

Rezoning Application: RZ-PD 25-0147

Zoning Hearing Master Date: March 24, 2025

BOCC Land Use Meeting Date: May 13, 2025



**Hillsborough
County Florida**

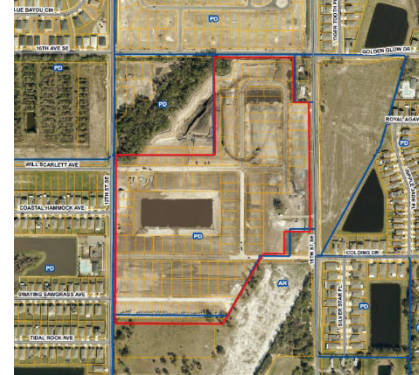
Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Eisenhower Property Group, LLC
FLU Category: R-4
Service Area: Urban
Site Acreage: 36.21 +/- Acres
Community Plan Area: Ruskin

Overlay: Ruskin Community Character Guidelines

Special District: Choose an item.
Request: Planned Development



Introduction Summary:

The applicant is requesting to rezone the existing PD 21-0315 and the 0.61-acre property zoned AR along its southern property line to Planned Development (PD) to allow for an increase in the lot depth of the southernmost lots within that existing PD.

Zoning:	Existing		Proposed
District(s)	AR	PD	PD
Typical General Use(s)	Agricultural	Single-Family Residential	Single-Family Residential
Acreage	0.6	35.6 +/-	36.21 +/-
Density/Intensity	1 DU per 5 GA/ FAR: NA	3.98 DU per 1 GA/ FAR: NA	3.92 DU per 1 GA/ FAR: NA
Mathematical Maximum*	0 DU	142 DU	142 DU

*number represents a pre-development approximation

Development Standards:	Existing		Proposed
District(s)	AR	PD	PD
Lot Size / Lot Width	217,800 Sq. Ft. / 150'	6,000 Sq. Ft./ 55'–60' feet	6,050 Sq. Ft./55'-65'
Setbacks/Buffering and Screening	Front: 50' Rear: 50' Sides: 25'	Front: 20 feet Rear: 15' Sides: 5'	Front: 20 feet Rear: 15' Sides: 5'
Height	50'	35' (2-Stories)	35' (2-Stories)

Additional Information:

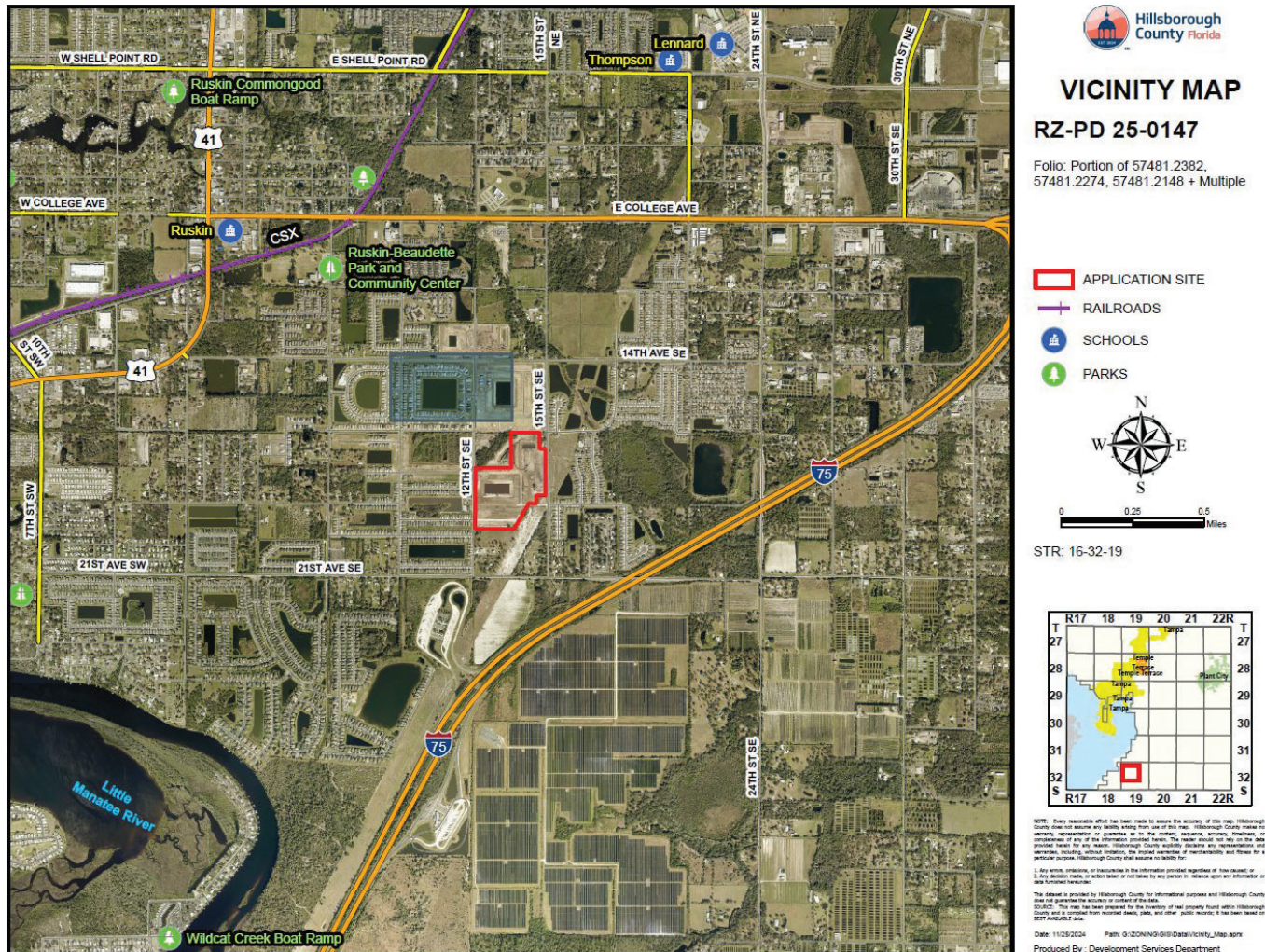
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

