

Rezoning Application: PD 25-1387

Zoning Hearing Master Date: March 23, 2026

BOCC CPA Public Hearing Date: May 12, 2026



Development Services Department

1.0 APPLICATION SUMMARY

Applicant: E Sligh LLC

FLU Category: RES-20

Service Area: Urban

Site Acreage: Approximately 4.98 acres

Community Plan Area: East Lake/Orient Park

Overlay: None



Introduction Summary:

The applicant seeks to develop an approximately 4.98-acre development consisting of folio #38295.0000. The subject property is located on the north side of E. Sligh Avenue, approximately 2,500 feet east of the intersection of N. 56th Street [State Road (SR) 583]. The northern portion of the proposed development contains waterfront property on the Hillsborough River.

The applicant proposes two (2) multi-family residential buildings with a total of up to 47 dwelling units on the 2.77-acre upland area of the 4.98-acre subject site. The total parcel size is 4.98 acres. For density calculation purposes, this is reduced to 4.55 acres once natural water body acreage is removed. Remaining acreage consists of 1.78 (39%) acres of wetland and 2.77 acres upland. With the Environmentally Sensitive Land Density (ESLD) credit, the upland increases to 3.46 for density calculation purposes.

Zoning:	Existing	Existing	Proposed
District(s)	ASC-1	RSC-3	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential Conventional	Multi-family
Acreage	+/-4.55 acres	+/-0.43 acres	+/- 4.98 acres
Density/Intensity	1 DU per acre	3 DU per acre	10 DU per acre (gross) 13 DU per acre (upland area with ESLD credit)
Mathematical Maximum*	4 lots	1 lot	91 units (per FLU) 69 units (per FLU with ESLD credit)

*number represents a pre-development approximation

Development Standards:	Existing	Existing	Proposed
District(s)	ASC-1	RSC-3	PD

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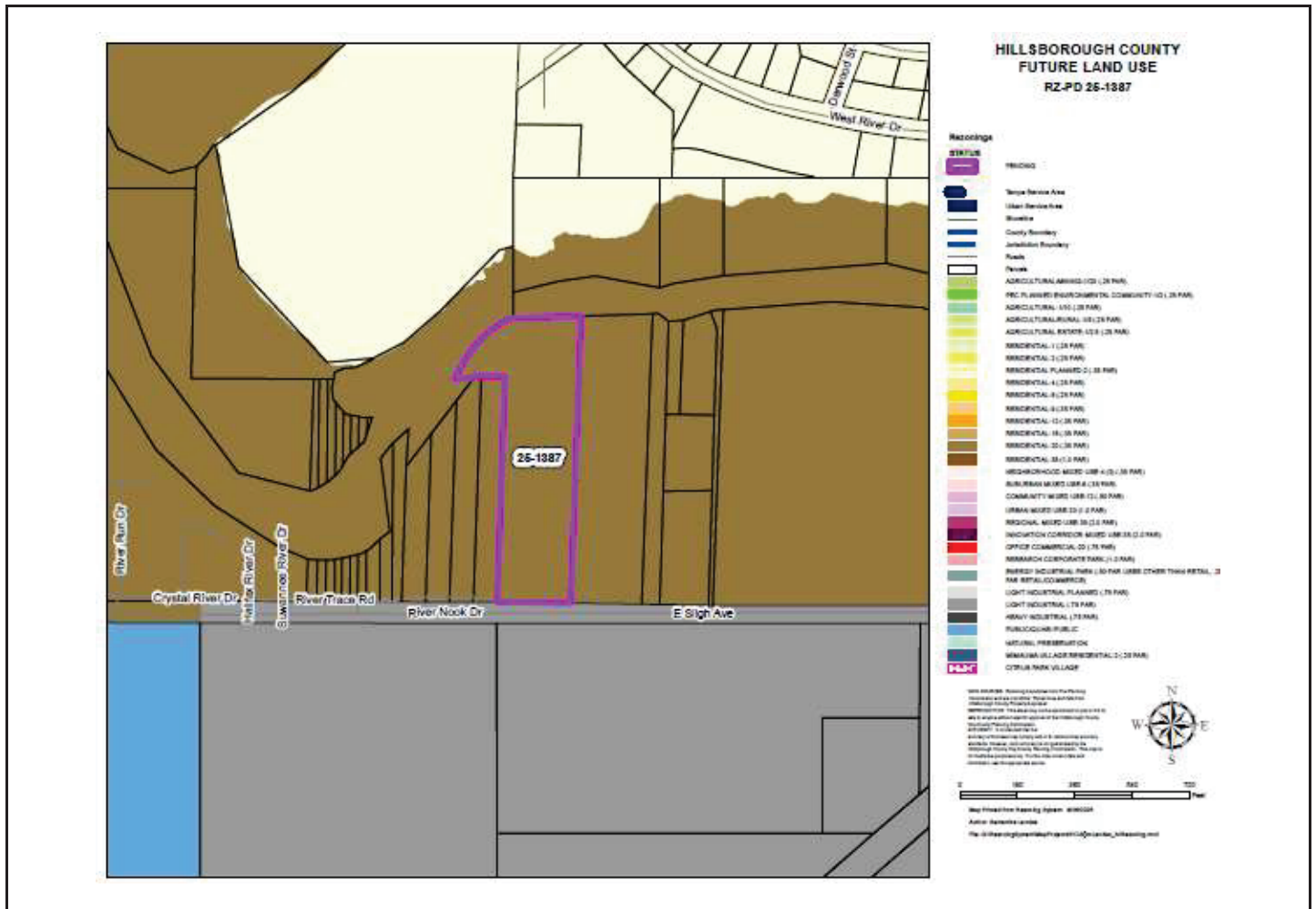
Case Reviewer: Tim Lampkin, AICP

Min. Lot Size/Lot Width	1 acre / 150'	14,520 sf / 75'	N/A
Setbacks/Buffering and Screening	Front Setback: 50 ft. Rear Setback: 50 ft. Side Setback: 15 ft.	Front Setback: 25 ft. Rear Setback: 25 ft. Side Setback: 7.5 ft.	Front (South) Setback: 35 ft. Rear (North) Setback: 50 ft. (Primary Structures) Side Setbacks: 0' East Buffer: 7'-wide buffer with Type "A" West Buffer: 10'-wide buffer with Type "A"
Height	50 ft. Max. Ht.	35 ft. Max. Ht.	46 ft. Max. Ht.
Additional Information:			
PD Variation(s)		LDC Part 6.06.00 (Landscaping/Buffering)	
Waiver(s) to the Land Development Code		None.	

Planning Commission Recommendation: Consistent	Development Services Recommendation: APPROVABLE, Subject to Conditions.
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2.0 LAND USE MAP SET AND SUMMARY DATA

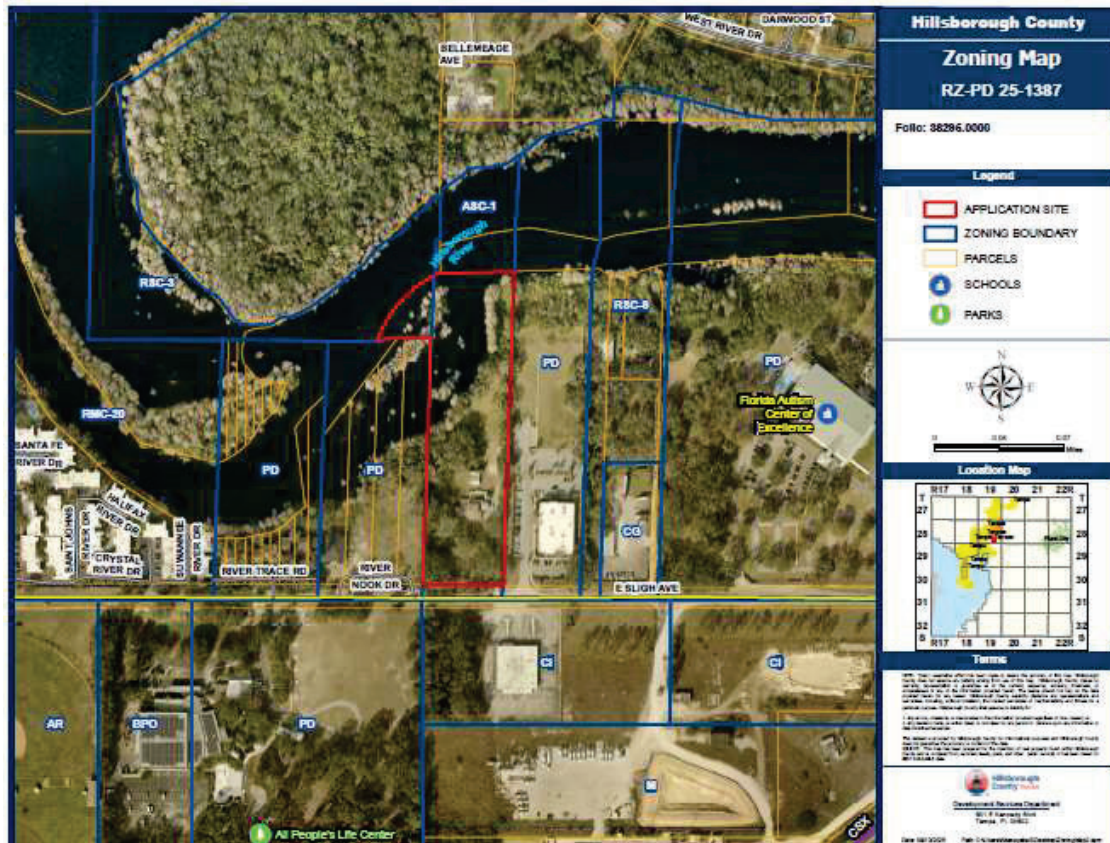
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-20
Maximum Density/F.A.R.:	Residential-20: 20 du/acre Maximum FAR: Neighborhood commercial, office or multi-purpose projects up to 175,000 sq. ft. or 0.75 FAR, whichever is less intense.
Typical Uses:	RES-20: Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use developments.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

