

**Rezoning Application:** 25-0144  
**Zoning Hearing Master Date:** April 15, 2025  
**BOCC Land Use Meeting Date:** June 10, 2025



**Hillsborough  
County Florida**

Development Services Department

## 1.0 APPLICATION SUMMARY

**Applicant:** Todd Pressman  
**FLU Category:** R-4  
**Service Area:** Urban  
**Site Acreage:** 20.05  
**Community Plan Area:** Wimauma  
**Overlay:** None



### Introduction Summary:

The request is to rezone several parcels, all under one ownership, comprised of 20.05 acres for a proposed single-family subdivision with a total of 72 units creating a Planned Development.

Zoning:	Existing	Proposed
District(s)	AR	PD 25-0144
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	20.05	20.05
Density/Intensity	1 DU per 5 acres	3.59 DU per acre
Mathematical Maximum*	4 units	72 units

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AR	PD
Lot Size / Lot Width	217,800 sf/ 150'	4,400 sf/40'
Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides	20' Front 15' Rear 5' Sides
Height	50'	35'

### Additional Information:

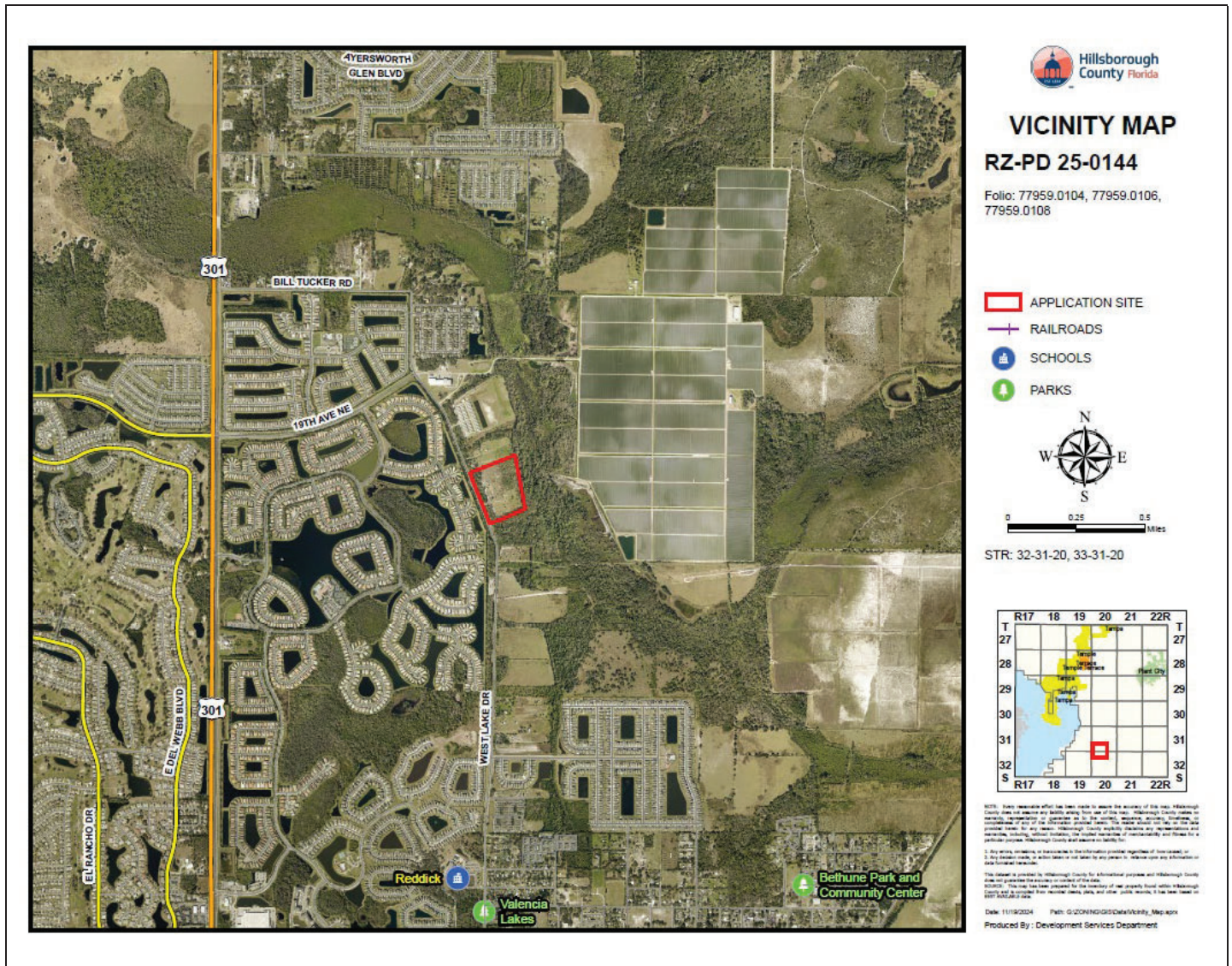
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