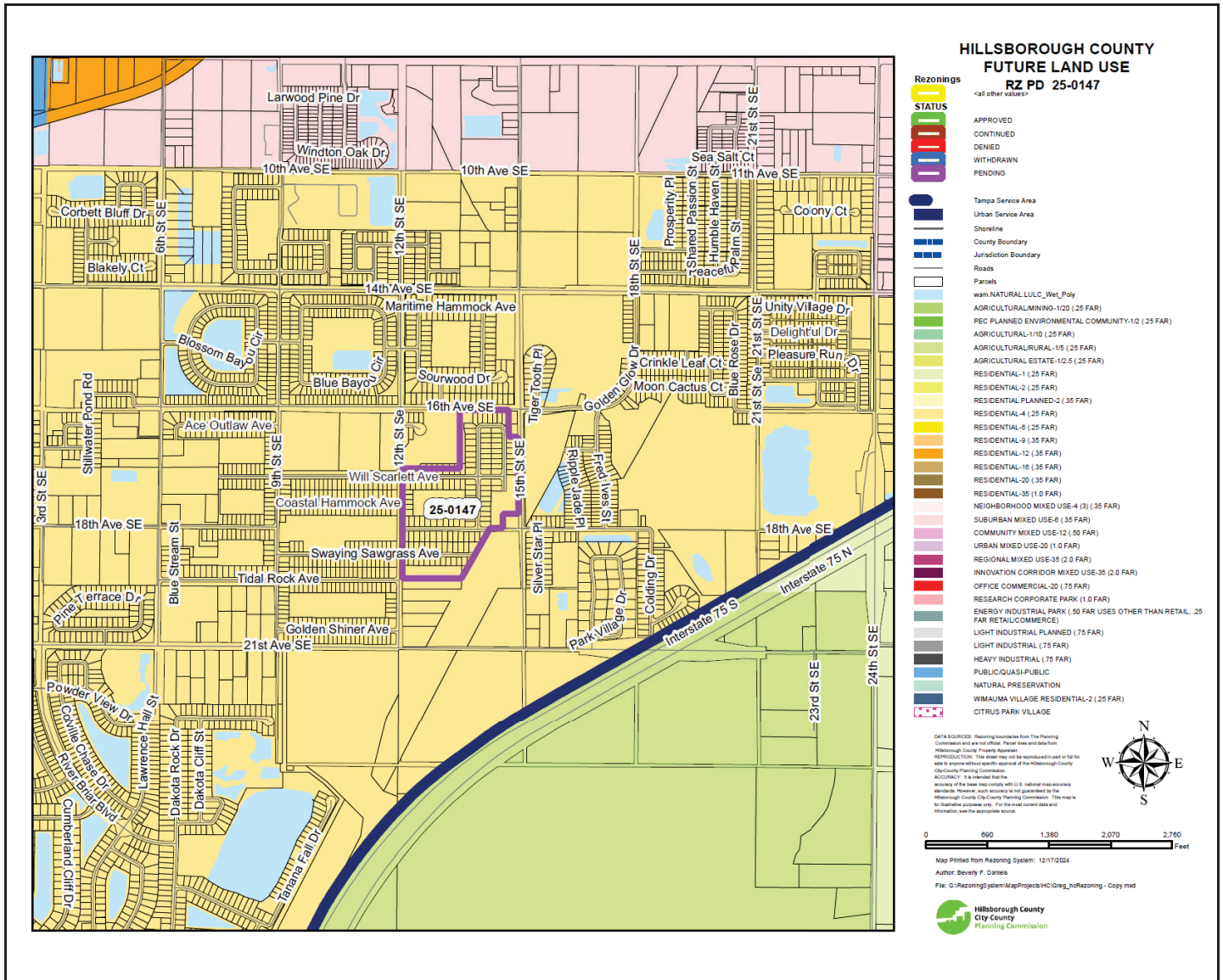


Context of Surrounding Area:

The Planned Development is located on the east side of 12th Street SE, between 16th Avenue SE to the north and 21st Avenue SE to the south in an area comprised primarily of single-family residential uses at various lot sizes. The adjacent parcels along the southern and eastern property lines are vacant, zoned AR. The properties to the north and west of the site are zoned PD approved for single family dwelling units. Properties in the surrounding area are zoned AR, AS-1, ASC-1, and PD approved for residential uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



Subject Site Future Land Use Category:

Residential – 4

Maximum Density/F.A.R.:

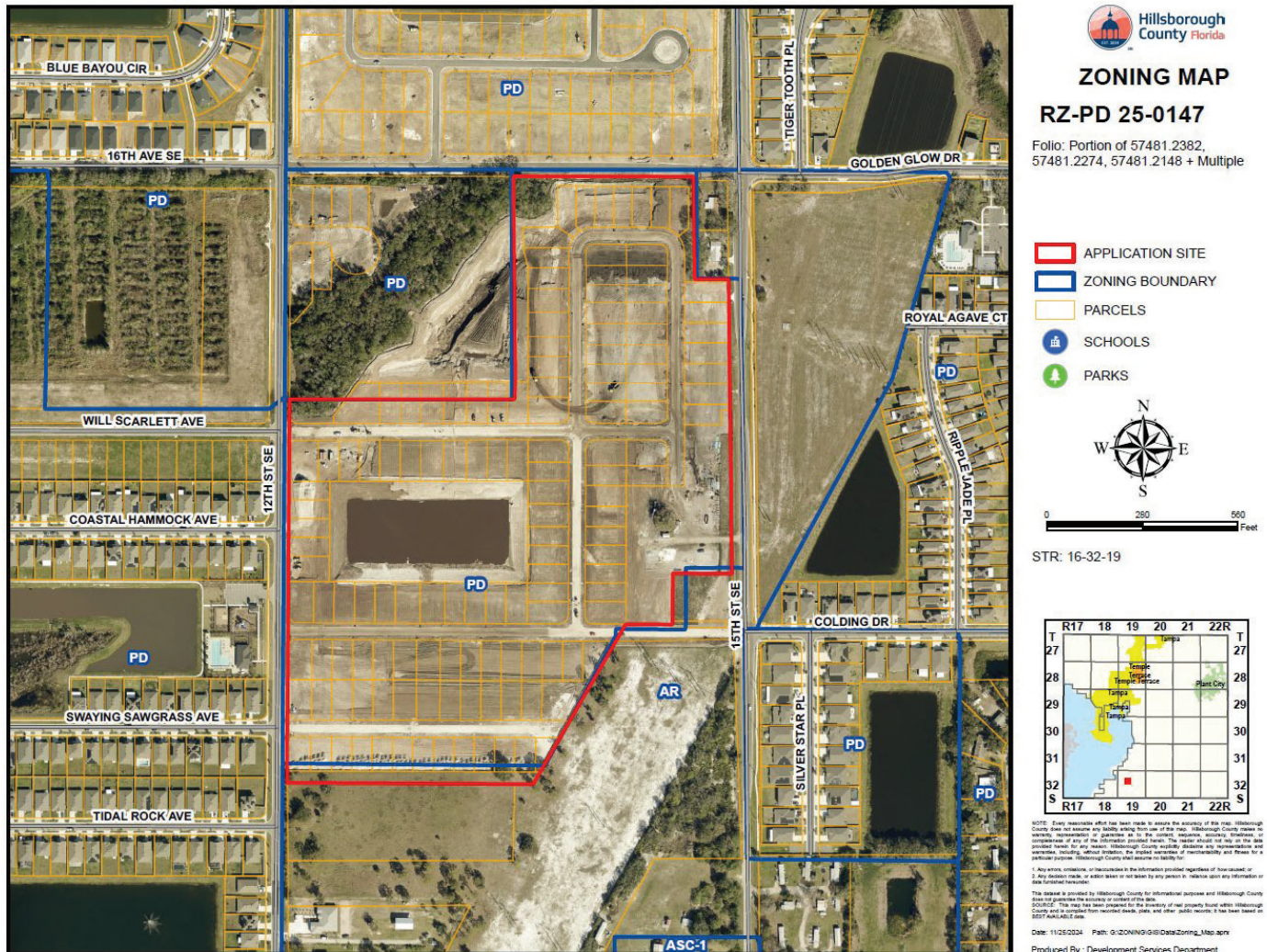
4 DU per GA/ FAR: 0.25

Typical Uses:

Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

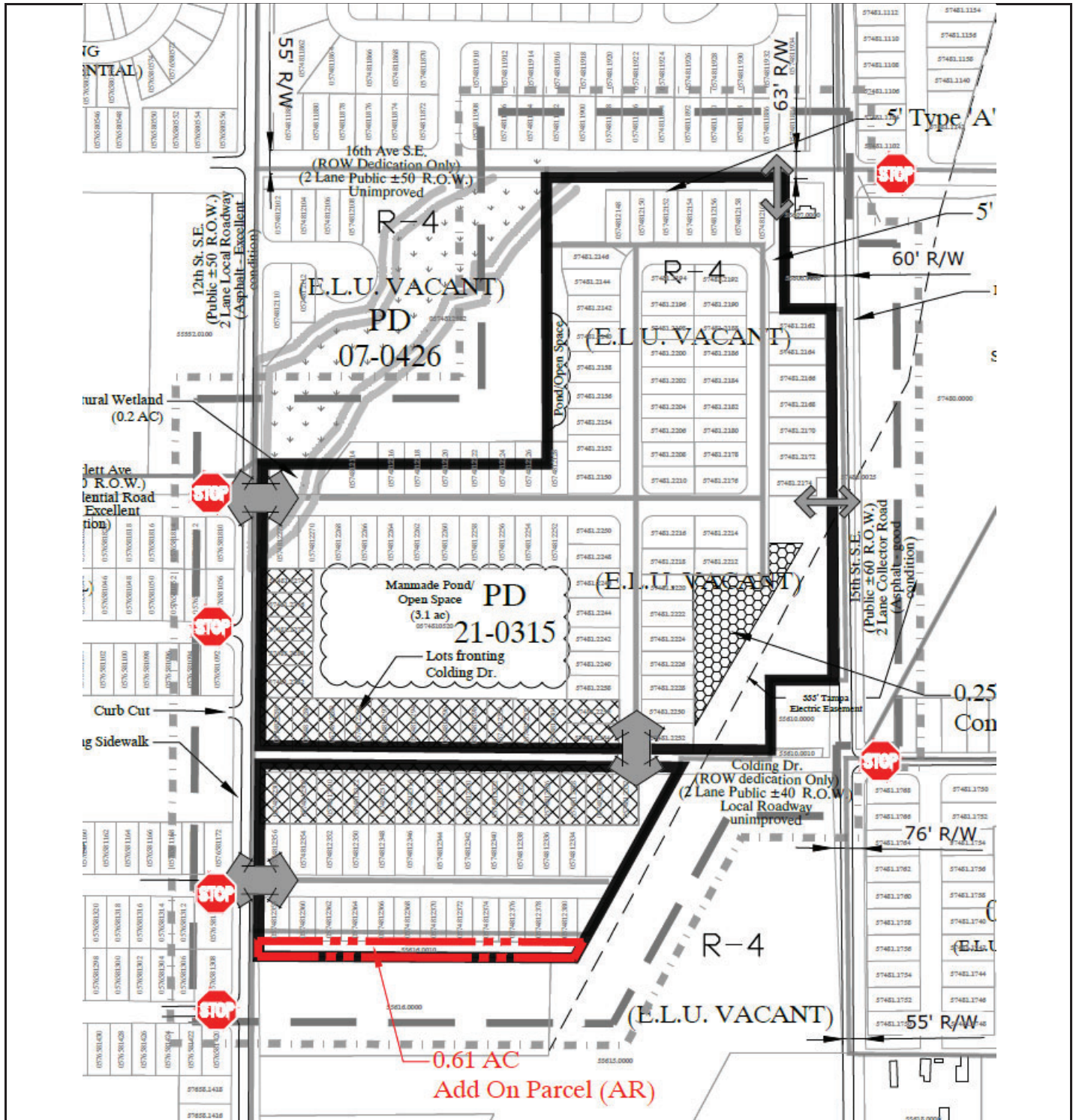
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 19-0104 PD 07-0426	4 DU per 1 GA/ FAR: NA	Residential, Single-Family Conventional and wetlands/conservation	VACANT RESIDENTIAL and wetlands/conservation
South	AR	1 DU per 5 GA/ FAR: NA	Agricultural, Single-Family	VACANT RESIDENTIAL
East	AR	1 DU per 5 GA/ FAR: NA	Agricultural, Single-Family	VACANT RESIDENTIAL
West	PD	3.59 DU per 1 GA/ FAR: NA	Residential, Single-Family Conventional	SINGLE FAMILY R

