3	0	0	0	0	0
Right Turn	1	0	0	0	0	0
Run Off Road	1	0	0	0	0	0
Sideswipe	1	0	0	0	0	0
Single Vehicle	1	0	0	0	0	0
<b>Total</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# ATTACHMENT "E"

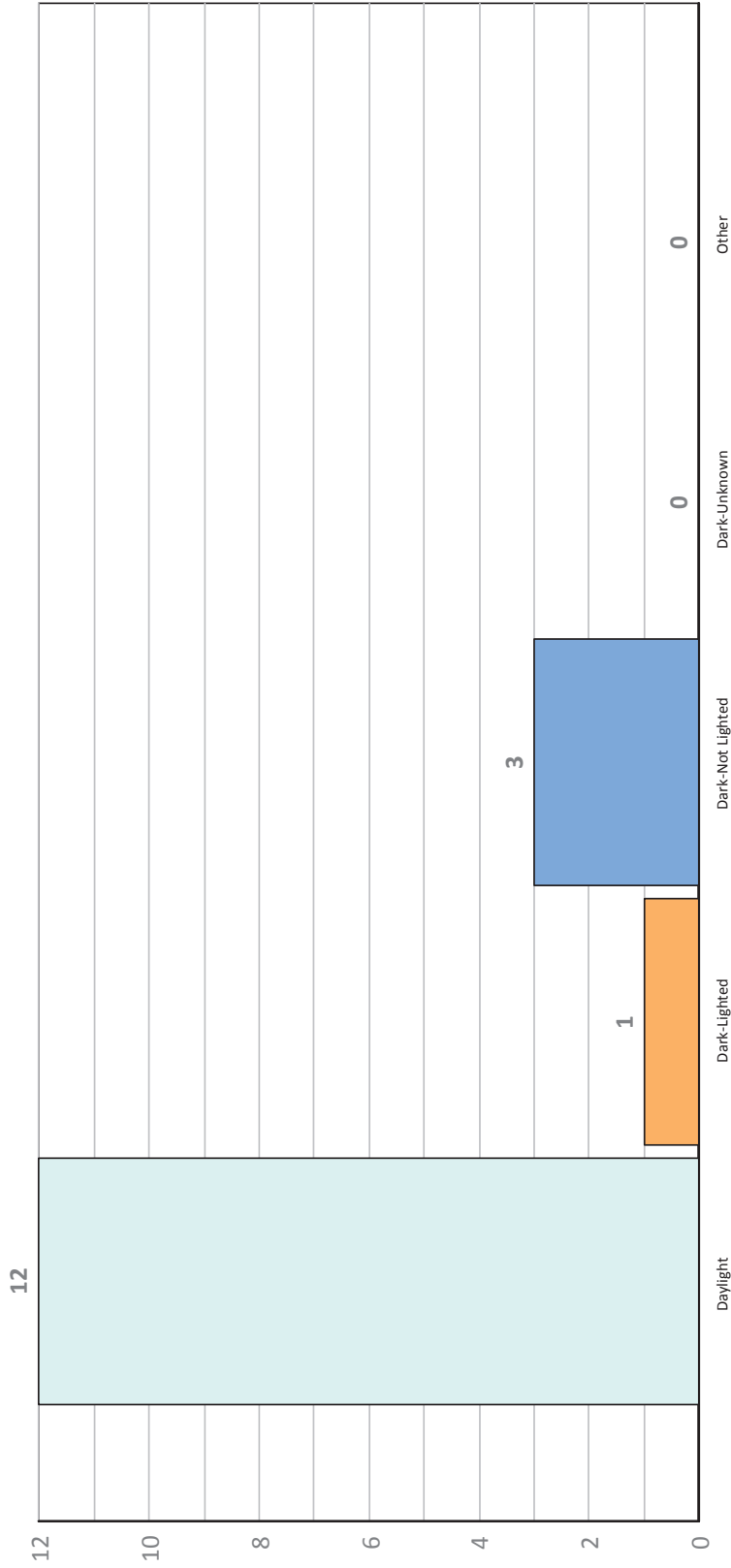
## Weather Condition



	2018		2019		2020		2021		2022		Total	
	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal	Crashes	Fatal
Clear	1	0	1	0	0	0	2	0	5	0	9	0
Rain	0	0	0	0	0	0	0	0	0	0	0	0
Cloudy	3	0	0	0	1	0	0	0	3	0	7	0
Other	0	0	0	0	0	0	0	0	0	0	0	0