**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



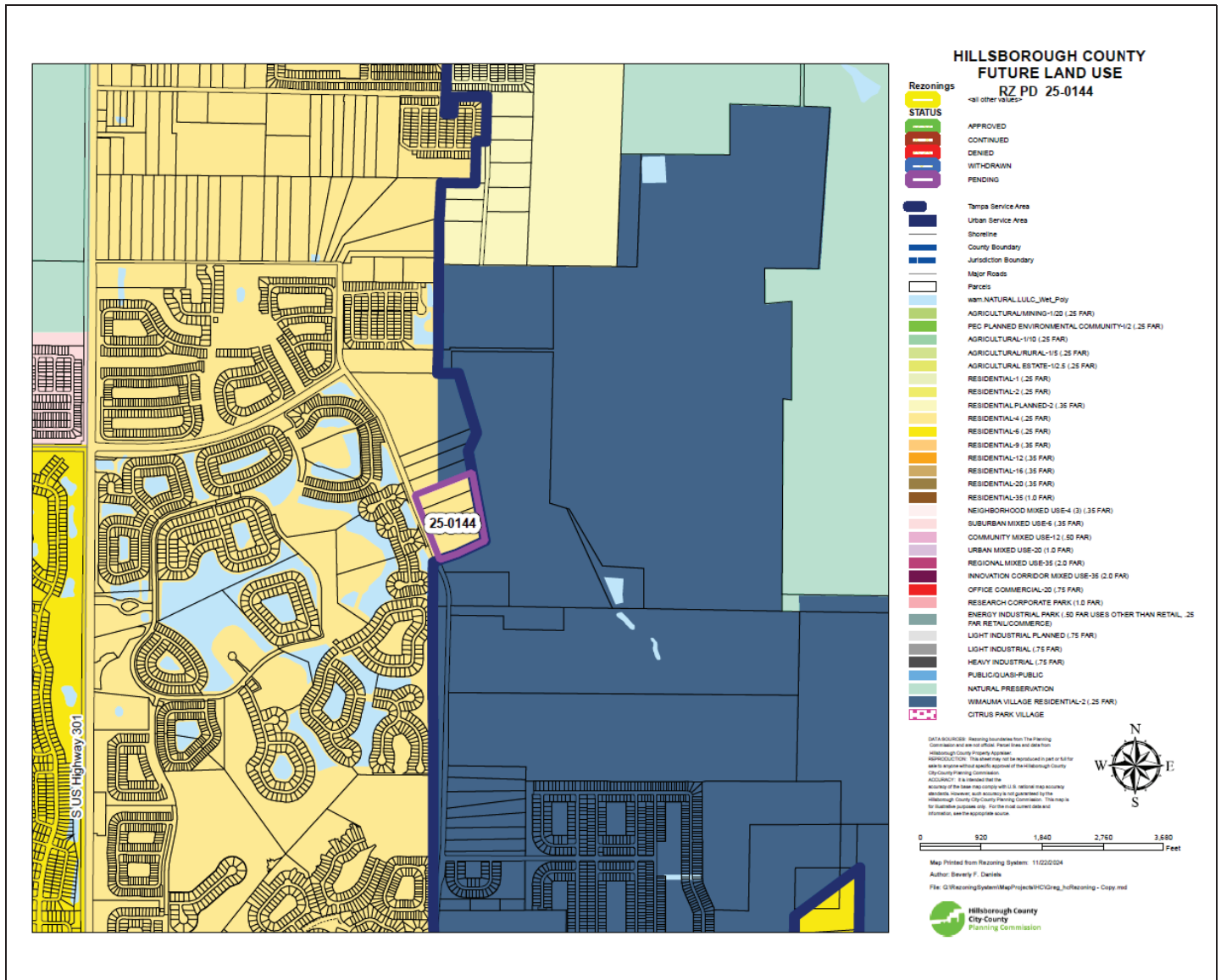
#### Context of Surrounding Area:

The subject parcels are comprised of three folios: 77959.0104, 77959.0106, and 77959.0108. The property is within the Urban Service Area and the Wimauma Community Planning Area and north of the Wimauma Downtown Overlay district. The surrounding area consists of agriculture and planned development (PD) districts.



## 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 units acre/.25 FAR
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



#### ZONING MAP

#### RZ-PD 25-0144

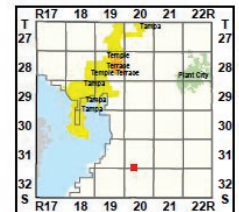
Folio: 77959.0104, 77959.0106,  
77959.0108

- APPLICATION SITE
- ZONING BOUNDARY
- PARCELS
- SCHOOLS
- PARKS



0 230 460 Feet

STR: 32-31-20, 33-31-20



NOTES: Every reasonable effort has been made to ensure the accuracy of this map. Hillsborough County does not assume any liability arising from use of the map. Hillsborough County makes no warranty, representation or guarantee as to the content, accuracy, timeliness, or completeness of any of the information provided herein. The reader should not rely on the map without consulting the official records of the County and the applicant. The map is for informational purposes only and does not constitute a legal document. The map is not to be used for any purpose other than the one for which it was prepared. The map is not to be used for any purpose other than the one for which it was prepared. The map is not to be used for any purpose other than the one for which it was prepared.

Date: 11/15/2024 Path: G:\ZONING\GIS\Zoning\_Map.aprx  
Produced By: Development Services Department

#### Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	1 unit per 5 acres	Agriculture/Single-Family Conventional	Residential
South	PD 24-0044	Not applicable	Conservation Easement	Bullfrog Creek Mitigation Area
East	PD 24-0044	Not applicable	Conservation Easement	Bullfrog Creek Mitigation Area
West	PD 89-0097	4 units per acre	Single-Family attached and/or detached	Single-Family





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Case Reviewer: James E. Baker, AICP

**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
West Lake Dr.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation** ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	38	3	4
Proposed	746	55	73
Difference (+/-)	+708	+52	+69

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

**Connectivity and Cross Access** ☐ Not applicable for this request

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

Notes: Exact location of access connection to West Lake Dr. shall be determined at plat/site/subdivision construction review per proposed condition of approval.

**Design Exception/Administrative Variance** ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
West Lake Dr./Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.

Notes: Proposed Administrative Variance for access spacing was withdrawn.

**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 checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.



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

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input checked="" type="checkbox"/> Significant Wildlife Habitat (partial) <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input checked="" type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Impact/Mobility Fees</b> Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$9,183 Parks: \$2,145 School: \$8,227 Fire: \$335 Total per House: \$19,890				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments

<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input 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	
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5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

This request is to rezone three parcels comprising 20.05 acres from AR to a Planned development that will consist of 72 units.

The subject site is located along West Lake Drive. Adjacent uses to the area consist of undeveloped agricultural land to the north, Planned Development that includes the Bullfrog Creek Mitigation Area to the east and south and Planned development that includes multi use to the west.

Development standards for the proposed Planned Development are front setbacks 20', rear setbacks 15' side setbacks 5', corner front setbacks 15' and maximum height 35'. No buffering and screening will be required as all on site and abutting uses fall into group I under 6.06.06.

Based on these facts, Development Services does not foresee any compatibility uses with the proposed Planned development at this location. It is consistent with maintaining neighborhood scale and integrating with adjacent land uses.

5.2 Recommendation

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



## 6.0 PROPOSED CONDITIONS

Prior to Certification, the applicant shall:

1. Revise the PD site plan to remove the West Lake Dive access connection
2. Revise the General Notes #21 to eliminate the word “driveways.”

**Approval** - Approval of the request, subject to conditions listed below, is based on the general site plan submitted on February 4, 2025.