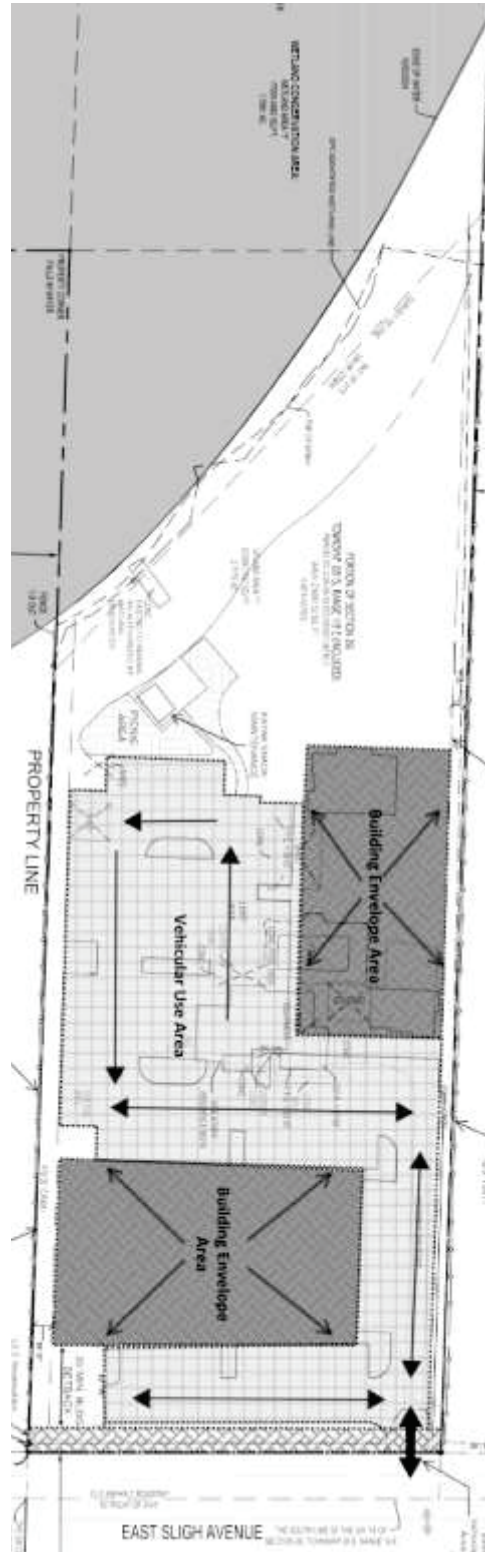


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	Hillsborough River (Temple Terrace)			NA
East	PD 00-0441 (PRS 14-0019)	Max. FAR: 0.07	BPO (Business Professional Office) uses.	Medical Offices (Tampa Family Health Center)
South	Commercial Intensive (CI)	CI Max. FAR: 0.3	Commercial Intensive	Warehouse, Manufacturing, Open Storage
West	PD 99-0771 (PRS 04-1241)	Density: 1.8 DU per acre (SF) 10.9 DU per acre (CRH) 13.9 DU per acre (TH)	SF Residential (RSC-9 Standards) or Community Residential Home, or Townhomes	Vacant

2.4 Proposed Site Plan

(partial provided below for size and orientation purposes. See Section 8.0 for full site plan)



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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
Sligh Avenue	County Collector - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☒ Corridor Preservation Plan ☐ Site Access Improvements ☒ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	36	3	3
Proposed	385	29	30
Difference (+/-)	+349	+26	+27

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

Connectivity and Cross Access ☐ Not applicable for this request				
Project Boundary	Primary Access	Access /Additional Connectivity	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☐ Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Sligh Ave/Access Spacing	Administrative Variance Requested	Approvable
Sligh Ave/Substandard Road	Design Exception Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental:				
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Natural Resources	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Check if Applicable: ☒ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☐ Wellhead Protection Area ☒ Surface Water Resource Protection Area ☐ Potable Water Wellfield Protection Area ☐ Significant Wildlife Habitat (Upland Wildlife Habitat Area) ☐ Coastal High Hazard Area ☐ Urban/Suburban/Rural Scenic Corridor ☐ Adjacent to ELAPP property ☒ Other: Airport 130' AMSL				
Public Facilities:				
Transportation				
☒ Design Exc./Adm. Variance Previously Approved	☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	
☒ Off-site Improvements Provided				
Service Area/ Water & Wastewater				
☒ Urban ☒ City of Tampa	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
☐ Rural ☐ City of Temple Terrace				
Hillsborough County School Board				
Adequate ☒ K-5 ☒ 6-8 ☒ 9-12 ☐ N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Inadequate ☐ K-5 ☐ 6-8 ☐ 9-12 ☐ N/A				
Impact/Mobility Fees				
(Fee estimate is based on a 1,200 square foot, Multi-Family Units 1-2 story) Per Unit Mobility: \$6,661 Parks: \$1,555 School: \$3,891 Fire: \$249 Total Multi-Family (1-2 story) = \$12,356				

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Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☐ Meets Locational Criteria ☒ N/A ☐ Locational Criteria Waiver Requested	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant seeks to develop an approximately 4.98-acre property with a maximum of 47 dwelling units within two buildings. The subject property is currently developed with a single-family home and wetland areas located on the Hillsborough River. The property is located on the north side of E. Sligh Avenue, approximately 2,500 feet east of the intersection of N. 56th Street [State Road (SR) 583] and East Sligh Avenue

Located adjacent to the eastern property perimeter is PD 00-0441, amended most recently by PRS 14-0019 for a +/-4.9-acre property allows up to 15,000 square feet of BPO (Business Professional Office) uses and developed with Medical Offices (Tampa Family Health Center). Pursuant to condition #2 (PRS 14-0019), a 20-foot-wide buffer shall be provided on the parcel consisting of existing trees supplemented with evergreen shade trees that are at least ten feet in height at the time of planting, spaced not more than ten feet apart and planted within ten feet of the property line. Additionally, the developer shall provide a six-foot high PVC fence. While not required, the applicant also proposes an additional 7'-wide buffer with Type "A" screening along the subject site's eastern property boundary.

To the immediate west is PD 99-0771, as modified by PRS 04-1241 is a +/-2.2-acre property approved for two Options. Option A allows a maximum of 32 townhomes units with a maximum density of 13.9 dwellings per acre. This option requires a buffer with a minimum width of 20 feet adjacent to the subject property. Option B allows a community residential home with a maximum of 230 beds with a maximum height of 45 feet. Option B requires a 10-foot-wide buffer from the southern property boundary continuing 100 feet north consisting of evergreen shade trees at least 10 feet in height at the time of planting spaced not more than 10 feet apart. Condition #5 of PRS 04-1241 allowed the development of 4 single-family residential lots with 2 access points to serve the 4 single-family lots per June 21, 2004, approval of a Minor Change (MC 04-1239). Pursuant to Plat Book 104, Page 102, the Whisper Cove Subdivision was approved for 4 lots with a 50-foot ingress/egress easement area from E. Sligh Avenue. Based upon the approved plat, the adjacent subject property is required to provide a 20' wide buffer with Type "B" screening. However, staff notes that the 4 lots remain vacant since plat approval in 2004. A PD Variation to allow a 10-foot wide buffer with Type A screening has been requested.

The applicant proposes a maximum building height of 46 feet. Per additional compatibility setback of 2 feet for every 1 foot over 20 feet, results in a 59-foot eastern side yard setback and 62-foot western side yard setback. The applicant requests relief of the additional 2-1 foot setback. The applicant's justification for not requiring the additional setback states in part that relief from the compatibility setback includes that *"relief from the compatibility setback along the eastern and western property boundaries is supported by the functional role of the proposed small-scale multi-family development within the surrounding land-use context. The subject property is situated between a higher-intensity medical office use to the east and a slightly lower-intensity single-family residential use to the west. Additionally, the applicant states, "Allowing reduced setbacks along the site's eastern boundary supports an intentional step-down in intensity from the medical office toward the residential neighborhood. The small-scale multi-family buildings act as an effective intermediary, buffering the adjoining single-family use from more direct adjacency with a commercial use property. The proposed multi-family residential development is consistent as a transition between the Business Professional Office to the immediate east and the platted vacant single-family to the immediate west of the subject property. Staff notes that the western property also permits a townhome option at a height of 40 feet and a Community Residential Home option at a height of 45 feet. It also noted that the a limited amount of the overall common boundary will be occupied by a single building not meeting the 2-1 setback.*

Requested Variation— LDC Section 6.06.00 (Landscaping and Buffering)

The applicant seeks a variation from LDC Section 6.06.00, specifically regarding the required buffer width / type

along the western property boundary. The request includes:

- **A 10-foot-wide buffer with Type “A” screening**, in place of the required 20-foot-wide buffer with Type “B” screening.

Staff has reviewed the justification statement submitted by the applicant and finds they provided criteria responses per LDC Section 5.03.06.C.6. Per the Land Development Code, a multi-family project that can have a density of 20 units per acre against a single-family residential use would require a 20-foot wide buffer with Type B screening. This assumes full use of the 4.98 acre parcel. The site contains a significant amount of wetlands (39%), thereby limiting the development area to the southern portion of the site. The proposed density with the Environmentally Sensitive Land Density (ESLD) credit results in 13 units per acre. Given the areas that cannot be developed, the project will appear to have a density of 10 units per acre. A multi-family development at 12 units per acre or less requires a 5-foot wide buffer with Type A screening per the Land Development Code.

The applicant has not requested any variations from the general site development requirements found in Parts 6.05.00, Parking and Loading. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

5.2 Recommendation

Based on the above considerations, staff finds the request approvable, subject to conditions.

Prior to site plan certification, the applicant shall complete the following:

- Prior to site plan certification, the PD Site Plan shall be revised to change the right of way preservation label to state; “+/- 12.5 Feet of Right-of-Way Preservation per Hillsborough County Corridor Preservation Plan.”

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed below, is based on the general site plan submitted March 3, 2026.

1. The site shall be limited to development as shown on the March 3, 2026, site plan.
2. The residential development shall be limited to a maximum of 47 multi-family residential units subject to the following standards.

Minimum Front Yard Setback	35 feet (measured from the 12.5' Future ROW reservation)
Minimum Side Yard (East) Setback	7-foot (buffer)
Minimum Side Yard (West) Setback	10-foot (buffer)
Minimum Rear (North) Yard Setback	50 feet
Maximum Height*	46 feet
Maximum Impervious Coverage	60%

*Additional 2:1 setback shall not apply to the east and west perimeter boundary.

3. The subject property shall be subject to buffering and screening requirements of Section 6.06.06 of the Hillsborough County Land Development Code unless otherwise stated.
 - a. The western property boundary shall provide a 10-foot-wide buffer with Type “A” screening.
 - b. The eastern property boundary shall provide a 7-foot-wide buffer with Type “A” screening.
4. The project shall be served by and limited to one (1) vehicular access connection to Sligh Ave.
5. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
6. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
7. In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve right of way along its Sligh Ave frontage such that a minimum of 37.5 feet of right of way is preserved north of the existing right of way centerline. The developer shall preserve a minimum of 12.5 feet along the project’s Sligh Ave frontage. The right of way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right of way line. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right of way.

8. If PD 25-1387 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated February 5, 2026), which was found approvable by the County Engineer (on March 9, 2026), from the Section 6.04.07 access spacing standards for the project's access connection. Approval of this Administrative Variance will permit the following deviations from the minimum 245-foot access spacing standard for the project's access to Sligh Ave:
- A variance of +/- 187 feet, resulting in access spacing of +/- 53 feet from the next closest driveway to the east (on the same side of the roadway), and
 - A variance of +/- 42 feet, resulting in access spacing of +/- 203 feet from the next closest driveway to the west (on the same side of the roadway), and
 - A variance of +/- 165 feet, resulting in an access spacing of +/- 80 feet from the eastern portion of the driveway serving folio 40162.0000 on the south side of the roadway.
- If PD 25-1387 is approved, the County Engineer will approve a Design Exception (dated February 20, 2026) which was found approvable by the County Engineer (on March 9, 2026) for the Sligh Ave substandard road improvements. If approved, the developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Sligh Ave west of the site between Halifax River Dr and the existing sidewalk terminus located at the pedestrian gate (Society Dr) for the Parc Place Villas. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC.
9. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas. However, there are no additional requirements to keep the existing boat ramp in place.
10. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited setback areas.
11. 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.
12. 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.
13. 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.