# ATTACHMENT "E"

## Lighting Condition



	2018			2019			2020			2021			2022			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Daylight	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	12	0	0
Dark-Lighted	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0
Dark-Not Lighted	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	3	0	0
Dark-Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

# ATTACHMENT "E"

5 Year Crash Report

CDMS - Crash Data Management System

**Located Crashes**

Area	Crashes	Fatalities	Severe Injuries
E LAKE ORIENT PARK	1	0	0
TOWN-N-COUNTRY	1	0	0
UNINCORPORATED	8	0	0
UNINCORPORATED H.C.	2	0	0
<b>Totals:</b>	<b>12</b>	<b>0</b>	<b>0</b>

**Private Property, Parking Lot, and Unlocated Crashes**

Area	Crashes	Fatalities	Severe Injuries
UNINCORPORATED	3	0	0
UNINCORPORATED H.C.	1	0	0
<b>Totals:</b>	<b>4</b>	<b>0</b>	<b>0</b>

# ATTACHMENT "F"



## WEST HUMPHREY TOWNHOMES Sidewalk Improvement Concept



Transportation Comment Sheet

**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**

<b>Adjoining Roadways (check if applicable)</b>			
<b>Road Name</b>	<b>Classification</b>	<b>Current Conditions</b>	<b>Select Future Improvements</b>
W. Humphrey St.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width (for Urban)	<input 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

<b>Project Trip Generation</b> <input type="checkbox"/> Not applicable for this request			
	<b>Average Annual Daily Trips</b>	<b>A.M. Peak Hour Trips</b>	<b>P.M. Peak Hour Trips</b>
Existing	504	37	49
Proposed	392	24	31
Difference (+/-)	<b>(-) 112</b>	<b>(-) 13</b>	<b>(-) 18</b>

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

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

<b>Design Exception/Administrative Variance</b> <input type="checkbox"/> Not applicable for this request		
<b>Road Name/Nature of Request</b>	<b>Type</b>	<b>Finding</b>
W. Humphrey St./ Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

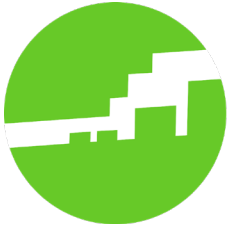
## Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
<b>Transportation</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" 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	



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**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> March 25, 2024	<b>Petition: PD 23-0778</b>
<b>Report Prepared:</b> March 13, 2024	<b>4307 &amp; 4309 West Humphrey Street</b>  North of West Humphrey Street and east of North Manhattan Avenue
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Residential-12 (12 du/ga; 0.50 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan</b>	<b>None</b>
<b>Requested Zoning</b>	Residential-Single Family Conventional (RSC-6) to Planned Development (PD) to allow for 58 townhomes.
<b>Parcel Size (Approx.)</b>	7.95 +/- acres
<b>Street Functional Classification</b>	West Humphrey Street – <b>County Collector</b> North Manhattan Avenue – <b>County Collector</b>
<b>Locational Criteria</b>	N/A
<b>Evacuation Zone</b>	E



## **Context**

- The 7.95 +/--acre subject site is located North of West Humphrey Street and east of North Manhattan Avenue.
- The subject site is in the Urban Service Area (USA) and is not within the limits of a Community Plan.
- The subject site is in the Residential-12 (RES-12) Future Land Use category. Properties in the RES-12 Future Land Use category can be considered for a maximum density of 12 dwelling units per gross acre and a maximum intensity of 0.50 FAR. Residential-12 is intended to designate areas that are suitable for medium density residential, as well as urban scale neighborhood commercial, office, multi-purpose projects, and mixed use developments when in compliance with the Goals, Objectives, and Policies of the Land Use Element and applicable development regulations. Typical uses of RES-12 include residential, urban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Non-residential uses are required to meet established locational criteria for specific land uses. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The RES-12 category surrounds all sides of the property. Further southwest and northeast is the Residential-20 (RES-20) Future Land Use category.
- The property currently has Residential-Single Family Conventional-6 (RSC-6) zoning. To the north, west, and south is RSC-6 zoning. To the east, northwest and further west is Planned Development (PD) zoning.
- The site is currently a church. To the north and west is single family residential and vacant land. South is single-family and two-family residential. To the east is multi-family residential. Further south, along West Waters Avenue, are light commercial and industrial uses.
- The applicant is requesting to rezone from Residential-Single Family Conventional-6 (RSC-6) to Planned Development (PD) to allow for 58 townhomes.