1. A maximum of 72 single-family detached lots are permitted. Uses shall be developed where generally shown on the site plan.
2. Development shall be in accordance with the following:

Minimum lot size:	4,400 sf
Minimum lot width:	40 ft
Minimum front yard setback:	20 ft
Minimum corner front yard setback:	15 ft*
Minimum rear yard setback:	15 ft
Minimum side yard setback:	5 ft

\* Where front yard functions as a side yard (street frontage that does not contain the front entrance or garage), any side-loaded garages shall have a minimum 20-foot setback from the back of the sidewalk.

3. For any lots developed at a lot width of less than 50 feet, the following shall apply:
  - 3.1 A 2-car garage shall be provided
  - 3.2 The garage shall not be located flush with the residential façade or in front of the residential façade. The garage shall be located a minimum of 5 feet from the residential façade.
4. Natural Resources staff identified several significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
5. An evaluation of the property identified the existence of xeric significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. The identified significant wildlife habitat may be mitigated off site.
6. 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.
7. 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.
8. 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.

9. The project shall be permitted one full access on West Lake Drive, as shown on the PD site plan.
10. Notwithstanding anything shown on the PD site plan to the contrary, the location of the access point on West Lake Dr. shall be regulated by the Hillsborough County Land Development Code, Transportation Technical Manual (TTM) and other applicable regulations. The design, relocation, modification, closure or addition of curb cuts are subject to approval by Hillsborough County Development Services at the time of plat/site/construction plan approval. The need for site access improvements at project entrances and affected intersections will be determined at the time of plat/site/construction plan approval, and access location or characteristics may require Sec. 6.04.02.B. Administrative Variances and/or Design Exceptions which will be adjudicated at the time of plat/site/construction plan approval. Applicants who are unable to meet access management regulations, other applicable regulations, and/or obtain the appropriate relief may be unable to construct the project to its maximum entitlements.
11. The project shall construct a roadway stub out to the northern boundary with folio 77959.0110 for future Connection, as shown on the PD site plan. 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 out as A "Future Roadway Connection."
12. If PD 25-0144 is approved, the County Engineer will approve the Design Exception (dated January 10, 2025), and found approvable on April 8, 2025), for West Lake Drive substandard improvements. As West Lake Drive is a substandard rural collector roadway, the developer will be required to construct an 8-foot shoulder, consisting of 5' paved and 3' stabilized/unpaved, at the southwest corner of West Lake Drive/Bill Tucker Road north of the subject site consistent with the Design Exception.
13. Internal project roadways shall be constructed to the County Transportation Technical Manual, TS-3 local Roadway standard and platted as private roads. Gated access shall not be permitted.
14. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian may be permitted anywhere along the project boundaries.
16. All construction ingress and egress shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
17. 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.
18. If the notes and/or graphics on the site plan conflict with specific zoning conditions and/or the 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.



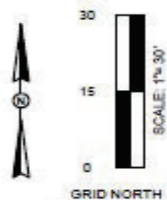
**Zoning Administrator Sign Off:**

*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

**LEGEND:**

- SWH - SIGNIFICANT HABITAT WILDLIFE  
 NES - NAYLOR ENVIRONMENTAL SOLUTIONS

LB #8405 CA #8474

**HAMILTON**  
 ENGINEERING & SURVEYING, LLC  
 www.HamiltonEngineering.US

3409 W LEMON ST  
 TAMPA, FL 33609  
 TEL: 813.250.3535

2400 N FORDYTH RD  
 ORLANDO, FL 32807  
 TEL: 407.362.5929

8340 CONSUMER CIR  
 SARASOTA, FL 32807  
 TEL: 941.377.9178

## CONLEY COVE

### SIGNIFICANT WILDLIFE HABITAT AREA

SEC TWP RNS:	JOB NUMBER:	DRAWN BY:	DATE:	SHEET:
32/31S/20E	24HAM0274	RMM	01/28/2025	1 OF 1

T:\1 Client\KB Home\24HAM0274 Conley Cove\ENGR\1 DWG\Zoning\SWH Exhibits\SWH Exhibit.dwg (EXHIBIT) RvanM Jan 28, 2025 - 3:30pm