14. 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.
15. 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).
16. 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.
17. 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, unless otherwise stated herein.
18. 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

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Case Reviewer: Tim Lampkin, AICP

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.

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SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDNACE WITH HILLSBORO UGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

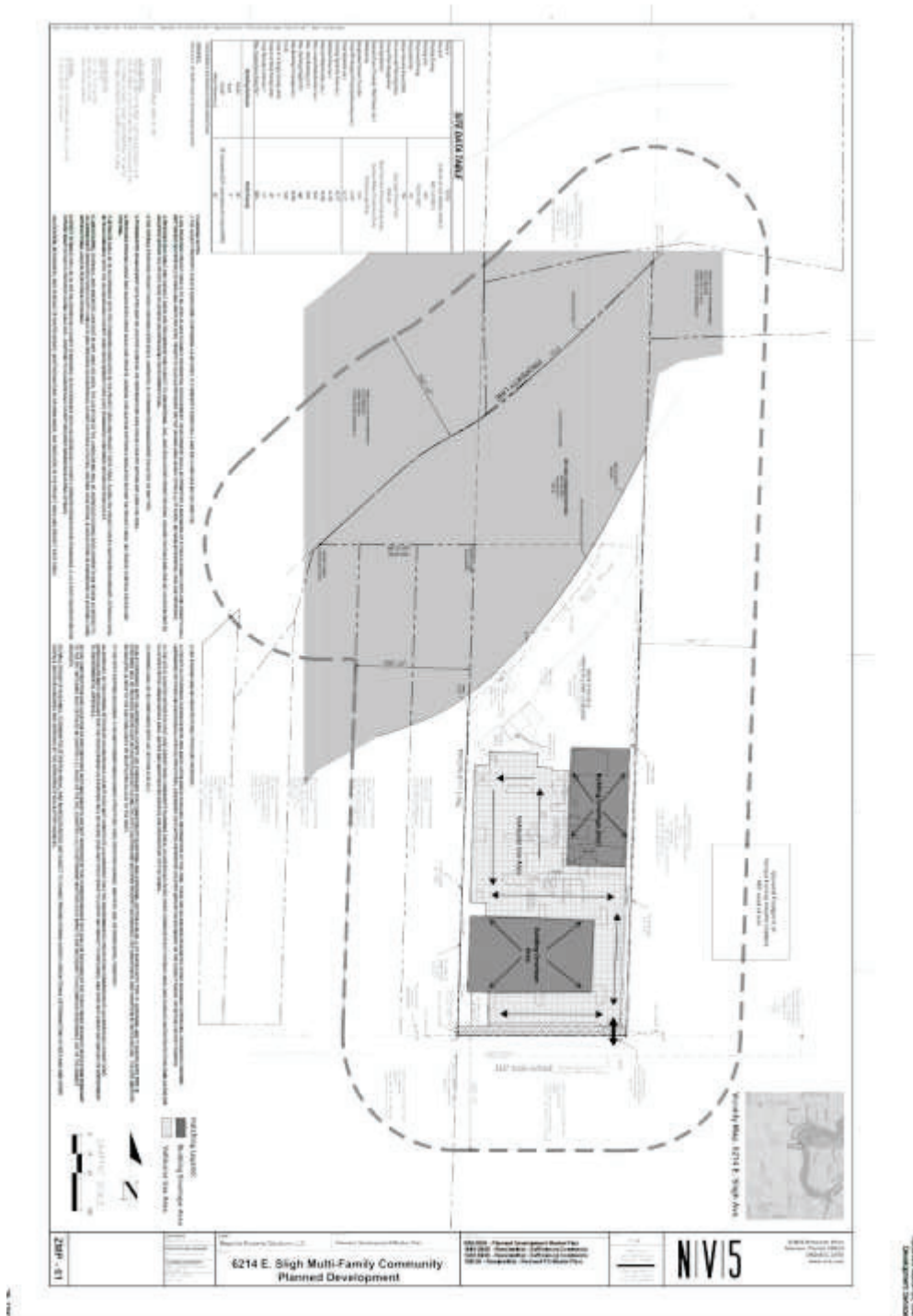
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are 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

Property Violation History

Agency	Number	Violation	Status
Code Enforcement*			
☒ None current or pending			
☐ Violation(s)			
Building Code Compliance*			
☒ None current or pending			
☐ Violation(s)			
Natural Resources*			
☒ None current or pending			
☐ Violation(s)			
EPC*			
☒ None current or pending			
☐ Violation(s)			

8.0 PROPOSED SITE PLAN (FULL)



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9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 03/16/2026

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: East Lake Orient Park

PETITION NO: PD 25-1387

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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. |
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CONDITIONS OF APPROVAL

- The project shall be served by and limited to one (1) vehicular access connection to Sligh Ave.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD project boundaries.
- Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
- In accordance with the Hillsborough County Corridor Preservation Plan, the developer shall preserve right of way along its Sligh Ave frontage such that a minimum of 37.5 feet of right of way is preserved north of the existing right of way centerline. The developer shall preserve a minimum of 12.5 feet along the project's Sligh Ave frontage. The right of way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right of way line. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right of way.
- If PD 25-1387 is approved, the County Engineer will approve a Section 6.04.02.B. Administrative Variance (dated February 5, 2026), which was found approvable by the County Engineer (on March 9, 2026), from the Section 6.04.07 access spacing standards for the project's access connection. Approval of this Administrative Variance will permit the following deviations from the minimum 245-foot access spacing standard for the project's access to Sligh Ave:
 - A variance of +/- 187 feet, resulting in access spacing of +/- 53 feet from the next closest driveway to the east (on the same side of the roadway), and
 - A variance of +/- 42 feet, resulting in access spacing of +/- 203 feet from the next closest driveway to the west (on the same side of the roadway), and
 - A variance of +/- 165 feet, resulting in an access spacing of +/- 80 feet from the eastern portion of the driveway serving folio 40162.0000 on the south side of the roadway.
- If PD 25-1387 is approved, the County Engineer will approve a Design Exception (dated February 20, 2026) which was found approvable by the County Engineer (on March 9, 2026) for the Sligh Ave substandard road improvements. If approved, the developer will be required to construct a minimum 5-foot-wide sidewalk along the north side of Sligh Ave west of the site between Halifax River Dr and the existing sidewalk terminus located at the pedestrian gate (Society Dr) for the Parc

Place Villas. Such sidewalk is in addition to the sidewalk required along the project's frontage per Sec. 6.03.02 of the LDC.

Other Conditions

- Prior to site plan certification, the PD Site Plan shall be revised to change the right of way preservation label to state; “+/- 12.5 Feet of Right-of-Way Preservation per Hillsborough County Corridor Preservation Plan.”

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 4.98-acre parcel from Agricultural, Single-Family Conventional (ASC-1) and Residential, Single-Family Conventional (RSC-3) to Planned Development (PD). The RSC-3 zoned portion of the subject site is submerged by the Hillsborough River. The applicant is proposing to develop the site with 47 multi-family residential units.

Trip Generation Analysis

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation analysis for the proposed project. Staff prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. The data presented below is based on the Institute of Transportation Engineer's *Trip Generation Manual, 12th Edition*.

Approved Zoning:

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
ASC-1 & RSC-3, 4 Single-Family Detached dwelling units (ITE LUC 210)	36	3	3

Proposed Zoning:

Zoning, Size/Land Use	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 47 Multifamily Housing (Low-Rise) units (ITE LUC 220)	385	29	30

Trip Generation Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+ 349	+ 26	+ 27

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject site has frontage on Sligh Ave.

Sligh Ave is a 2-lane, undivided, substandard rural collector roadway. The roadway is characterized by +/- 11-foot-wide travel lanes in average condition, no bike lanes, and +/- 5-foot-wide sidewalks intermittently along the north side of the roadway within the vicinity of the proposed project. The roadway lies within a varying +/-50 to +/-60-foot-wide right of way.

Along the project's frontage, Sligh Ave is shown on the Hillsborough County Corridor Preservation Plan as a 2-lane enhanced roadway. Although there is no typical section for 2-lane enhanced roadways, the minimum right of way necessary is calculated by taking the typical section for a 2-lane urban, undivided roadway (TS-4 within the Hillsborough County Transportation Technical Manual), which requires a minimum of 64 feet of right of way, and adding an additional 11 feet of right of way for enhancements (for a total of 75 feet of required right of way). Only those interim uses allowed by the Hillsborough County Corridor Preservation Plan shall be permitted within the preserved right of way. The minimum 12.5-foot right of way preservation area shall be shown on all future site plans, and building setbacks shall be calculated from the future right of way line.

SITE ACCESS AND CONNECTIVITY

The PD site plan proposes one full access connection to Sligh Ave. Although a transportation analysis was not required by the DRPM, applicant conducted a left turn lane warrant analysis given the potential for a significant number of left-in turns. No turn lanes were found to be warranted.

REQUESTED ADMINISTRATIVE VARIANCE, ACCESS SPACING: Sligh Ave

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance Request (dated February 5, 2026) from the Section 6.04.07. LDC requirement governing access spacing. Per the LDC, Sligh Ave is a Class 6 roadway, which requires minimum connection spacing of 245 feet. The applicant is seeking the following variances relative to its project's proposed access connection on Sligh Ave:

- A variance of +/- 187 feet, resulting in access spacing of +/- 53 feet from the next closest driveway to the east (on the same side of the roadway), and
- A variance of +/- 42 feet, resulting in access spacing of +/- 203 feet from the next closest driveway to the west (on the same side of the roadway), and
- A variance of +/- 165 feet, resulting in an access spacing of +/- 80 feet from the eastern portion of the driveway serving folio 40162.0000 on the south side of the roadway.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable subject to conditions (on March 9, 2026). If PD 25-1387 is approved, the County Engineer will approve the above referenced Administrative Variance request.

REQUESTED DESIGN EXCEPTION, SUBSTANDARD ROAD: Sligh Ave

Given that Sligh Ave is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated February 20, 2026) 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 Design Exception approvable (on March 9, 2026) authorizing deviations from the Transportation Technical Manual (TTM) Type TS-4 Typical Section (for 2-lane, Undivided Collector Urban Roads) including:

- The developer shall be permitted to preserve the 11-foot-wide travel lanes; and,
- The developer shall not be required to install bike lanes; and,
- The developer shall construct a 5-foot-wide sidewalk on the north side of Sligh Ave connecting the existing sidewalk at the pedestrian gate for folio 38590.1000 (Society Dr) to Halifax River Dr (folio 38588.5100) totaling approximately 1,016 linear feet.