## **Compliance with Comprehensive Plan:**

The following Goals, Objectives, and Policies apply to this rezoning request and are used as a basis for a consistency finding.

## **FUTURE LAND USE ELEMENT**

### ***Urban Service Area***

***Objective 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.

### ***Policy 1.2: Minimum Density***

*All new residential or mixed-use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.*

*Within the USA and in categories allowing 4 units per acre or greater, new development or redevelopment shall occur at a density of at least 75% of the allowable density of the land use category, unless the development meets the criteria of Policy 1.3.*

**Policy 1.4:** *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.*

## **Implementation of the Growth Management Strategy and Future Land Use Element**

### **Land Use Categories**

**Objective 8:** *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

**Policy 8.1:** *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 8.2:** *Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.*

### **Relationship to Land Development Regulations**

**Objective 9:** *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 9.1:** *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 9.2:** *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.*

### **Environmental Considerations**

**Objective 13:** *New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the*

Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.

**Policy 13.3: Environmentally Sensitive Land Credit**

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

- Wetlands are considered to be the following:
  - Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element
  - Man-made water bodies as defined (including borrow pits).
- If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:
  - Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
- If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:
  - Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on
  - That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

**Policy 13.6:** The County shall protect significant wildlife habitat, and shall prevent any further net loss of essential wildlife habitat in Hillsborough County, consistent with the policies in the Conservation and Aquifer Recharge Element and Land Development Code.

**Community Development and Land Uses**

**Neighborhood/Community Development**

**Objective 16: Neighborhood Protection:** The neighborhood is a 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 16.2:** Gradual transitions of intensities 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.

**Policy 16.3:** 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

**Policy 16.7:** Residential neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods together.

**Policy 16.8:** The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.

**Policy 16.10:** Any density increase shall be compatible with existing, proposed, or planned surrounding development. 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.

**Policy 16.15:** Single family detached, single family attached, and townhome residential development of 50 units or greater shall include gathering places in accordance with requirements of the Land Development Code. Community gathering places shall be provided in a proportionate manner based on the size of the project, density of dwelling units, amount of private open space in the project or other similar manner. A minimum square footage shall be established ensuring a functional gathering place for residential developments at or near the threshold of 50 units. Community gathering places shall not be required in residential subdivisions with platted lot sizes of 1/3 acre or greater. To ensure minimum density policies can be achieved or greater, minimum lot size reductions may be considered. Incentives for a higher quality of design of the gathering places should be provided. The Land Development Code should address the location of gathering places to ensure compatibility with adjacent uses. Most community gathering places that do not require parking should be within walking distance of residences. The Land Development Code should include a process such as but not limited to variances or waivers to consider reductions in the gathering place requirement.

## **Community Design Component (CDC)**

### **5.0 Neighborhood Level Design**

#### **5.1 Compatibility**

**Objective 12-1:** New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.

**Policy 12-1.4:** Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.

## **ENVIRONMENTAL & SUSTAINABILITY SECTION**

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

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



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

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

**Objective 3.8:** Manage flora, fauna, and uplands to ensure a healthy, functioning environment, economy, and quality of life.

**Policy 3.8.1:** Protect and conserve Significant Wildlife Habitat and ensure a no net loss of Essential Wildlife Habitat.

**Policy 3.8.2:** Continue to prohibit unmitigated encroachment into the 100-year floodplain to protect and conserve the functions and natural wildlife habitat attributes where they exist within the 100-year floodplains of rivers and streams as provided under local rules and regulations including mitigation as required.

**Policy 3.8.3:** Maintain local wildlife and wildlife habitat protection and management programs to protect native plants and wildlife.

**Policy 3.8.4:** Continue to apply adopted criteria, standards, methodologies, and procedures that require the development and implementation of management plans for Significant or Essential Wildlife Habitat determined to provide particularly valuable and manageable habitat qualities.

**Policy 3.8.5:** Offsite preservation will not be permitted for field verified Significant Wildlife Habitat which is capable of being managed or restored onsite as a high-quality native plant community or communities, except in cases of overriding public interest (Per Governor and Cabinet Final Order AC-93-087).