## **8.0 PROPOSED SITE PLAN (FULL)**

See Following Page





**APPLICATION NUMBER: PD 25-0144**

ZHM HEARING DATE: April 15, 2025

BOCC LUM MEETING DATE: June 10, 2025

Case Reviewer: James E. Baker, AICP

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

## AGENCY REVIEW COMMENT SHEET

**TO:** Zoning Technician, Development Services Department      **DATE:** 4/08/2025

**REVIEWER:** Richard Perez, AICP, Executive Planner

**AGENCY/DEPT:** Transportation

**PLANNING AREA/SECTOR:** WM/SOUTH

**PETITION NO:** PD 25-0144

- 
- 
- ☐ 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.

### **CONDITIONS OF APPROVAL**

- The project shall be permitted one full access connection on West Lake Dr., as shown on the PD site plan.
- Notwithstanding anything shown on the PD site plan to the contrary, the location of the access point on West Lake Dr. shall be regulated by the Hillsborough County Land Development Code, Transportation Technical Manual (TTM) and other applicable regulations. The design, relocation, modification, closure or addition of curb cuts are subject to approval by Hillsborough County Development Services at the time of plat/site/construction plan approval. The need for site access improvements at project entrances and affected intersections will be determined at the time of plat/site/construction plan approval, and access location or characteristics may require Sec. 6.04.02.B. Administrative Variances and/or Design Exceptions which will be adjudicated at the time of plat/site/construction plan approval. Applicants who are unable to meet access management regulations, other applicable regulations, and/or obtain the appropriate relief may be unable to construct the project to its maximum entitlements.
- The project shall construct a roadway stubout to the northern boundary with folio#77959.0110 for future connection, as shown on the PD site plan. 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-out as a "Future Roadway Connection".
- If PD 25-0144 is approved, the County Engineer will approve the Design Exception (dated January 10, 2025), and found approvable on April 8, 2025), for West Lake Dr. substandard road improvements. As West Lake Dr. is a substandard rural collector roadway, the developer will be required to construct an 8-foot shoulder, consisting of 5' paved and 3' stabilized/unpaved, at the southwest corner of West Lake Dr./Bill Tucker Rd. north of the subject site consistent with the Design Exception.
- Internal project roadways shall be constructed to the County Transportation Technical Manual, TS-3 local roadway standard and platted as private roads. Gated access shall not be permitted.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.



- All construction ingress and egress shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

Other:

- Prior to Certification, the applicant shall:
  - Revise the PD site plan to remove the West Lake Dr. access connection.
  - Revise the General Notes #21 to eliminate the word “driveways”. [Single family detached residential subdivisions are served by roadway access and not driveways.]

**PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone three parcels totaling a +/- 20.05 acres, from Agricultural/Residential (AR) to Planned Development to construct 72 single-family detached units. The site is located on the east side of West Lake Dr. approximately 2,800 feet south of 19<sup>th</sup> AVE NE. The Future Land Use designation is Residential 4 (R-4).

***Trip Generation Analysis***

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11<sup>th</sup> Edition.

**Existing Zoning**

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR: 4 Single Family Detached Units (ITE Code 210)	38	3	4

**Proposed Rezoning**

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 72 Single Family Detached (ITE 210)	746	55	73

**Trip Generation Difference**

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>(+)708</b>	<b>(+)52</b>	<b>(+)69</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

West Lake Dr. is a 2-lane, substandard, undivided, rural collector roadway. The roadway is characterized by +/-11-foot-wide travel lanes in good condition, lying within +/-89 feet of right-of-way along the project frontage. There are no sidewalks and no paved shoulders along the project frontage.

According to the Hillsborough County Transportation Technical Manual a TS-7 rural local and collector roadway typical section has 12-foot lanes with 5-foot paved shoulders and sidewalks on both sides within a minimum of 96 feet of right-of-way. The applicant is proposing a Design Exception to an 8-foot shoulder, consisting of 5’ paved and 3’ stablized/unpaved, at the southwest corner of West Lake Dr./Bill Tucker Rd. north of the site. The proposed Design Exception is discussed in greater detail under the section titled Requested Design Exception: West Lake Dr. herein.