If 25-1387 is approved by the Hillsborough County Board of County Commissioners (BOCC), the County Engineer will approve the above-referenced Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

The roadway level of service provided below for Sligh Ave is for informational purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Sligh Avenue	56 th Street	Orient Road	D	C

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)



FW: RZ-PD 25-1387 - Administrative variance & Design Exception Review

From Williams, Michael <WilliamsM@hcfl.gov>

Date Mon 3/9/2026 1:34 PM

To lb15@live.com <lb15@live.com>; libbytraffic <libbytraffic@yahoo.com>

Cc benjaminsmith@magnoliapropertyllc.com <benjaminsmith@magnoliapropertyllc.com>; margot.maurer@nv5.com <margot.maurer@nv5.com>; gerry.dedenbach@nv5.com <gerry.dedenbach@nv5.com>; Lampkin, Timothy <LampkinT@hcfl.gov>; Kowal, Jessica <KowalJ@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>

 2 attachments (6 MB)

25-1387 AVAdd 02-06-26.pdf; 25-1387 DEAdd 02-25-26.pdf;

Laurie/Libby,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-1387 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

-

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

From: Tirado, Sheida <TiradoS@hcfl.gov>

Sent: Sunday, March 8, 2026 4:11 PM

To: Williams, Michael <WilliamsM@hcfl.gov>

Cc: Kowal, Jessica <KowalJ@hcfl.gov>

Subject: RZ-PD 25-1387 - Administrative variance & Design Exception Review

Hello Mike,

The attached AV and DE are **Approvable** to me, please include the following people in your response email:

lb15@live.com

libbytraffic@yahoo.com

benjaminsmith@magnoliapropertyllc.com

margot.maurer@nv5.com

gerry.dedenbach@nv5.com

lampkint@hcfl.gov

kowalj@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services

E: TiradoS@HCFL.gov

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

601 E. Kennedy Blvd., Tampa, FL 33602

HCFL.gov

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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

Request Type (check one)	☒ Section 6.04.02.B. Administrative Variance ☐ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	☐ New Request	☐ Revised Request	☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. AV dway spacing - E Sligh Av. ☐ 4. ☐ 2. ☐ 5. ☐ 3. ☐ 6.		
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
Project Name/ Phase	Sligh Multifamily Community		
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
Folio Number(s)	38295.0000		
	☐ Check This Box If There Are More Than Five Folio Numbers		
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
Name of Person Submitting Request	Elizabeth Rodriguez		
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.			
Current Property Zoning Designation	ASC-1		
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.			
Pending Zoning Application Number	25-1387		
Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
Related Project Identification Number (Site/Subdivision Application Number)			
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			

*Elizabeth Rodriguez & Associates, Inc.
18156 Sandy Pointe Drive
Tampa, Florida 33647*

February 5, 2026

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

Dear Mr. Williams:

RE: Administrative Variance for Driveway Spacing (East Sligh Avenue) – FOLIO # 38295.0000; RZ-PD 25-1387

Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.07 of the Hillsborough County Land Development Code (LDC), which states:

Regarding East Sligh Avenue - “**Sec. 6.04.07. - Table: Minimum Spacing –**

CLASS 6	
Existing roadways primarily in areas with extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or expected nonrestrictive medians, such as an undivided two or four lane highway or multi-lane highways with two-way left turn lanes.	>45 mph 330 ft ≤ 45 mph 245 ft

The subject property is in for rezoning to Planned Development to allow for the development of 47 townhomes, as is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet LDC driveway spacing.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO 38295.0000*
2. Associated Application Numbers: *RZ-PD 25-1387*
3. Type of Request: *Administrative variance per Section 6.04.02B.*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.07 is sought.*
5. Description of what the LDC/zoning conditions requires: *Per section 6.04.07, E Sligh Avenue meets the definition of a class 6 roadway. The posted speed is 35 mph. Therefore, the spacing requirement is 245 ft. To the west, there is a private road named River Nook Drive 203 feet from the proposed access. To the east, there is a driveway 58 feet from the project. It serves a health center. The proposed driveway does line up with the western portion of the driveway for a commercial property to the south, although it should be noted that that access is 97 feet wide.*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *East Sligh Avenue is a collector roadway, and includes: (a) 11 foot lane widths. See attached **Pavement Measurement**. (b) The ROW width is 50 feet in the vicinity of the existing driveway. See attached **ROW Measurement**. (c) There are not sidewalks on either sides of the street along the project frontage, but there are sidewalks in other locations along this link, including immediately adjacent to the parcel. (d) East Sligh Avenue does not have bike lanes. (e) There are grass (not paved) shoulders. (f) This is a rural (ditches) section, and not an urban (curb and gutter) section.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria a, b, and c. In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
 - a. *There is an unreasonable burden on the applicant. Because of limited frontage, there is no location along East Sligh Avenue to which the applicant can relocate the driveway and meet the 245' spacing requirements. Note that the proposed new driveway is being located on the eastern side of the site rather than to the west because mature trees are being preserved on the site's western boundary, and there is other required landscaping and buffering being proposed on the western side of the property.*
 - b. *The variance would not be detrimental to public health, safety, and welfare. The variance would not be detrimental to public health, safety, and welfare. Five (5) years of crash data were obtained for the subject segment of Sligh Avenue, and there were eight (8) crashes – or 1.6 crashes per year. As the attached "Cause of Crashes" and "Crash Severity" exhibits indicate, several are caused by vehicles hitting fixed objects because of the narrow right-of-way, but zero (0) resulted in fatalities or incapacitating injuries.*

- c. Without the variance, reasonable access cannot be provided. *This is a relatively low speed collector with a 35 mph posted speed. The low speed reduces the potential for conflicts. In addition, this segment of Sligh Avenue includes other nearby driveways for multi-family land uses; thus, the curb cut in this location meets driver expectation, and constitutes reasonable access to this parcel.*

Documentation/other attachments: *Attached are site plan, location map, driveway spacing exhibit, and lane width/right-of-way exhibits.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.

Sincerely,



**Laurie S.
Burcaw**

Digitally signed by Laurie S Burcaw
DN: C=US, O=Unaffiliated,
dnQualifier=
A01410D0000019682FB946E0002
A7C5, CN=Laurie S Burcaw
Reason: I am the author of this
document
Location:
Date: 2026.02.06 13:11:17-05'00'
Foxit PDF Editor Version: 2025.2.0



Laurie Burcaw, P.E.

**This item has been digitally signed
and sealed by Laurie Burcaw,**

**PE, on 02/06/2026.
Printed copies of this document
are not considered signed and
sealed and the signature must
be verified on any electronic
copies.**

Based upon the information provided by the application, this request is:

_____ Disapproved

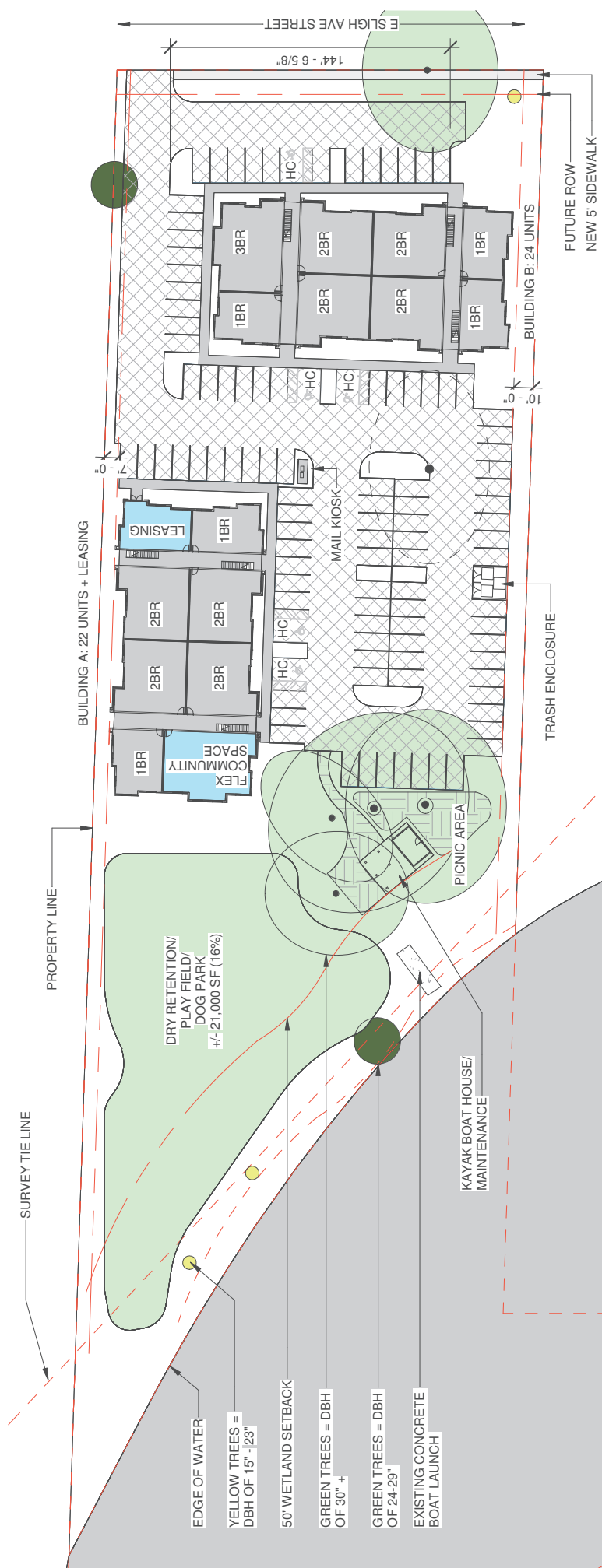
_____ Approved with Conditions

_____ Approved

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

Sincerely,

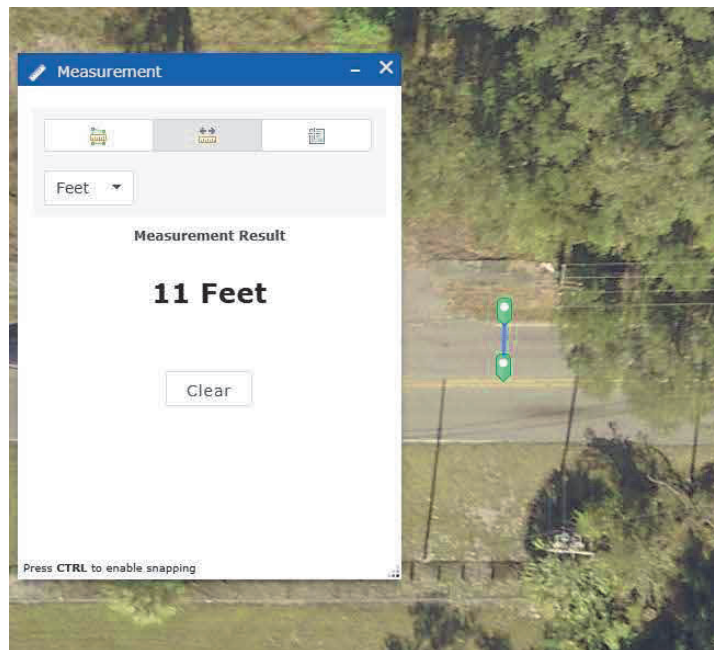
Michael J. Williams, P.E.
Hillsborough County Engineer