**Objective 3.9:** Manage natural preserves to ensure a healthy, functioning environment, economy, and quality of life.

**Policy 3.9.9:** Protect natural resources, coastal resources, publicly owned, or managed natural preserves from adverse impacts attributable to adjacent land uses. Continue to require development activities on adjacent properties to comply with adopted criteria, standards, methodologies, and procedures to prevent adverse impacts.

**Staff Analysis of Goals, Objectives, and Policies:**

The 7.95 ± acre subject site is located north of West Humphrey Street and east of North Manhattan Avenue. The subject site is in the Urban Service Area (USA) and is not within the limits of a Community Plan. The subject site's Future Land Use classification is Residential-12 (RES-12). The applicant is requesting to rezone from Residential-Single Family Conventional-6 (RSC-6) to Planned Development (PD) to allow for 58 three-story townhomes with a maximum height of 35 feet.

The request complies with Objective 1 of the Future Land Use Element (FLUE) which requires 80% of total development to be directed into the Urban Service Area. Objective 8 indicates the maximum density and intensity for the RES-12 Future Land Use category. Based on the site plan submitted January 31, 2024, there are approximately 2.848 acres of wetlands present on the property, which is over the 25% threshold outlined in FLUE Policy

13.3. Based on this policy direction, the upland acreage will be multiplied by 1.25 in order to calculate the Wetland Density Credit. The allowable density has been calculated as follows: 5.105 acres x 1.25 x 12 du/ac = 76 dwelling units. 58 dwellings are being proposed, which is consistent with Objective 8 and Policy 13.3. 75% of the maximum dwelling units on site equates to 57 units. The proposed is also consistent with the minimum density requirements as outlined in FLUE Policy 1.2.

The Residential-12 Future Land Use category is intended for areas that are medium residential in density. The surrounding area is mostly composed of single-family residential, two-family residential, multi-family residential, vacant lands and public institutional uses. Further south, along West Waters Avenue, there are parcels with industrial and light commercial uses. Both east and west sides of the site will have a 10-foot fence with 10-foot type B screening. The site plan notes that the proposed will comply with the buffering and screening requirements in the Land Development Code. The existing wetland conservation areas, totaling 4.1 acres on the northern portion of both parcels, will be preserved. The proposed townhome lots are similar to existing lot sizes in the immediate area further north, east and west of the site. The proposed development is consistent with FLUE Policies 1.4, 16.3, 16.8, and 16.10, which require density and lot sizes of new residential projects to be compatible with the surrounding uses. Additionally, the applicant will provide a community gathering space that meets the criteria of Policy 16.15.

The applicant is proposing gated access to the development from West Humphrey Street and is proposing 5-foot external sidewalks. No direct connectivity to adjacent parcels. The applicant is requesting a design exception and a variance to Land Development Code Section 6.01.01. Objective 9, Policy 9.1 and Policy 9.2 require that all development meet or exceed the land development regulations in Hillsborough County. At the time of drafting this report, Planning Commission staff had not received transportation comments. Therefore, staff's finding did not take transportation comments into consideration for the analysis of the request.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed site plan. Revised EPC comments on March 7, 2024, state that 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. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objectives 3.5, 3.8 and 3.9 and Policies 3.5.1, 3.5.2, 3.5.4, 3.8.1, 3.8.2, 3.8.3, 3.8.4, 3.8.5 and 3.9.9 of the Environmental and Sustainability Section.

Overall, staff finds that the proposed use and density would facilitate compatible growth within the Urban Service Area and the Planned Development would allow for residential development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **Recommendation**

Based upon the above considerations, 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 of Hillsborough County.

# HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 23-0778

- Rezonings  
STATUS
- APPROVED
  - CONTINUED
  - DENIED
  - WITHDRAWN
  - PENDING

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

- WATER NATURAL LULC\_Wet\_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.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)
- FAR RETAIL/COMMERCE
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASIPUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is for informational purposes only and is not intended to be used for any legal or financial purposes without specific approval of the Hillsborough County City/County Planning Commission.

ACCURACY: It is intended that the information on this map be accurate to the best of our knowledge. However, such accuracy is not guaranteed by the Hillsborough County City/County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



Map Printed from Rezoning System: 10/25/2023  
 Author: Beverly F. Daniels  
 File: G:\Rezoning\System\MapProjects\HC\G\Reg\_H\Rezoning - Copy.mxd