2.0 LAND USE MAP SET AND SUMMARY DATA**2.4 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
12 th St. SE	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Will Scarlett Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Colding Dr. Ext.	County Local - Urban	2 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 checked="" type="checkbox"/> Other – New Road
	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			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,394	103	138
Proposed	1,394	103	138
Difference (+/-)	No Change	No Change	No Change

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

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

Design Exception/Administrative Variance		
Road Name/Nature of Request	Type	Finding
Colding Dr./ New Roadway Typical Section	Deminimis 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input 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 additional impact fees for this application				
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 type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The Planned Development is located on the east side of 12th Street SE, between 14th Avenue SE to the north and 21st Avenue SE to the south in an area comprised primarily of single-family residential uses at various lot sizes. The adjacent parcels along the southern and eastern property lines are vacant, zoned AR. The properties to the north and west of the site are zoned PD approved for single family dwelling units. Properties in the surrounding area are zoned AR, AS-1, ASC-1, and PD approved for residential uses. The project is limited to 142 single family dwelling units with a community gathering area in the southeastern side of the PD.

This PD is necessary to add 0.6 acres to the southern end of PD 21-0315. This will allow for greater lot depths for the southernmost lots within existing PD 21-0315. No increase in the number of approved lots is requested under new PD 25-0147. Property to the south is zoned AR and owned by TECO. The area to the south is currently vacant.

The site is located within the Ruskin Community Character Guidelines (Area 3) and within the RES-4 Future Land Use category. Both existing PD 21-0315 and proposed PD 25-0147 meet guideline requirements for lot size and lot width.

5.2 Recommendation

Approvable, subject to proposed conditions.

Requirements for Certification:

1. PD 19-0104 to be identified on the site plan.

6.0 PROPOSED CONDITIONS

Approval-Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 29, 2025.

1. The project shall be developed with up to 142 single-family conventional detached residential units. Interim agricultural uses shall be permitted.
2. Development standards shall be as follows:
 - Minimum lot area: 6,050 square feet, 20% of lots: At 6,600 square feet
 - Minimum lot width: 55 feet; 20% of lots: At least 60 feet
 - Maximum building height: 35 feet
 - Minimum front yard setback: 20 feet, except for front yards functioning as side yards, a minimum front yard setback of 10 feet shall be permitted when no garage access from the front yard functioning as a side yard is provided.
 - Minimum side yard setback: 5 feet
 - Minimum rear yard setback: 15 feet
 - Maximum lot coverage: 45 percent
3. Open space and Community Gathering Areas shall be in accordance with the Land Development Code Section 6.02.18.
4. Design features such as gates and walls that isolate or segregate development from the community shall not be permitted.
5. With respect to the project access points on 12th St. SE, the developer shall:
 - a. Align the northernmost access point with Will Scarlett Ave.; and,
 - b. Align the southernmost access point with Swaying Sawgrass Ave.
6. In addition to the three pedestrian and vehicular access connections shown on the PD site plan, the developer shall construct three bicycle/pedestrian connections between the internal roadway network and the sidewalks to be constructed by the developer along its project frontages. The intent of such connections is to enhance the pedestrian grid within the area. As such, these connections shall align with other sidewalks/connections within the project to the greatest extent feasible.
7. Concurrent with the initial increment of development, the developer shall construct an extension of Colding Dr. which connects 15th St. SE and 12th St. SE. In accordance with the Design Exception request (dated April 23, 2021) which was found approvable by the County Engineer on (February 10, 2025), the developer shall be permitted to deviate from the TS-3 standards, as indicated within the Design Exception, for the easternmost +/- 350 feet of the Colding Dr. extension. If PD 25- 0147 is approved, the County Engineer will approve a deminimis exception to the previously approved the Design Exception, allowing the approval to stand as-is.
8. Concurrent with the increment of development within the subject PD which is adjacent to the northernmost access with folio 55608.0000, the developer shall submit sufficiently detailed information and/or designs indicating that the proposed location of the connection can be accommodated within 55608.0000 without necessitating an impact to the wetland or 30 foot wetland buffer within that parcel. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, the developer shall be permitted to relocate such access to the extent necessary to avoid impacts to the wetland or wetland buffer.

9. 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.
10. All roadways within the project shall be publicly maintained and ungated. Such roadways shall be designed to provide primary legal access for that portion of future development within folio 55608.0000, east of the wetland.
11. Notwithstanding anything shown on the PD site plan to the contrary, the developer shall be required to comply with all requirements of the Transportation Technical Manual and other applicable regulations in effect at the time of plat/site/construction plan review. For example, a cul-de-sac or other approved dead-end roadway termination will be required for development within the southernmost parcel.
12. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-outs as a "Future Roadway Connection".
13. Along the northern boundary of the PD, adjacent to PD 19-0104, residential units shall be permitted and partially located in both the subject PD and the adjacent PD (PD 19-0104) as part of a unified plan of development. The entitlements for these units shall be assigned from either the subject PD or the adjacent PD.
14. The Preliminary Plat / Plan for the affected portion of the site shall indicate the type of residential units proposed and the PD from which the units are being counted as part of a unified plan of development with the portion of the project located within PD 19-0104.
15. 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.
16. 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.
17. 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).
18. 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.
19. 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.

20. 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:

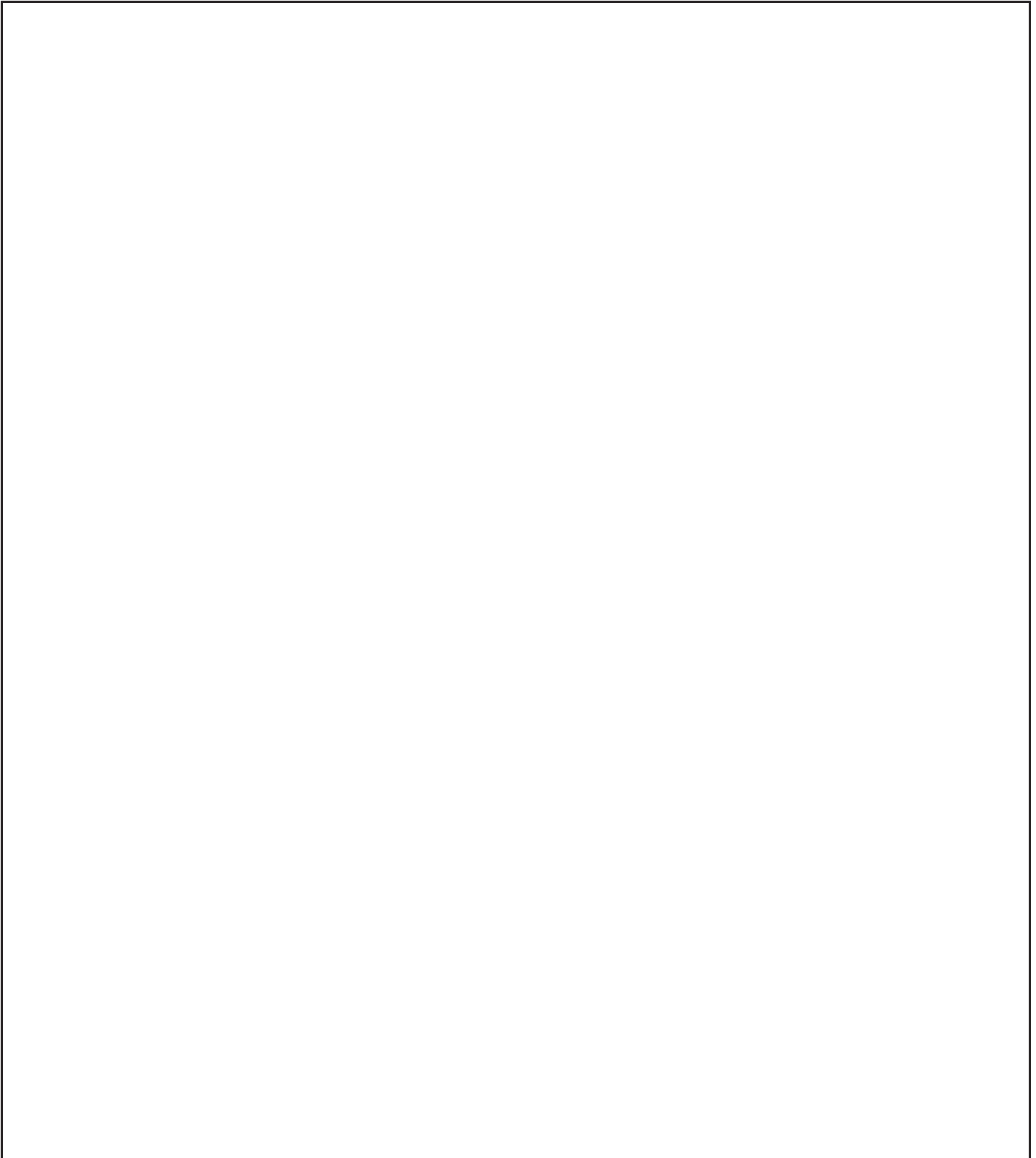
J. Brian Grady


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


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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)

A large, empty rectangular box with a thin black border, intended for the proposed site plan. It occupies the majority of the page below the section header.





ARDURRA
ANALYTICAL SERVICES

HILL, WADE HENDERSON
 3700 Bank of America Plaza
 101st and Kennedy Boulevard
 Jacksonville, FL 32217
 Phone: 813 227-3000
 Fax: 813 227-3002
 Email: info@ardurra.com
 Website: <http://www.ardurra.com>

0 100 200 300 400 500
 SCALE FEET

4521 Memorial Highway
 One Tampa, Florida 33614
 Phone: 813 864-8581
 Fax: 813 864-8582
 License: 05410

3700 Bank of America Plaza
 101st and Kennedy Boulevard
 Jacksonville, FL 32217
 Phone: 813 227-3000
 Fax: 813 227-3002
 Email: info@ardurra.com
 Website: <http://www.ardurra.com>

[illegible]

VILCHES, BRADBURY, JONES, FLEMING PARCELS	1711 SE 15TH ST, RUSKIN	EISENHOWER PROPERTY GROUP	TAMPA, FLORIDA	GENERAL SITE DEVELOPMENT PLAN
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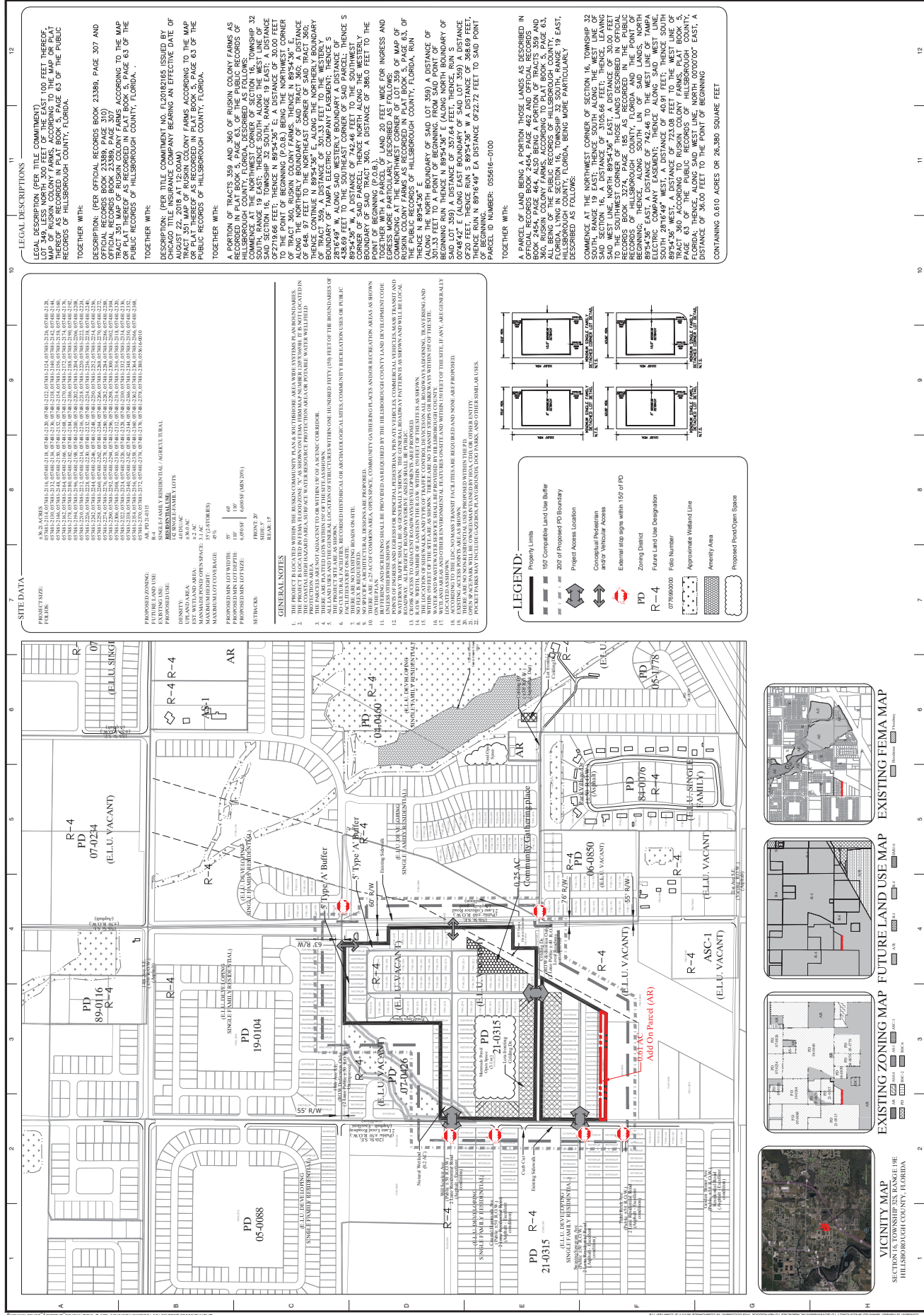


Know what's below.
Call before you dig.

JOB NO.	#002-012-000
DATE:	1/21/2021

SCALE: AS SHOWN

1 OF 1



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 02/10/2025

Revised: 2/11/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Ruskin

PETITION NO: PD 25-0147

☐

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.

All previous transportation approved zoning conditions from PD 21-0315 shall carry forward except as otherwise modified below.

REVISED CONDITIONS OF APPROVAL

7. Concurrent with the initial increment of development, the developer shall construct an extension of Colding Dr. which connects 15th St. SE and 12th St. SE. In accordance with the Design Exception request (dated April 23, 2021) which was found approvable by the County Engineer on (~~May~~ ~~X~~February 10, 20212025), the developer shall be permitted to deviate from the TS-3 standards, as indicated within the Design Exception, for the easternmost +/- 350 feet of the Colding Dr. extension. If PD ~~21-25-0315-0147~~ is approved, the County Engineer will approve a de minimis exception to the previously approved the Design Exception, allowing the approval to stand as-is.

[Transportation Review Section staff is proposing to modify this condition to correct a scrivener's error which occurred during the previous zoning action (i.e. that omitted the approvable date) and reflect the de minimis exception to the previously approved Design Exception necessary to align that document with the new zoning number].

PROJECT OVERVIEW & ANALYSIS

The applicant is requesting to add land to a Planned Development (PD) consisting of multiple parcels, totaling +/- 35.73 acres (i.e. rezoning the project from PD to PD). The project is currently zoned PD #21-0315. The existing PD is zoned for up to 142 single-family detached dwelling units. The applicant states the purpose of this rezoning is to add an AR zoned parcel, which is a 20' wide strip of property, along the southern boundary of the Site. The applicant notes no increase in the number of lots or site access is proposed.