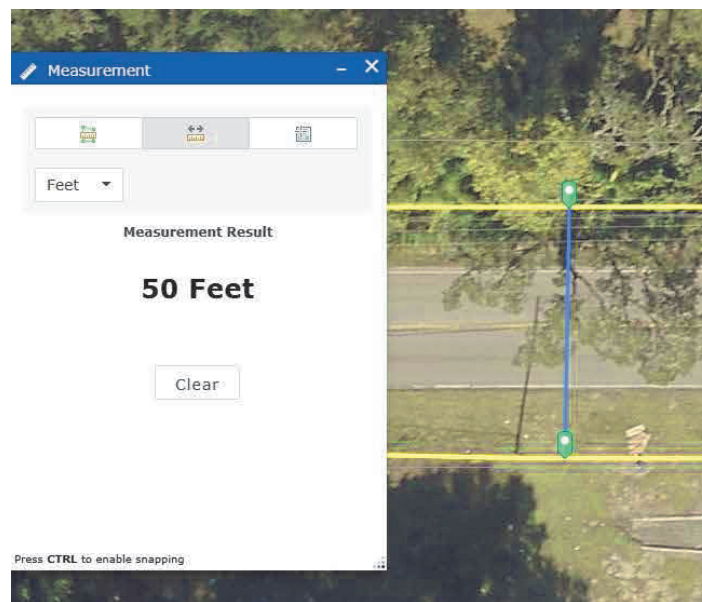
MIN. PARKING REQUIRED: 2 SPACES PER UNIT AT 2 AND 3 BEDROOM UNITS 1.5 SPACES PER UNIT AT 1 BEDROOM/ LEASING TOTAL - 85 PARKING SPACES REQ'D SPACES PROVIDED: 100 STANDARD SPACES 05 HANDICAP SPACES 105 TOTAL SPACES	SITE DATA: BUILDING A: (6) 1 BR UNIT @ 877 SF EA (3) 1 BR UNIT @ 871 SF EA (12) 2 BR UNITS @ 1,308 SF EA (2) 3 BR UNITS @ 1,592 SF EA 23 UNITS @ 26,755 SF BUILDING B: (6) 1 BR UNIT @ 877 SF EA (3) 1 BR UNIT @ 871 SF EA (12) 2 BR UNITS @ 1,308 SF EA (3) 3 BR UNITS @ 1,592 SF EA 24 UNITS @ 28,347 SF	STORMWATER RETENTION: UPLAND AREA: 3.02 AC = DESIRED RETENTION: PROVIDED RETENTION IN CONCEPT:	131,551.2 SF 20% = 26,310.24 SF 16% = 21,000 SF
TRASH VOLUME CALCULATIONS: 1.5 CU YD OF WASTE / BEDROOM/ MONTH 80 X 1.5 = 120 /4 = 30 WE NEED 3 X 10 YD DUMPSTERS FOR 1X WEEK	TOTAL: 47 UNITS LESS (1) UNIT FOR LEASING OFFICE TOTAL: 55,102 SF PLUS (1) COMMUNITY SPACE @ 1,592 SF TOTAL PROJECT SF = 56,694 SF	CONCEPTUAL SITE PLAN SKETCH	



DRIVEWAY SPACING



LANE MEASUREMENT - 11 FT



RIGHT-OF-WAY MEASUREMENT - 50 FT



Crash Polygon

A	B	C	D	E	F	G	H	I	J	K	L	M	N
	CrashDate	CrashTime	CrashHour	OnStreet	CrossStreet	CrashType				ImpactType		EventNonVehicularCollision	PersonDriverCCauseMain
2	27 01/02/2026	14:18	14	E SLIGH AVE	RIVER NOOK DR	Rear End		I0	V W	Front to Rear		Motor Vehicle in Transport	Followed Too Closely
3	26 07/14/2025	21:50	21	E SLIGH AVE	RIVER NOOK DR	Hit Fixed Object		I#	V	Other		Guardrail End	Ran Off Roadway
4	26 05/10/2025	19:52	19	E SLIGH AVE	RIVER NOOK DR	Rear End		I0	V W	Front to Rear		Motor Vehicle in Transport	Drove Too Fast for Conditions
5	26 08/21/2024	15:57	15	E SLIGH AVE	RIVER NOOK DR	Rear End		I0	S E	Front to Rear		Motor Vehicle in Transport	Followed Too Closely
5	26 07/01/2024	15:03	15	E SLIGH AVE	No Data	Hit Fixed Object		I0	E W	Angle		Utility Pole/Light Support	Failed to Yield Right-of-Way
7	24 07/11/2022	05:39	05	E. SLIGH AVE	RIVERNOOK DR	Hit Fixed Object		I#	V	Other		Utility Pole/Light Support	
3	24 05/22/2022	02:45	02	E SLIGH AVE	HARNEY RD	Unknown		I#	V	Other		Tree (standing)	Ran Off Roadway
9	89 05/17/2021	05:00:00	05	SLIGH AVE	RIVER TRACE DR	Hit Non-Fixed Object		I#	V	Other, Explain in Narrative		Other Non-Fixed Objects	No Contributing Action
0													

Cause of Crashes

1	Category	2021	2022	2024	2025	2026
2						
3	SEVERITY					
4	Fatal	0	0	0	0	0
5	Incapacitating	0	0	0	0	0
6	Non Incapacitating	0	0	0	0	0
7	Possible Injury	0	0	0	1	0
8	PDO	1	2	2	1	1
9						

Crash Severity – No Fatal or Incapacitating Crashes



FW: RZ-PD 25-1387 - Administrative variance & Design Exception Review

From Williams, Michael <WilliamsM@hcfl.gov>

Date Mon 3/9/2026 1:34 PM

To lb15@live.com <lb15@live.com>; libbytraffic <libbytraffic@yahoo.com>

Cc benjaminsmith@magnoliapropertyllc.com <benjaminsmith@magnoliapropertyllc.com>; margot.maurer@nv5.com <margot.maurer@nv5.com>; gerry.dedenbach@nv5.com <gerry.dedenbach@nv5.com>; Lampkin, Timothy <LampkinT@hcfl.gov>; Kowal, Jessica <KowalJ@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>

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Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

-

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From: Tirado, Sheida <TiradoS@hcfl.gov>

Sent: Sunday, March 8, 2026 4:11 PM

To: Williams, Michael <WilliamsM@hcfl.gov>

Cc: Kowal, Jessica <KowalJ@hcfl.gov>

Subject: RZ-PD 25-1387 - Administrative variance & Design Exception Review

Hello Mike,

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lb15@live.com

libbytraffic@yahoo.com

benjaminsmith@magnoliapropertyllc.com

margot.maurer@nv5.com

gerry.dedenbach@nv5.com

lampkint@hcfl.gov

kowalj@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review & Site Intake Manager

Development Services

E: TiradoS@HCFL.gov

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

601 E. Kennedy Blvd., Tampa, FL 33602

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Hillsborough County Florida

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County Florida**
Development Services

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Request Type (check one)	☐ Section 6.04.02.B. Administrative Variance ☒ Technical Manual Design Exception Request ☐ Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) ☐ Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	☒ New Request ☐ Revised Request ☐ Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	☒ 1. Design Exception - E Sligh Av. ☐ 4. ☐ 2. ☐ 5. ☐ 3. ☐ 6.
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Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	38295.0000
☐ Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Elizabeth Rodriguez
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	ASC-1
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
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Elizabeth Rodriguez & Associates, Inc.
18156 Sandy Pointe Drive
Tampa, Florida 33647

February 20, 2026

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

Dear Mr. Williams:

RE: Design Exception for East Sligh Avenue - FOLIO # 38295.0000; PD 25-1387

The subject property is under review for a proposed rezoning, as is shown on the attached **Site Plan**, to include a multifamily community with up to 47 units. This design exception, per the Transportation Technical Manual (TTM), is to meet Hillsborough County Land Development (LDC) Section 6.04.03.L – Existing Facilities. East Sligh Avenue adjacent to the site will not be constructed *fully* to TTM standards, but instead the request is to allow for some reasonable improvements as described herein.

1. EXISTING CONDITIONS - East Sligh Avenue adjacent to this site has two 11-foot travel lanes. (See attachment.) This is a rural section (roadside ditches). There are no bike lanes. There is no sidewalk directly in front of this site on either the north or the south side of the roadway, although sidewalk does exist along the parcels immediately to the east and immediately to the west. However, further to the west, beyond River Nook Drive, are the River Trace apartments, and there is not sidewalk along the River Trace apartment frontage. The next parcel to the west of the River Trace apartments is the River Tree Landing apartments, and there are no sidewalks along the River Tree Landing apartment frontage. The Parc Place Villas are on the next parcel to the west. There is a pedestrian connection along the Sligh Avenue frontage of this parcel, and there is sidewalk to the west of the pedestrian access point, but there is not sidewalk east of the pedestrian access point.

Land use is of a mixed-use nature in the area, although the subject parcel will be residential. There are 50 feet of right-of-way. (See attachment.) The posted speed is 35 mph. East Sligh Avenue is a C1&C2-2U roadway, per the Hillsborough County Transportation Design Manual – see attached C1&C2-2U TS. In comparing the existing conditions along East Sligh Avenue to the aforementioned typical section, note that the 11 foot lane widths are standard because according to the “Dimension Legend” table, since this is a 35 mph roadway, 11 foot lanes are required. This table also states that the required right-of-way width is 154 feet. Only 50 feet of right-of-way are available on East Sligh Avenue, thus only 5 foot grass stabilized shoulders are present, rather than the 10 foot shoulders shown on the referenced typical section. The 12 foot Shared Use Path and ditches of variable width shown on the typical section do not appear in the existing condition.

2. PROPOSED IMPROVEMENTS – Although this project was subthreshold for conducting a detailed traffic study, a left turn lane warrant was nonetheless conducted because a relatively high percentages of lefts-in was anticipated because of the location of the project. Turning movement counts were conducted during the PM peak hour (when the majority of residential traffic is ingressing) at a nearby apartment

driveway (Halifax River Drive/East Sligh Avenue) and are attached. As the attached tables derived from the counts indicate, 77.8% of ingressing project traffic will be eastbound, constituting lefts into the site. When that percentage is multiplied by the inbound trips (See Trip Generation Table based upon the Eleventh Edition of the ITE Trip Generation Manual.) for low-rise multifamily housing ($26 \times 0.778 = 20$ vh), the resultant 20 left turns do not EXCEED the 20 vph threshold warranting a left turn.

The developer proposes to build a sidewalk along the north side of East Sligh Avenue from Halifax River Drive to the pedestrian gate for the Parc Place Villas where it would connect to existing sidewalk (See Exhibit.). This would be 1,016 feet of new sidewalk in addition to that which the developer is already required to construct along his frontage.