The PD site plan proposes a full access vehicular and pedestrian connection on West Lake Dr. Consistent with the requirements of LDC, Sec. 6.02.01.A.14., the proposed PD site plan provides a roadway stub out to the north (folio##77959.0110).

[illegible][illegible]

As demonstrated by the site access analysis submitted by the applicant's traffic engineer, the project does not meet warrants for site access improvements (i.e. turn lanes) at the projects access connection.

Internal project roadways are proposed to be privately maintained and ungated. The roadways will be designed to the County TTM, TS-3 local roadway section.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access may be permitted anywhere along the project boundary consistent with the LDC.

**REQUESTED DESIGN EXCEPTION: WEST LAKE DR. SUBSTANDARD ROADWAY**

As West Lake Dr. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for the roadway (dated January 10, 2025) 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 request approvable (on April 8, 2025). The developer will be required to construct an 8-foot shoulder, consisting of 5' paved and 3' stabilized/unpaved, at the southwest corner of West Lake Dr./Bill Tucker Rd. north of the subject site consistent with the Design Exception.

If this zoning is approved, the County Engineer will approve the Design Exception request.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

West Lake Dr. is not a regulated roadway in the Hillsborough County Level of Service (LOS) Report.



**From:** Williams, Michael [WilliamsM@hcfl.gov]  
**Sent:** Tuesday, April 8, 2025 12:54 PM  
**To:** Michael Raysor [mdr@raysor-transportation.com]  
**CC:** todd@pressmaninc.com; Beachy, Stephen [smbeachy@kbhome.com]; Grandlienard, Christopher [GrandlienardC@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Drapach, Alan [DrapachA@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]  
**Subject:** FW: RZ-PD 25-0144 Administrative Variance & Design Exception Review  
**Attachments:** 25-0144 DEReq 01-10-25.pdf

Mike,

I have found the attached Design Exception (DE) for PD 25-0144 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hcfl.gov](mailto:PW-CEIntake@hcfl.gov)

Mike

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

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P: (813) 307-1851  
M: (813) 614-2190  
E: [Williamsm@HCFL.gov](mailto:Williamsm@HCFL.gov)  
W: HCFLGov.net

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**Hillsborough County**

601 E. Kennedy Blvd., Tampa, FL 33602

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**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Tuesday, April 8, 2025 11:08 AM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** Drapach, Alan <DrapachA@hcfl.gov>; Perez, Richard <PerezRL@hcfl.gov>  
**Subject:** RZ-PD 25-0144 Administrative Variance & Design Exception Review

Hello Mike,

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

[mdr@raysor-transportation.com](mailto:mdr@raysor-transportation.com)  
[todd@pressmaninc.com](mailto:todd@pressmaninc.com)  
[smbeachy@kbhome.com](mailto:smbeachy@kbhome.com)  
[grandlienardc@hcfl.gov](mailto:grandlienardc@hcfl.gov)  
[perezrl@hcfl.gov](mailto:perezrl@hcfl.gov)  
[drapacha@hcfl.gov](mailto:drapacha@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department  
E: [TiradoS@HCFL.gov](mailto:TiradoS@HCFL.gov)  
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602  
**[HCFL.gov](http://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

## Instructions:

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

<b>Request Type</b> (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
<b>Submittal Type</b> (check one)	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Existing Facilities - West Lake Drive <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
<b>Project Name/ Phase</b>	Conley Cove
<b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
<b>Folio Number(s)</b>	77959.0104, 77959.0106 & 77959.0108
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
<b>Name of Person Submitting Request</b>	Michael D. Raysor, P.E.
<b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
<b>Current Property Zoning Designation</b>	AR
<b>Important:</b> For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a> . For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.	
<b>Pending Zoning Application Number</b>	N/A
<b>Important:</b> 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.	
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>	PD-0144
<b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	





January 10, 2025

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

**SUBJECT: CONLEY COVE**  
**DESIGN EXCEPTION – EXISTING FACILITIES (WEST LAKE DRIVE)**  
**FOLIO No's. 77959.0104, 77959.0106, AND 77959.0108**  
**PD-0144**

Dear Mr. Williams,

This letter documents a request for a **DESIGN EXCEPTION** per Hillsborough County Transportation Manual (TTM) Section 1.7.2 to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (**EXISTING FACILITIES**) in association with development of the **CONLEY COVE** project.