Staff reviewed the application with the County Eminger who had no objection to this request.

Consistent with Sec. 6.2.1.C. of the Development Review Procedures Manual (DRPM), and given that there are no changes to entitlements or site access, staff has waived the transportation analysis which would otherwise be required. Staff has prepared a comparison of the trips generated by development under the existing and proposed zoning designations, generally consistent with the applicant's analysis and based upon a generalized worst-case scenario. Information shown was developed using Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Existing Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 142 Single-Family Detached Dwelling Units (ITE LUC 210)	1,394	103	138

Proposed Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 142 Single-Family Detached Dwelling Units (ITE LUC 210)	1,394	103	138

Trip Generation Difference:

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

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

12th St. SE is an undivided local roadway, characterized by +/- 10-foot-wide travel lanes in good condition along the project's frontage. The roadway lies within a 60-foot-wide right-of-way. There are no bicycle facilities on 12th St. SE. There are +/- 5-foot-wide sidewalks along portions of the west side of the roadway in the vicinity of the proposed project.

Will Scarlett Ave. is an undivided local roadway, characterized by +/- 20 feet of pavement in good condition. The roadway lies within a +/- 50-foot-wide right-of-way. There are no bicycle facilities on Will Scarlett Ave. There are currently no sidewalks along Will Scarlett Ave. (although these will be installed by the homes to be constructed along the facility).

The developer is proposing to construct an extension of Colding Dr. (between 12th St. SE and 15th St. SE). The developer does not control the entire frontage necessary to construct the roadway. As such, there is a segment of the right-of-way which is only 40-feet in width which necessitated a Design Exception being requested in order to allow the developer to construct the extension of Colding Dr. (while still having sidewalks on both sides of the new facility).

SITE ACCESS AND CONNECTIVITY

No changes to site access or connectivity are proposed.

DEMINIMIS DESIGN EXCEPTION

Since the applicant does not control land on both the north and south sides of the existing Colding Dr. right-of-way (within a +/- 350 foot area corresponding to the easternmost portion of the proposed Colding Dr. extension, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated April 23, 2021) to determine the specific improvements that would be required by the County Engineer. Based on the factors presented in the Design Exception request, the County Engineer found the request approval on May 3, 2021. The request was formally approved on February 10, 2025. The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-3 residential subtype include:

- The eastern 350 feet of the roadway shall be permitted to be constructed within a 40-foot wide right-of-way;
- The distance between the back of curb and sidewalk has been reduced from 8 feet to 3 feet within this section; and,
- Type "F" curbing instead of "Miami" curbing will be used within this segment.

If PRS 25-0147 zoning is approved, the County Engineer will approve the deminimis Design Exception request, allowing the previously approved Design Exception to stand as-is.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

12th St. SE, 15th SE, and Colding Dr. are not included in the [2020 Hillsborough County Level of Service \(LOS\) Report](#). As such, data regarding the LOS of these roadways cannot be provided.



LINCKS & ASSOCIATES, INC.

April 23, 2021

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 22nd Floor
Tampa, FL 33602

Re: Vilches/Bradbury/Jones
Folio Number 055608.0050, 0556005, 0000,
055609.0000 & 055616.0100
RZ PD 21-0315
Lincks Project No. 21008

The purpose of this letter is to request a Design Exception to Section 6.02.07 of the Hillsborough County Land Development for the Colding Drive from 12th Street SE to 15th Street SE. The developer proposes to develop the subject property for up to 142 Single Family Homes.

According to the Hillsborough County Functional Classification Map, Colding Drive is classified as a local roadway. The subject site is within the Hillsborough County Urban Service Area.

The access to serve the project is proposed to be as follows:

- Two (2) full accesses to 12th Street
- One (1) full access to Colding Drive

Table 1 provides the trip generation for the project

On April 9, 2021, the following individuals met to discuss proposed project and Design Exception for Colding Drive:

- Mike Williams
- Rick Perez

The request is for a Design Exception to TS-3 of the Hillsborough County Transportation Technical Manual for Colding Drive within the TECO property. The developer proposes to construct the subject segment of Colding Drive. The eastern approximately 330 feet of the proposed roadway traverses the TECO property in which there is only 40 feet of existing right of way. Therefore, a Design Exception is required to accommodate the roadway within the existing right of way. The following exceptions are requested to accommodate the proposed project.

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

Mr. Mike Williams
April 23, 2021
Page 2

- 1) Right of Way – TS-3 has 50 feet of right of way. The right of way within the TECO property is 40 feet.
- 2) TS-3 has 8 feet between the back of the curb and sidewalk. The proposed section reduces this to 3 feet.
- 3) Curb – TS-3 has Miami curb. Type F curb is proposed for the subject segment.

The justification for the Design Exception is as follows:

1. Due to limited right of way within the TECO property, the distance between the back of the curb and sidewalk was reduced.
2. To mitigate the reduction in the distance between the back of curb and sidewalk, Type F curb is proposed from west of the TECO property to 15th Street.

Figure 1 illustrates the proposed typical section and Figure 2 illustrates the limits of the proposed section.

Based on the above, it is our opinion, the proposed typical section will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
April 23, 2021
Page 3

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

Best Regards,

Steven J Henry
President
Lincks & Associates, Inc.
P.E. #51555



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

_____ Disapproved
 X Approved

If there are any further questions or you need clarification, please contact Benjamin Kniesley, P.E. at (813) 307-1758

Michael J. Williams
Digitally signed by Michael J. Williams
Date: 2025.02.10
15:43:25 -05'00'

Sincerely,

Michael J. Williams

Hillsborough County Engineer

The County Engineer has reviewed zoning modification application # 25-0147 and determined the changes to be de minimis. As such, the previous approval shall stand.

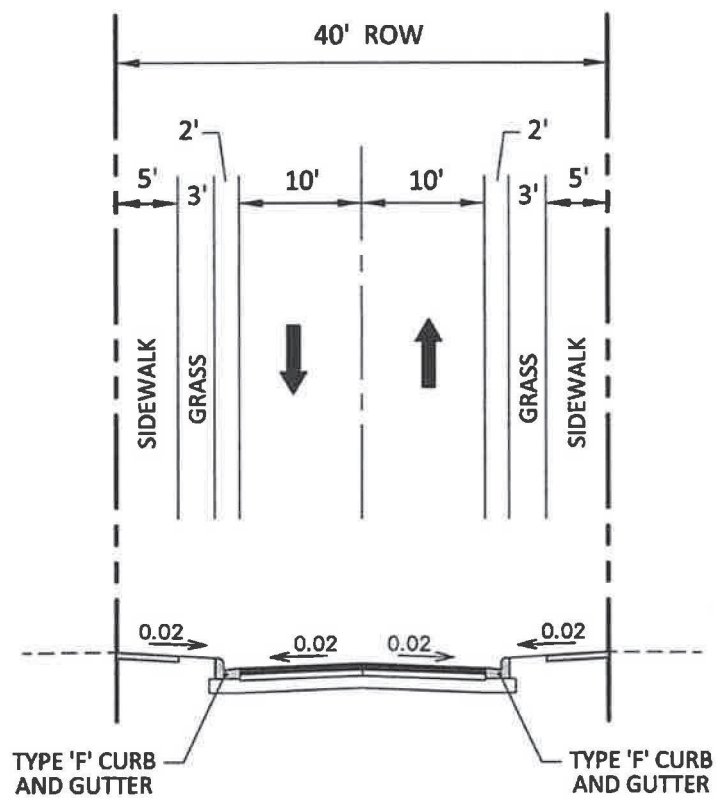
Michael J. Williams, P.E.
Hillsborough County Engineer on _____

21-0315

TABLE 1
 ESTIMATED PROJECT TRIP ENDS (1)

<u>Land Use</u>	<u>ITE LUC</u>	<u>Size</u>	<u>Daily Trip Ends</u>	<u>AM Peak Hour Trip Ends</u>			<u>PM Peak Hour Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Single Family	210	142 DU's	1,436	27	79	106	89	53	142

(1) Source: ITE Trip Generation Manual, 10th Edition, 2017.