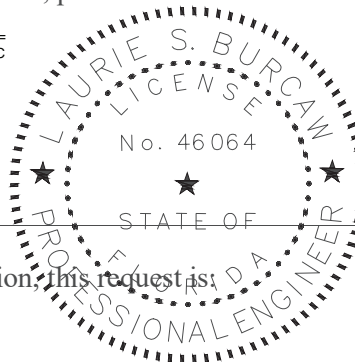
3. JUSTIFICATION FOR THE REQUEST - Providing the sidewalk will improve pedestrian safety and accessibility along East Sligh Avenue. It should be noted that sidewalk is being constructed some distance from the site because it cannot be constructed closer to the site. As described above, there is no sidewalk in front of the River Trace and River Tree Landings apartments. But, there are large trees and other obstructions and inadequate available right-of-way. So, the new sidewalk is proposed from Halifax River Drive to the pedestrian gate for the Parc Place Villas. This would be 1,016 feet of new sidewalk directly across from King High School and the adjacent county community center and park. (Note that there is a pedestrian crosswalk across Sligh Avenue at 56th Street.) The above-described exhibit that shows the 1,016 feet of proposed new sidewalk, shows that the grass is worn away in this area due to existing pedestrian activity, and there is pedestrian demand for this sidewalk. This right-of-way constraint is also the reason that the required 10 foot shoulders cannot be constructed. The required right-of-way width for C1&C2-2U is 154 feet, and only 50 feet of right-of-way are available on East Sligh Avenue.

If you have any questions/comments regarding this letter, please call me at 813.545.3316.

Sincerely, **Laurie S Burcaw**

Laurie Burcaw, P.E.

Digitally signed by Laurie S Burcaw
DN: C=US, O=Unaffiliated, dnQualifier=
A01410D0000019682FB946E0002A7C
5, CN=Laurie S Burcaw
Reason: I am the author of this
document
Location:
Date: 2026.02.24 14:56:54-05'00'
Foxit PDF Editor Version: 2025.2.0



**This item has been digitally signed
and sealed by Laurie Burcaw,
PE, on 02/24/2026.
Printed copies of this document
are not considered signed and
sealed and the signature must
be verified on any electronic
copies.**

Based upon the information provided by the application, this request is:

☐ Disapproved
☐ Approved with Conditions
☐ Approved

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

Sincerely,

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

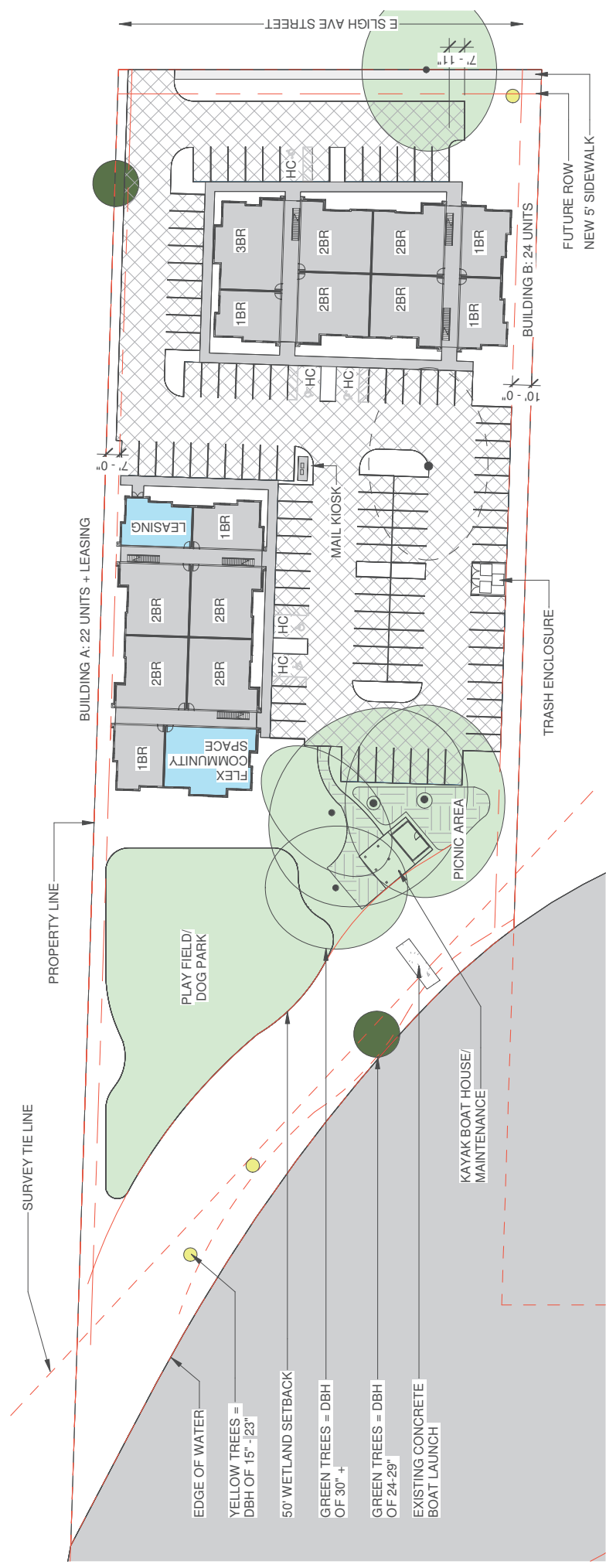


02/17/2026
CONCEPT PRESENTED TO:
MAGNOLIA PS

A.1

Sligh Multifamily Community

6214 E SLIGH AVE, TAMPA FL 33617

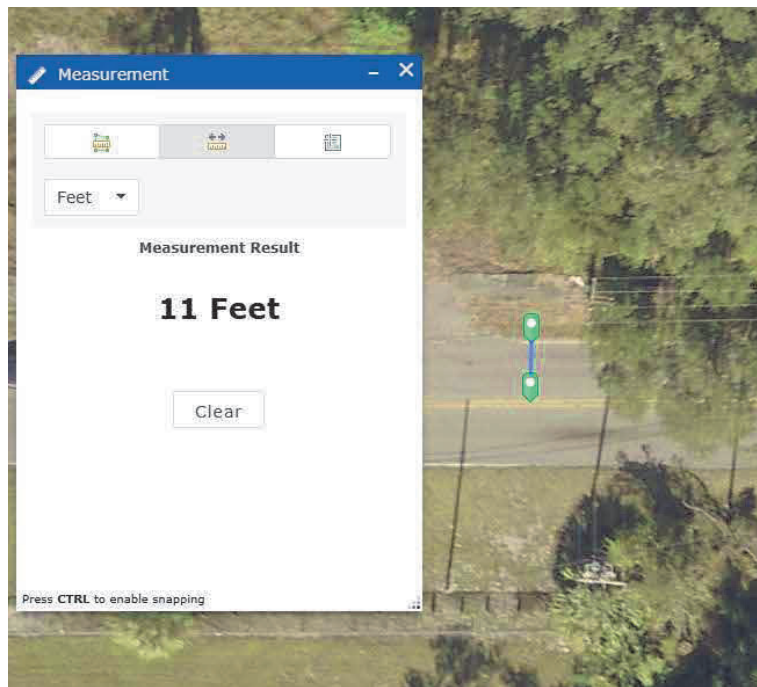


MIN. PARKING REQUIRED: 2 SPACES PER UNIT AT 2 AND 3 BEDROOM UNITS 1.5 SPACES PER UNIT AT 1 BEDROOM/ LEASING TOTAL - 85 PARKING SPACES REQ'D	SITE DATA:	
SPACES PROVIDED: 100 STANDARD SPACES 05 HANDICAP SPACES 105 TOTAL SPACES	BUILDING A: (6) 1 BR UNIT @ 877 SF EA (3) 1 BR UNIT @ 871 SF EA (12) 2 BR UNITS @ 1,308 SF EA (2) 3 BR UNITS @ 1,592 SF EA 23 UNITS @ 26,755 SF	BUILDING B: (6) 1 BR UNIT @ 877 SF EA (3) 1 BR UNIT @ 871 SF EA (12) 2 BR UNITS @ 1,308 SF EA (3) 3 BR UNITS @ 1,592 SF EA 24 UNITS @ 28,347 SF
	TOTAL: 47 UNITS LESS (1) UNIT FOR LEASING OFFICE TOTAL: 55,102 SF PLUS (1) COMMUNITY SPACE @ 1,592 SF TOTAL PROJECT SF = 56,694 SF	
TRASH VOLUME CALCULATIONS: 1.5 CU YD OF WASTE / BEDROOM/ MONTH 80 X 1.5 = 120 /4 = 30 WE NEED 3 X 10 YD DUMPSTERS FOR 1X WEEK		

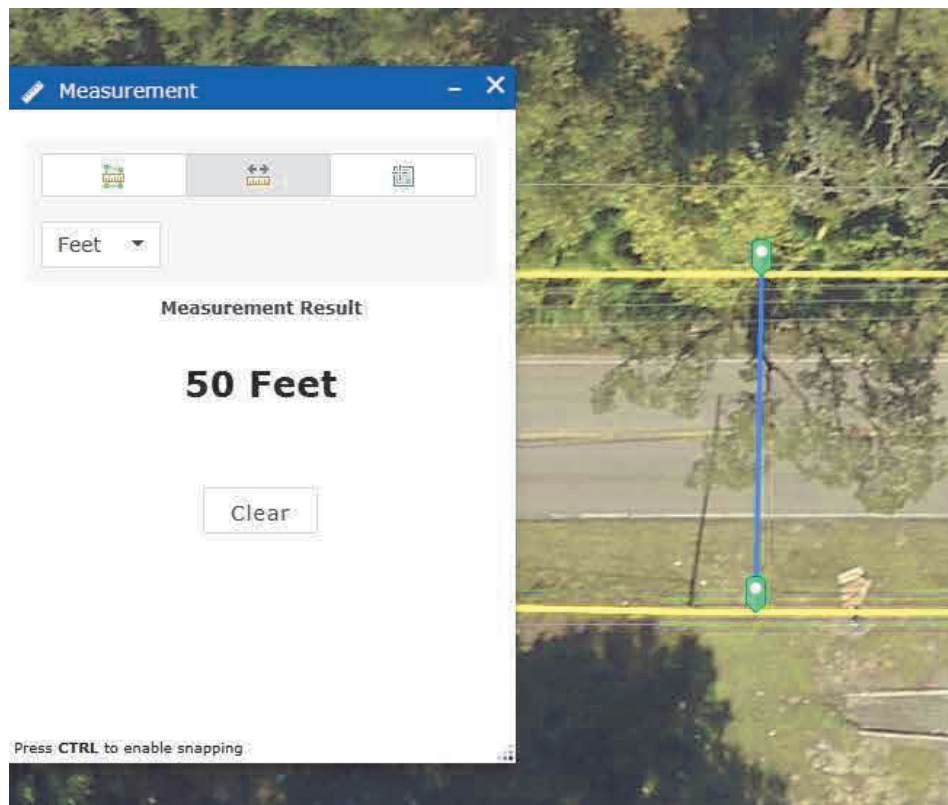
1 CONCEPTUAL SITE PLAN SKETCH
1" = 50'-0"



LOCATION MAP



LANE MEASUREMENT - 11 FT



RIGHT-OF-WAY MEASUREMENT - 50 FT

PM									
	Halifax River Drive SB			E Sligh Ave WB			E Sligh Ave EB		
4:00 - 5:00	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Count	2	0	4	0	427	2	6	485	0
Seasonal Adj (9%)	2	0	4	0	465	2	7	529	0
Project Traffic	0	0	0	0	0	0	0	0	0
Total	2	0	4	0	465	2	7	529	0