TYPICAL SECTION

FIGURE 1
TYPICAL SECTION



APPENDIX



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

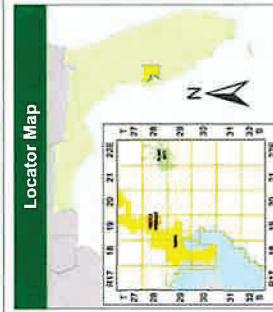
Urban Limits

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 road classifications are as follows:

- Section 16.02.010 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS
- Section 16.03.010 CITRUS PARK VILLAGE DEVELOPMENT STANDARDS
- Section 16.04.010 PLANNED DEVELOPMENT DISTRICTS
- Section 16.05.010 SUBDIVISION STANDARDS AND GUIDELINES
- Section 16.06.010 FENCES AND WALLS
- Section 16.07.010 SPECIAL CONDITIONAL USES
- Section 16.08.010 OTHER PARTS OF THE LDC NOT LISTEN ABOVE

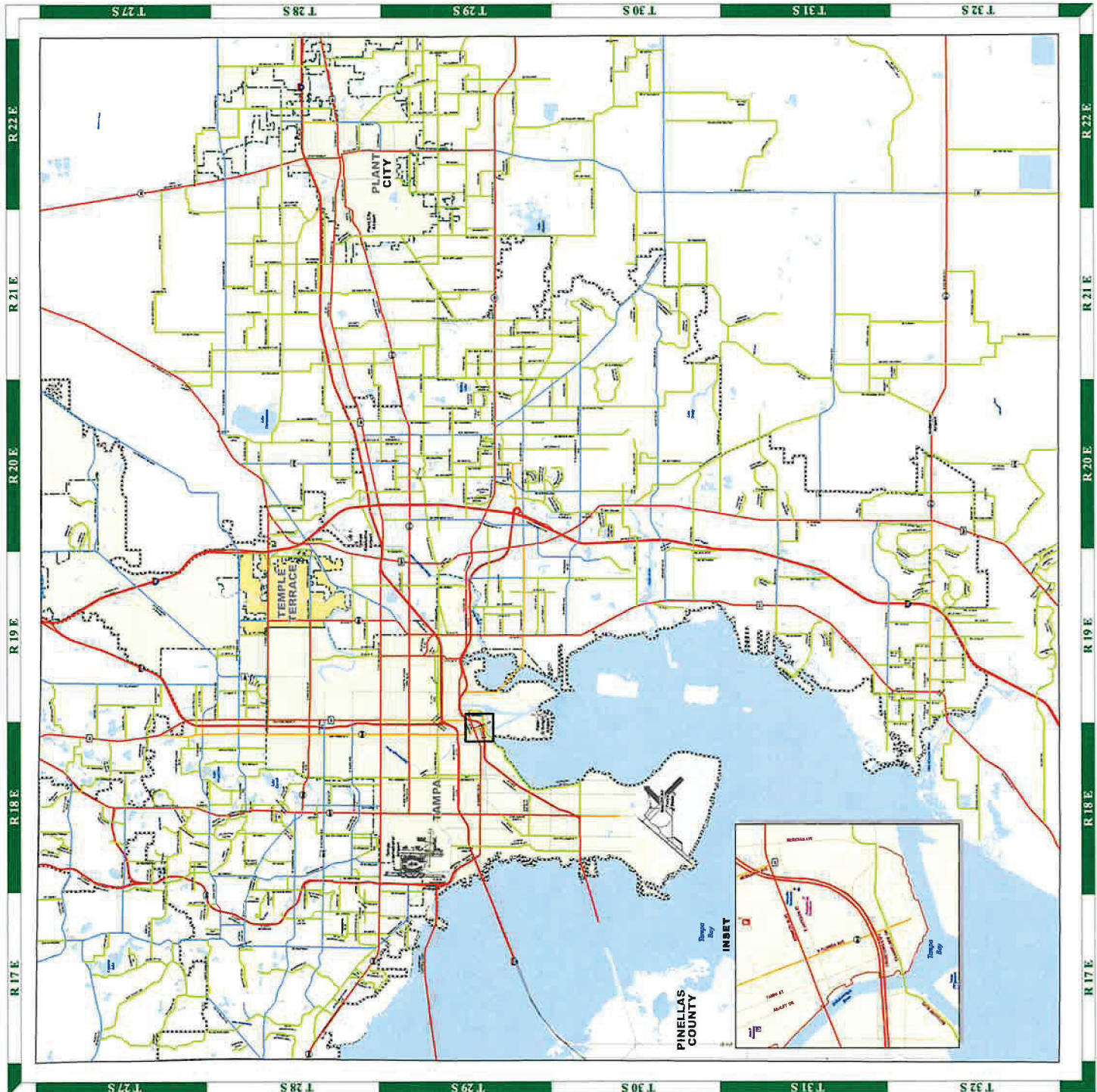
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.

Locator Map



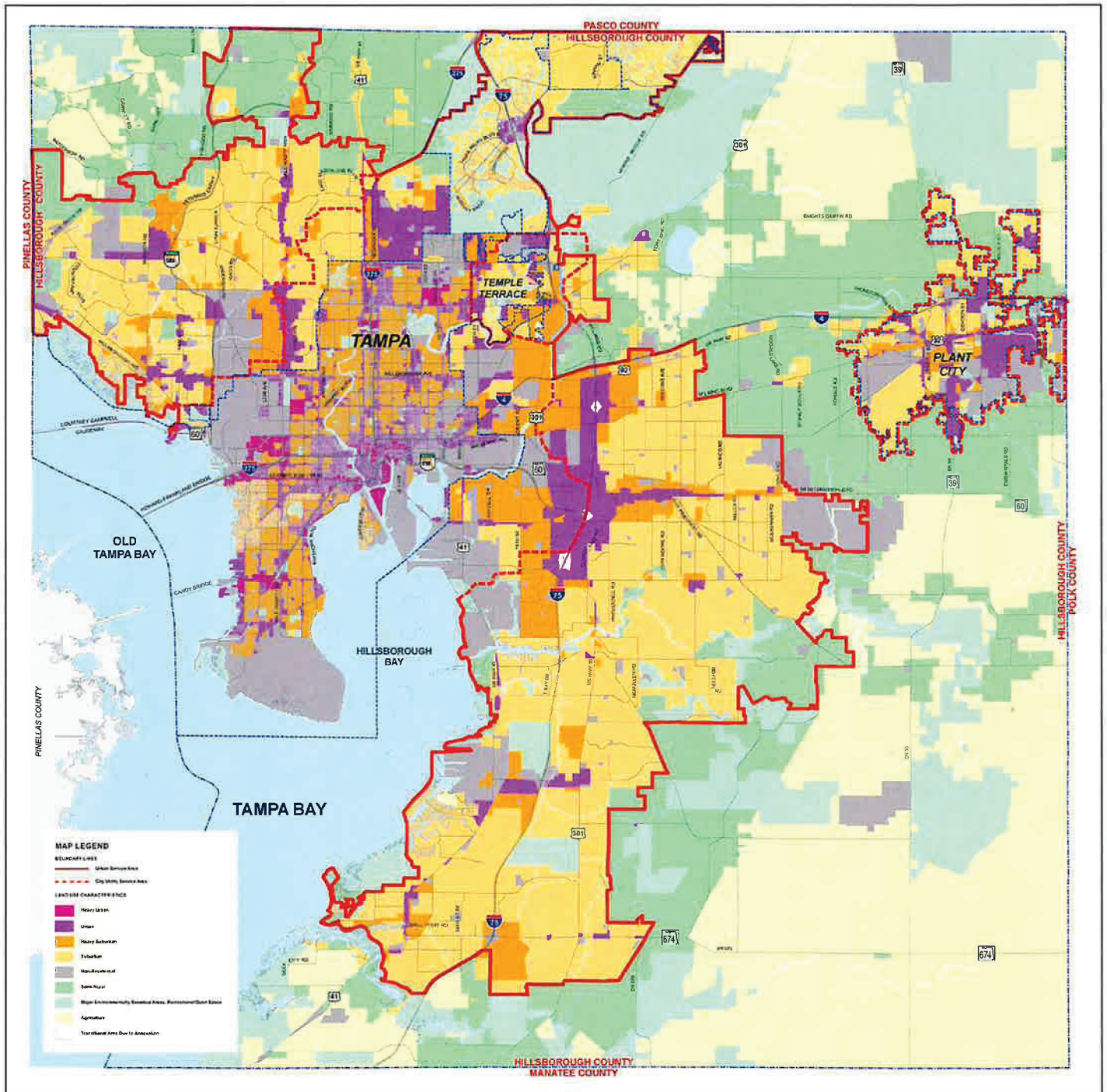
NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy or completeness of the information shown on this map. The information shown on this map is not intended to be used for legal purposes. The information shown on this map is not intended to be used for legal purposes. The information shown on this map is not intended to be used for legal purposes.