TURN MOVEMENT COUNT CONDUCTED AT NEARBY APARTMENT COMPLEX

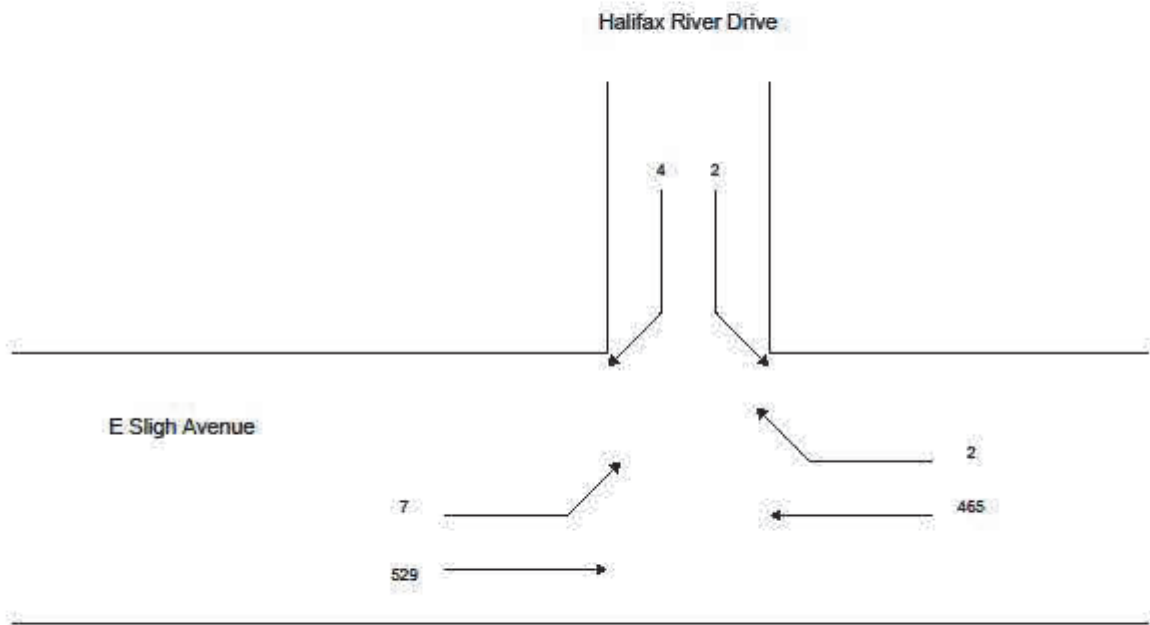
PM - Ingress				
Direction	Volume	% of Background	Project Traffic	% Project Traffic
Southbound	0	0.0%	0	0.0%
Westbound	2	22.2%	6	22.2%
Northbound	0	0.0%	0	0.0%
Eastbound	7	77.8%	20	77.8%
TOTAL	9	100.0%	26	100.0%

INBOUND DISTRIBUTION AND PROJECT TRAFFIC ASSIGNMENT

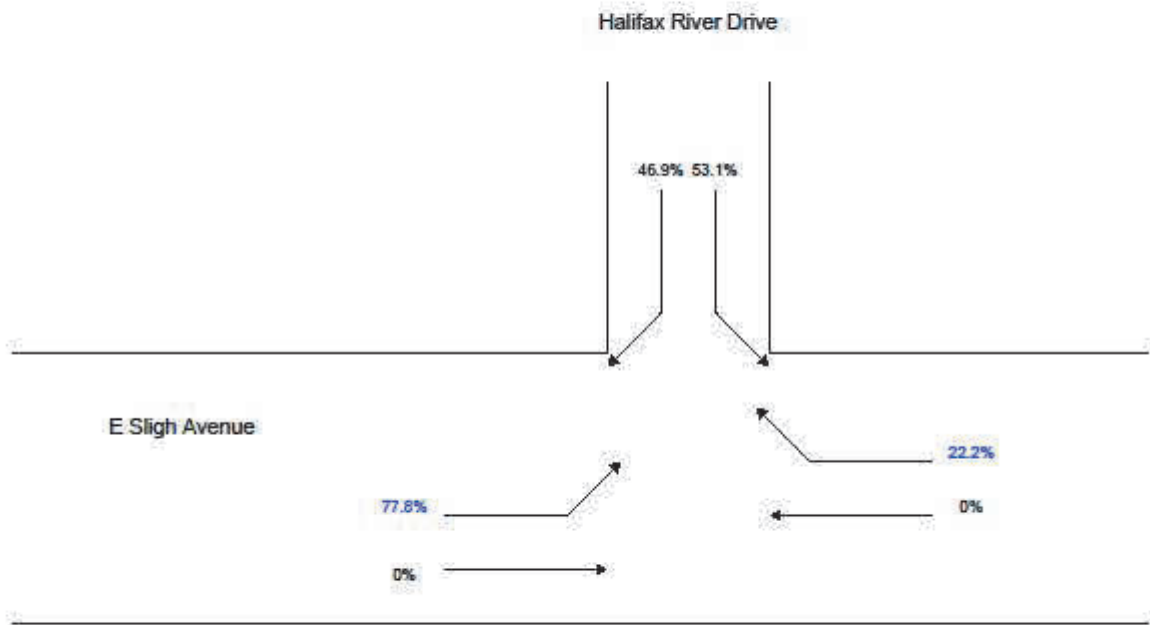
PM - Egress				
Direction	Volume	% of Background	Project Traffic	% Project Traffic
Southbound	0	0.0%	0	0.0%
Westbound	469	46.9%	7	46.9%
Northbound	0	0.0%	0	0.0%
Eastbound	531	53.1%	8	53.1%
TOTAL	1000	100.0%	15	100.0%

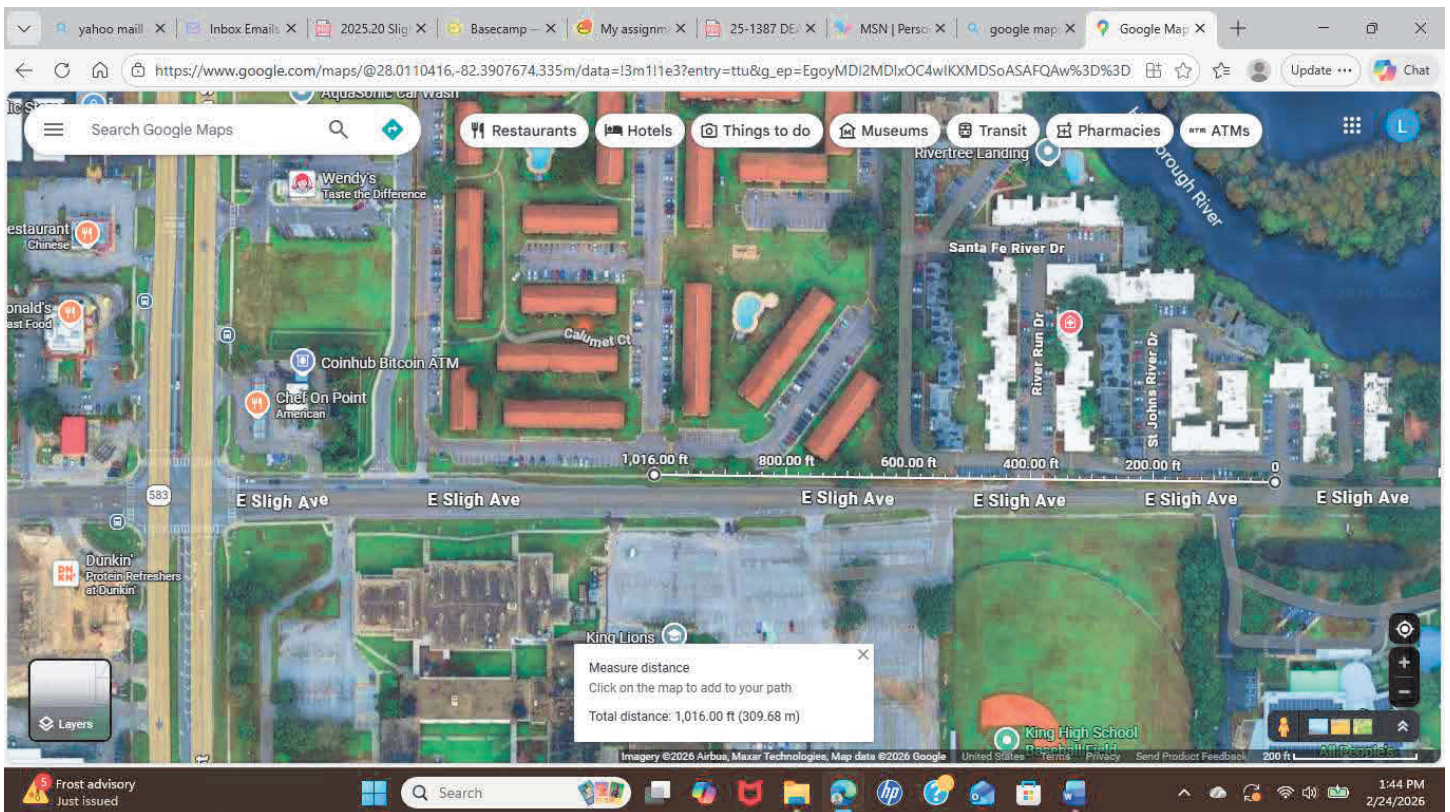
OUTBOUND DISTRIBUTION AND PROJECT TRAFFIC ASSIGNMENT

E Sligh & Halifax River
(PM Background)



E Sligh & Halifax River
(PM Distribution)

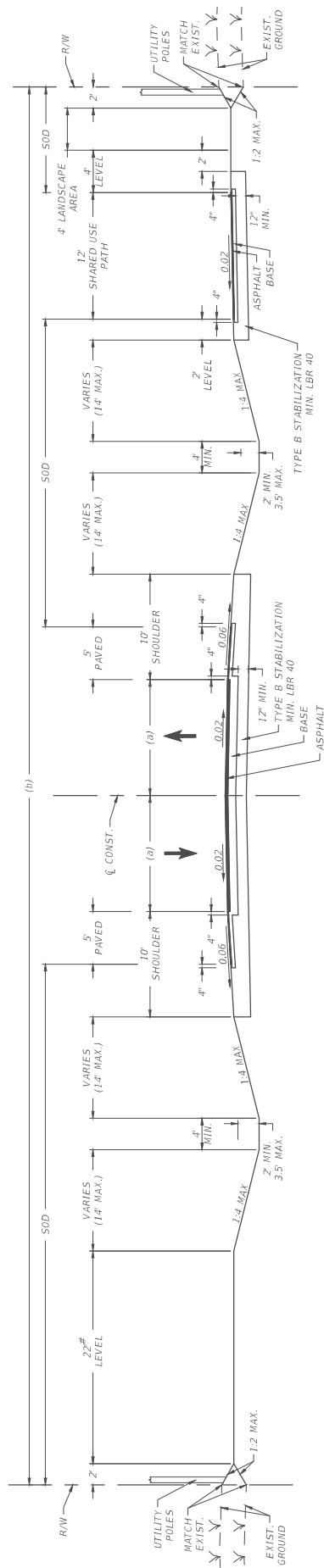




Proposed new 1,016 feet of sidewalk

TABLE 1: Trip Generation

ITE Code	Land Use Type	Units	Daily	AM Peak- Hour Trips In	AM Peak- Hour Trip Out	PM Peak- Hour Trips In	PM Peak- Hour Trips Out
220	MF low rise	47	377	9	28	26	15
	TOTAL	47	377	9	28	26	15

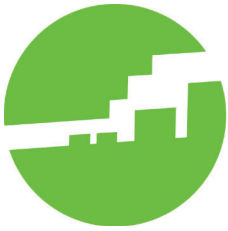


DIMENSION LEGEND

DESIGN SPEED ⁺	LANE WIDTH (a)	RIGHT OF WAY WIDTH (b)
25-45 MPH	11'-6"	154'
50 MPH	12'	156'

NOTES:
+DESIGN SPEED = POSTED SPEED
*10' LANES CAN BE PROVIDED FOR DESIGN SPEEDS OF 25 - 35 MPH UNLESS TRANSIT IS PRESENT OR TRUCK VOLUME EXCEEDS 10%.
WITHIN ONE MILE OF THE URBAN SERVICE BOUNDARY OR WHERE THERE IS DEMAND (E.G. 2 MILES FROM AN EDUCATION FACILITY), A SIDEWALK OR SHARED USE PATH MUST BE PROVIDED ON THE OPPOSITE SIDE OF THE SHARED USE PATH.

REVISION DATE	TRANSPORTATION DESIGN MANUAL	Hillsborough County Florida	RURAL 2 LANE UNDIVIDED TYPICAL SECTION	DRAWING NO.	SHEET NO.
10/2023				C1&C2-2U	1 OF 15



**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 23, 2026 Report Prepared: March 12, 2026	Case Number: PD 25-1387 Folio(s): 38295.0000 General Location: North of East Slight Avenue, East of 56 th Street North, and west of Harney Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-20 (20 du/ga; 0.75 FAR)
Service Area	Urban
Community Plan(s)	East Lake-Orient Park
Rezoning Request	Agricultural Single Family Conventional-1 (ASC-1) to Planned Development to develop 47 dwelling units
Parcel Size	+/- 4.98 acres
Street Functional Classification	East Slight Avenue – County Collector 56th Street North – State Principle Arterial Harney Road – County Arterial
Commercial Locational Criteria	Not applicable

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-20	ASC-1	Single-Family Residential
North	Residential-20	ASC-1 + RSC-3	Public/Quasi Public
South	Light Industrial	ASC-1 + CI	Heavy Industrial
East	Residential-20 + Public/Quasi-Public	PD + RSC-9 + CG	Single-Family Residential + Multi-Family Residential
West	Residential-20 + Office Commercial-20	PD + RSC-3	Single-Family Residential + Public/Quasi Public

Staff Analysis of Goals, Objectives and Policies:

The ± 4.98-acre subject site is generally located south of north of East Slight Avenue, East of 56th Street North, and west of Harney Road. The site is located within the Urban Service Area (USA) and is located within the limits of the East Lake-Orient Park Community Plan. The Future Land Use category of the site is Residential-20 (RES-20), which is intended for high density residential development. The applicant is requesting to rezone the site to Planned Development in order to develop 47 dwelling units.

The property is located within the Urban Service Area, where Future Land Use Section (FLUS) Objective 1.1 directs 80 percent of the County's anticipated growth. FLUS Policy 3.1.3 requires new development to be compatible with surrounding uses, clarifying that compatibility refers to sensitivity in preserving the character of existing development rather than sameness. The surrounding area includes a mix of single-family residential, multi-family residential, light industrial, heavy industrial and public/quasi-public uses. Collectively, this development pattern demonstrates that proposal of 47 dwelling units is compatible with the surrounding mix of residential and supporting commercial uses, consistent with FLUS Objective 1.1 and Policy 3.1.3.

Policy 3.1.3 requires that all new development be compatible with the surrounding area, emphasizing that "compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." In this context, compatibility is achieved not by duplicating adjacent land uses, but by ensuring that new development respects and transitions appropriately to surrounding uses in terms of scale, intensity, and design. According to the Hillsborough County Property Appraiser, the subject site is currently designated for single-family use. The surrounding area contains a diverse mix of land uses, including single-family residential, multi-family residential, light industrial, heavy industrial, and public/quasi-public uses. This varied development pattern establishes a

mixed-use corridor where differing intensities already coexist. FLUS Policy 3.1.2 further requires that gradual transitions of intensities and densities between different land uses be provided as new development is proposed and approved. Such transitions are to be accomplished through professional site planning, buffering and screening techniques, and the control of specific land uses. The subject property is well-positioned within this framework. To the east, along East Sligh Avenue, is the Tampa Family Health Center, a community-serving institutional use. To the west lies Rivertree Landing Apartments, a higher-density multi-family residential development. South of Sligh Avenue are public/quasi-public uses associated with the County's Real Estate Department. These existing uses establish a context of moderate to higher intensity development along the corridor.

The proposal for 47 dwelling units falls within the allowable density for the site and reflects an intensity that is compatible with surrounding development, particularly the adjacent multi-family residential use to the west and institutional uses along Sligh Avenue. Through appropriate site design, buffering, and adherence to development standards at the time of site plan review, the project will provide a sensitive transition between uses of varying intensity. Given the mixture of surrounding land uses and the permitted density, the proposed rezoning maintains a compatible transition in density and intensity while preserving the overall character of the area. Therefore, the request is consistent with Policies 3.1.2 and 3.1.3 and aligns with the established development pattern of the surrounding neighborhood.

Pursuant to Objective 2.2, the Future Land Use (FLU) categories establish the maximum allowable intensity and density of development, as well as the range of permitted land uses within each designation. FLUS Policy 2.2.1 further clarifies that Table 2.2 describes the character and intent of each FLU category and outlines the types of uses that may be considered. These categories are intended to guide growth and development in a manner that is consistent with the Comprehensive Plan's long-term vision. The subject property is designated Residential-20 (RES-20) on the Future Land Use Map. The RES-20 category is intended to accommodate a range of residential development types, as well as limited supporting uses such as agricultural, neighborhood commercial, office, multi-purpose projects, and mixed-use developments. The purpose of this category is to allow for higher-density residential development in appropriate locations, while ensuring compatibility with surrounding uses and infrastructure capacity. The maximum density permitted within the RES-20 category is 20 dwelling units per gross acre (du/ga). The subject site contains approximately 4.98 gross acres. However, 2.21 acres of the property consists of wetlands. As a result, the net developable upland area totals approximately 2.77 acres. Pursuant to Future Land Use Section (FLUS) Policy 2.3.9, properties containing 25 percent or more wetlands and/or man-made water bodies, including borrow pits, are subject to an environmentally sensitive land calculation for density and Floor Area Ratio (FAR). Because the site is made up of over 25% wetlands, the wetland density credit is used in calculating maximum potential density per FLUS Policy 2.3.9. Applying the maximum permitted density of 20 dwelling units per acre to the 2.77 acres of uplands yields a development potential of 55 dwelling units ($2.77 \text{ acres} \times 1.25 \times 20 \text{ du/acre} = 69.25$, rounded down to 69 dwelling units). The applicant is proposing a total of 47 dwelling units, which is below the maximum density permitted under the RES-20 designation. Because the proposed unit count does not exceed the allowable density the request is consistent with Objective 2.2 and FLUS Policy 2.2.1, as well as the overall intent of the Residential-20 Future Land Use category.

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

FLUS Objective 4.4 and Policy 4.4.1 require that new development be compatible with the surrounding neighborhood and responsive to the existing development pattern. As previously discussed, compatibility does not require identical land uses, but rather a development pattern that is sensitive to surrounding intensity, scale, and character. The subject site is located within a mixed-use corridor that includes single-family residential, multi-family residential, institutional, light industrial, heavy industrial, and public/quasi-public uses. More specifically, the property is adjacent to Rivertree Landing Apartments, a higher-density multi-family residential development to the west; institutional uses such as the Tampa Family Health Center to the east along East Sligh Avenue; and public/quasi-public uses associated with the County's Real Estate Department to the south. While single-family residential uses are present in the broader area, the immediate vicinity reflects a range of residential densities and non-residential uses. Accordingly, the proposed Planned Development is consistent with FLUS Objective 4.4 and Policy 4.4.1, as it maintains compatibility with the surrounding neighborhood while adhering to the established density and character of the RES-20 Future Land Use category.

The subject site is located within the East Lake-Orient Park Community Plan. There are no applicable policies related to this request.

Overall, staff find that the proposed Planned Development allows for uses that can be considered in the Residential-20 (RES-20) Future Land Use category and is compatible with the existing development pattern found within the surrounding area. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

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

Policy 1.1.3: Within the USA, medium and high-density residential and mixed-use development is encouraged to be located along Centers and Connections as identified in Objective 2.4.

Future Land Use Categories

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

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

Environmentally Sensitive Land Density Calculation

Policy 2.3.9: *Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity.*

- *Wetlands shall:*
- *Exclude land below the mean high water line*
- *Include conservation and preservation areas*
- *Include wetlands associated with man-made water bodies as defined (including borrow pits)*

Density and floor area ratio calculations for properties with 25% or greater wetlands and/or man-made water bodies (including borrow pits) shall be subject to an environmentally sensitive land calculation. Upland acreage of the site multiplied by 1.25 yields the base acreage for the density calculation. That acreage is then multiplied by the maximum intensity/density of the Future Land Use Category.

Compatibility

Objective 3.1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.*

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

Policy 3.1.3: *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.*

Development

Objective 4.1: Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.

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

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

Neighborhood/Community Development

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

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

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

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ-PD 25-1387

Rezoning

STATUS



PENDING



Tampa Service Area



Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Parcels



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 (9) (.35 FAR)



SUBURBAN MIXED USE-6 (.35 FAR)



COMMUNITY MIXED USE-12 (.50 FAR)



URBAN MIXED USE-20 (1.0 FAR)



REGIONAL MIXED USE-35 (2.0 FAR)



INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)



OFFICE COMMERCIAL-20 (.75 FAR)



RESEARCH CORPORATE PARK (1.0 FAR)



ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)



LIGHT INDUSTRIAL PLANNED (.75 FAR)



LIGHT INDUSTRIAL (.75 FAR)



HEAVY INDUSTRIAL (.75 FAR)



PUBLIC/QUASH-PUBLIC



NATURAL PRESERVATION



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 for informational purposes only and is not intended for use as a legal document. It is intended that the City/County Planning Commission. ACCURACY: It is intended that the City/County Planning Commission. Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, see the appropriate source.



Map Printed from Rezoning System: 9/26/2025

Author: Samantha Lurdes

File: G:\Rezoning\System\MapProject\HC\SamLandes_hcRezoning.mxd