601 E Kennedy Blvd
Tampa, FL 33602
(813) 272-5810
printroom@hillsboro



HILLSBOROUGH COUNTY
URBAN SERVICE AREA





ROADWAY ASSESSMENT



Lincks & Associates, Inc.
Lake Magdalene BlvdLake Magdalene Blvd

Type of Road: 2 lane crown asphalt

Special Field Survey for Substandard Road Assessment

W. Fletcher Ave to 250' past Clay Magnum LN

By: WLR

Date of Survey: 01/14/21

Speed Limit: 40 mph

Lane Pavement		
Left Slope	Width	Right Slope
Minimum: 0.1%	20'	0.9%
Maximum: 2.7%	36'	4.0%
Average: 0.8%	20.6'	2.6%

Pav't condition: Good

Shoulder condition: Fair to good

Swales: Left and Right

Notes: Pav't cond. Good

Dimensions from thru lane edges

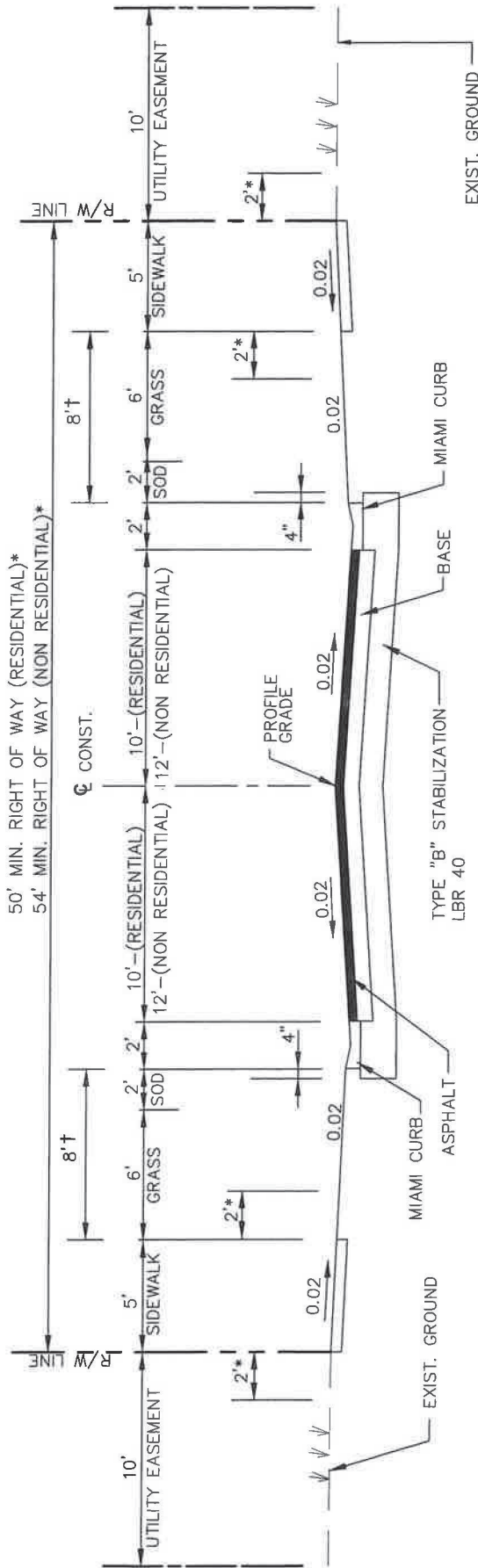
Station	Left Slopes and Swales			Left Shoulder		Lane Pavement		Right Shoulder		Right Slopes and Swales		Dimensions from thru lane edges
	Back Slope (Width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/Slope	Left Slope	Width	Right Slope	Total/Paved/Slope	Front Slope (width/slope)	Bottom (width)	Back Slope (width/slope)	
0+61	30'/33%	0'	16'/15%	-	0.6%	36.0'	-2.8%	6'(nom.)/2/10%	Eroded flat			
	LT 0+70 end of curbed return, 'C' inlet 16' LT, 5' wood fence 30' LT, 0+26 U.P. 13' LT											
	RT 0+61 end of curbed return, 'C' inlet 12' RT, 5' conc. S/W 17' RT, 0+25 U.P. 12' RT											
Notes	0+00 at EOP Flethcer Ave, 0+04 to 0+14 Crosswalk. 3 layers asph. 1",1.5", 2" Rdwy Sect.: 13' thru, 11' left turn, 12' thru											
2+00	8'/37%	1'	7'/42%	8'/1'/10%	0.7%	26.0'	-4.0%	6'(nom.)/1/23%	10'/23%	1'	6'/14%	
	LT											
	RT 5' conc. S/W 17' RT, 7' conc. Wall 24' RT											
Notes	RT shoulder and swale erosion 0+80 to 1+82, 1+80 end of LT turn taper, Rdwy Sect.: 10' thru, 6' painted median, 10 thru											
4+00	Slope away from road				0.1%	22.0'	-3.4%	6'(nom.)/0/6%	18'/6%	0'	4'/7%	
	LT 4+20 mtl. Trans. Pole 15' LT											
	RT 5' conc. S/W 22' RT, 4+80 pole and meters, util box 24' RT											
Notes	5+88 centerline Moran Rd											
6+00	20'/24%	0'	11'/18%	6'(nom)/0'/18%	2.7%	34.0'	-1.8%	-	-	-	-	
	LT 6+10 mtl transmission pole, 7+40 U.P. 15' LT											
	RT 12' acceleration lane, 5' conc S/W 24' RT, 7' conc. Wall 31' RT, 7+07 U.P. 23' RT											
Notes												
8+00	1' deep x 5' wide ditch			9'/9%	6'(nom)/0'/9%	0.7%	23.0'	-2.1%	6'(nom.)/0/13%	23'/13%	-	-
	LT 8' wood fence, 21' LT, 8+20 mtl. Transmission pole 15' LT											
	RT 5' conc. S/W 23' RT, 7' conc. Wall 30' RT											
Notes												
10+00	24'/8%	0'	12'/16%	6'(nom)/0'/16%	1.0%	20.0'	-2.7%	6'(nom)/0'/9%	24'/9%	-	-	
	LT U.P. 15' LT, 5' conc. S/W 24' LT, 0+70 mtl. Transmission pole 15' LT											
	RT 5' conc. S/W 22' RT, U.P. 23' RT, 7' conc. Wall 30' RT											
Notes												
12+00	24'/12%	0'	16'/19%	6'(nom)/0'/19%	0.2%	20.0'	-2.1%	6'(nom)/0'/25%	15'/25%	0'	7'/24%	
	LT 5' conc. S/W 24' LT, 7' conc. Wall 30' LT, 12+78 mtl transmission pole 15' LT											
	RT 5' conc. S/W 25' RT, 12+67 to 13+04 5' wood walkway bridge 10' RT, 12+80 U.P. 4' RT											
Notes	12+81 24" RCP culvert, Headwalls 5' LT, 6' RT											

Lincks & Associates, Inc.
Lake Magdalene Blvd

Station	Left Slopes and Swales			Left Shoulder		Lane Pavement		Right Shoulder		Right Slopes and Swales	
	Back Slope (width/slope)	Bottom (width)	Front Slope (width/slope)	Total/Paved/Slope		Left Slope	Width	Right Slope	Total/Paved/Slope	Front Slope (width/slope)	Back Slope (width/slope)
14+00	10'/28%	0'	17'/24%	6'(nom)/0'/24%		1.3%	20.0'	-2.1%			
LT	14+90 18" Sabal palm 13' RT, 14+95 mtl transmission pole 15' LT										
RT	6' conc. S/W 4' RT, alum. Guiderail back of S/W, 7' wide flat swale behind S/W, 4' barb wire fence 17' RT										
Notes											
16+00	10'/24%	0'	20'/26%	6'(nom)/0'/26%		0.5%	20.0'	-0.9%			
LT	16+44 centerline Clay Magnum LN, 16+84 begin 5' S/W LT, 16+98 mtl transmission pole 15' LT										
RT	6' conc. S/W 4' RT, alum. Guiderail back of S/W, 7' wide flat swale behind S/W, 4' barb wire fence 17' RT										
Notes											
18+00	9'/18%	0'	11'/3%	4'/0'/0%		0.7%	20.0'	-3.1%	6'(nom)/0'/11%	11% to fence	
LT	5' conc. S/W 4' LT, 6' mtl fence 40' LT, 19+10 mtl transmission pole 15' LT										
RT	4' barb wire fence 14' RT										
Notes											
20+00	10'/1%	0'	6'/16%	4'/0'/0%		0.5%	20.0'	-3.6%	6'(nom)/0'/14%	14% to fence	
LT	5' conc. S/W 4' LT, swale behind S/W										
RT	4' barb wire fence 15' RT										
Notes	Asph. Condition good – only occasional longitudinal cracks.										
	End of segment at station 20+00										
	Notes:										
	1. Segment is a flushed shoulder roadway except at intersection with Fletcher Ave.										
	2. Swales are on both sides of the roadway for the full segment										
	3. There is a utility pole encroachment within 6' of the lane edge on RT side at station 12+80										
	4. There are 3 light poles on side streets near Lake Magdalene Blvd but none on Lake Magdalene Blvd.										
	5. Pavement condition is good throughout the segment. Asphalt and base depths not determined exactly. Observed asphalt thickness 4.5"+										
	6. There is shoulder and swale erosion on the right side from sta. 0+80 to sta. 1+82										
	7. Southbound left turn lane length of 120' at W. Fletcher Ave. less than FDOT standards.										
	8. Signalized intersection at beginning of segment at W. Fletcher Ave.										
	9. Metal power transmission poles are 15' from edge of lane on left side for the entire segment.										
	10. Traffic signs are mostly not breakaway and a few are within the FDOT recommended 12' from lane edges.										
	11. There is a school zone from about sta. 10+80 to sta. 18+70 with flashing lights when a 20 mph speed limit is in effect.										

TS-3





TYPICAL SECTION

N.T.S.

LESS THAN 5,000 AADT

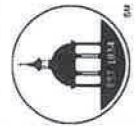
MAX. ALLOWABLE DESIGN SPEED - 35 MPH

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

REVISION DATE:

10/17

TRANSPORTATION
TECHNICAL
MANUAL



LOCAL URBAN ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION

DRAWING NO. TS-3

SHEET NO. 1 OF 1

PD PLAN





Transportation Comment Sheet

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
12 th St. SE	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Will Scarlett Ave.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" 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
Colding Dr. Ext.	County Local - Urban	2 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 checked="" type="checkbox"/> Other – New Road
	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 <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	1,394	103	138
Proposed	1,394	103	138
Difference (+/-)	No Change	No Change	No Change

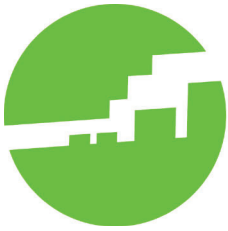
*Trips reported are based on gross external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Colding Dr./ New Roadway Typical Section	Deminimis Design Exception Requested	Previously Approved
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

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



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: March 24, 2025 Report Prepared: March 13, 2025	Case Number: PD 25-0147 Folio(s): Multiple (see application) General Location: Northwest of Interstate-75, north of 21 st Avenue Southeast and south of College Avenue East
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga;0.25 FAR)
Service Area	Urban
Community Plan(s)	Ruskin + SouthShore Areawide Systems
Rezoning Request	Planned Development (PD 21-0315) and Agricultural Rural (AR) to PD to add a 20' wide strip of property along the southern boundary of the site to allow for 120' deep lots instead of 100' deep lots along the southern property boundary.
Parcel Size	36.21 ± acres
Street Functional Classification	21 st Avenue Southeast – County Collector Interstate-75 – State Principal Arterial College Avenue East – State Arterial
Commercial Locational Criteria	Not applicable

Evacuation Area	D
-----------------	---

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	PD (21-0315) + AR	Vacant + HOA Common Property
North	Residential-4	PD	Vacant + HOA Common Property
South	Residential-4	AR + ASC-1	Vacant + Single-Family
East	Residential-4	AR + PD	Vacant + HOA Common Property + Single-Family
West	Residential-4	PD	Vacant + HOA Common Property + Single-Family

Staff Analysis of Goals, Objectives and Policies:

The 36.21 ± acre subject site is located northwest of Interstate-75, north of 21st Avenue Southeast, and south of College Avenue East. The site is in the Urban Service Area (USA) and is located within the Ruskin and SouthShore Areawide Systems Community Plans. The applicant is requesting a Planned Development (PD) to add the Agricultural Rural (AR) parcel (Folio: 55616.0100), which is a 20' wide strip of property, along the southern boundary of the site. The add on of this strip will allow for 120' deep lots instead of 100' deep lots along the southern property boundary.

The subject site is in the USA where, according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The site currently consists of vacant and HOA Common Property uses. Single-family uses and vacant land surround the subject site on all sides. HOA Common Property surrounds the subject site to the north, east, and west. The proposal to rezone the site to a PD to add the 0.61-acre AR parcel on the southern boundary to the existing PD 21-0315 is compatible with the surrounding area and meets the intent of Objective 1 and FLUE Policy 1.4.

FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. The character of each land use category is defined by building type, residential density, functional use and the physical composition of the land. The integration of these factors set 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 within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land Use (FLU) categories. The subject site is located in the Residential-4 (RES-4) FLU category. The subject property can be considered for a maximum of 4 dwelling units per gross acre and a maximum of 0.25 Floor Area Ratio (FAR). The RES-4 category allows for the consideration of residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. The proposal to add the AR parcel on the southern property boundary to the existing PD meets the intent of FLUE Objective 7, FLUE Objective 8 and each of its respective policies.

The Comprehensive Plan requires that all developments meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). Transportation did not object to the proposed request; therefore, the subject site meets the intent of FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3, 16.8, and 16.10 that require new development to be compatible with the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is mostly single-family, HOA Common Property, and vacant land uses; therefore, the proposed addition of the AR parcel to create 120' deep lots are consistent with the surrounding area and meets the intent of FLUE Objective 16 and its accompanying policies

The site is within the limits of the Ruskin and SouthShore Areawide Systems Community Plans. Goal 5 of the Ruskin Community Plan is to provide for a diversity of home styles and types while protecting Ruskin's small-town character. One of the strategies defined within this goal is to limit the height of new residential development to 50 feet, unless a more restrictive limitation exists. The height proposed for the residential development is 35 feet, which remains below the maximum desired height of 50 feet. Another strategy within this goal encourages development that is connected and integrated with the Ruskin community, as well as accommodating a diverse population. There are no specific architectural designs being proposed and the addition of the 0.61 AR parcel would not disrupt this goal. The subject site introduces options for housing for people in the community that is consistent with the land development pattern that exists surrounding the site. There is also no flex provisions requested, which align with the strategy to eliminate flex provisions within the Ruskin Community Area. As the proposal aligns with this goal and its associated strategies, the subject site meets the intent of the Ruskin Community Plan.

The Cultural and Historical objective of the SouthShore Community Plan desires to support their diverse population by employing an integrated and inclusive approach to sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity, and cultural heritage. Another strategy that is included with this objective is to maintain housing opportunities for all income groups that are consistent with and further the goals, objectives, and policies within the Comprehensive Plan Housing Element. The Economic Development Objective encourages uses that will enhance the economic prosperity and quality of life for the community, including residential. The subject

site aligns with these mentioned goals and therefore meets the intent of the SouthShore Areawide Systems Community Plan.

Overall, staff find that the proposed use is an allowable use in the RES-4 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Ruskin Community Plan and SouthShore Areawide Systems Plans. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, Policies of the Future Land Use Element of the Unincorporated Hillsborough County Comprehensive Plan

Recommendation

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

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

FUTURE LAND USE 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 1.4: 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.

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.

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.

Neighborhood/Community Development

Objective 16: Neighborhood Protection – The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.

Policy 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 16.8: 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, and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.

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.

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.*

LIVABLE COMMUNITIES ELEMENT: RUSKIN COMMUNITY PLAN

Goal 5: Community and Neighborhood Character – *Provide for a diversity of home styles and types while protecting Ruskin’s small town character.*

Strategies:

- *Eliminate the “flex” provisions within and into the Ruskin Community Plan area.*
- *Limit the height of new residential development to 50 feet, unless a more restrictive limitation exists.*
- *Encourage development that is connected with, and integrated into, the Ruskin community. Design features (e.g. walls, gates) that isolate or segregate development from the community is inconsistent with the community’s character and should be discouraged*
- *Support housing to accommodate a diverse population and income levels.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS

Cultural/Historic Objective: *The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.*

The community desires to:

1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*
 - a. *Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.*
4. *Maintain housing opportunities for all income groups.*
 - a. *Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.*

Economic Development Objective: *The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.*

The community desires to pursue economic development activities in the following areas:

1. *Land Use/ Transportation*

- a. *Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)*

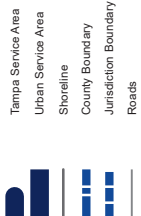
HILLSBOROUGH COUNTY FUTURE LAND USE

RZ PD 25-0147

<all other values>

Rezoning

STATUS



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

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is intended to provide a general overview of the proposed rezoning and is not intended to be used for any other purpose without the express approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the map be used for informational purposes only. It is not intended to be used for any other purpose without the express approval of the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, use the appropriate source.



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