## 1.0 | INTRODUCTION

The subject project site is located on the east side of West Lake Drive, approximately 1.65 miles north of State Road 674, in Hillsborough County, Florida; as shown in in **ATTACHMENT A**. The subject ± 20 acre project site consists of three (3) parcels, with a Future Land Use of R-6, and Zoning consisting of a mix of RSC-6 and ASC-1. The project site is proposed for development consisting of 72 single family residences with one full access driveway connection to West Lake Drive; as shown on the project site PD plan depicted in **ATTACHMENT B**.

Pursuant to LDC §6.04.03.L (**EXISTING FACILITIES**), the following is applicable to West Lake Drive:

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

As shown in **ATTACHMENT C**, pursuant to the *Hillsborough County Roadways Functional Classification Map (Infrastructure & Development)*, the adjacent segment of West Lake Drive is functionally classified as a collector roadway. A Design Exception is requested for relief from the above-referenced requirement to improve West Lake Drive to meet current roadway standards for a two-lane undivided rural collector roadway (TS-7) as a condition of approval; where in lieu of meeting the requirements of the TS-7 typical section, alternative improvements are proposed. The County typical section for a two-lane undivided collector roadway (TS-7) is provided as **ATTACHMENT D**.



## RAYSOR Transportation Consulting

MICHAEL J. WILLIAMS, P.E.  
CONLEY COVE  
DESIGN EXCEPTION – EXISTING FACILITIES (WEST LAKE DRIVE)  
FOLIO NO's. 77959.0104, 77959.0106, AND 77959.0108 (PD-0144)  
JANUARY 10, 2025  
PAGE 2 OF 4

**2.0 | ROADWAY CHARACTERISTICS**

The characteristics of the segment of West Lake Drive are summarized below. Photographs showing West Lake Drive in the vicinity of the subject project site are provided in [ATTACHMENT E](#).

**RIGHT-OF-WAY WIDTH:** Within the limits from SR 674 to Bill Tucker Road, West Lake Drive has an existing right-of-way width that varies between  $\pm 55$  feet and  $\pm 100$  feet; with narrower rights-of-way generally located to the south and wider rights-of-way generally located to the north. The foregoing indicates that West Lake Drive does not meet the standard right-of-way width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard right-of-way width is identified as 96 feet.

**LANE WIDTH:** Within the limits from SR 674 to Bill Tucker Road, West Lake Drive has a typical lane width that varies between  $\pm 10$  feet and  $\pm 11$  feet. The foregoing indicates that West Lake Drive does not meet the standard lane width, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard lane width is identified as 12 feet.

**SHOULDERS:** Within the limits from SR 674 to Bill Tucker Road, West Lake Drive generally does not have paved shoulders, except surrounding the intersections located at Crane Meadow Boulevard and at Hidden Breeze Drive, where at these locations, turn lane improvements were constructed circa 2020 and 2008, respectively; which included shoulder improvements within the limits of the referenced turn lanes. Roadside conditions do not exhibit signs of rutting or other deformation, except on the inside of the curve located at the junction of West Lake Drive and Bill Tucker Road, where off tracking was observed as shown in [ATTACHMENT F](#). The foregoing indicates that West Lake Drive does not meet the standard shoulder condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, the standard shoulder condition is identified as 8 feet in total width, with 5 feet paved.

**SIDEWALK:** Within the limits from SR 674 to Bill Tucker Road, West Lake Drive has intermittent sidewalk coverage along  $\pm 35\%$  of its length on the east side of the road, and intermittent sidewalk coverage along  $\pm 17\%$  of its length on the west side of the road. The foregoing indicates that West Lake Drive does not meet the standard sidewalk condition, as pursuant to Hillsborough County roadway standards for the applicable TS-7 typical section, continuous sidewalks are required on both sides of the road.

**SPEED LIMIT:** Within the limits from SR 674 to Bill Tucker Road, West Lake Drive has a posted speed limit of 30 mph.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.  
CONLEY COVE  
DESIGN EXCEPTION – EXISTING FACILITIES (WEST LAKE DRIVE)  
FOLIO NO's. 77959.0104, 77959.0106, AND 77959.0108 (PD-0144)  
JANUARY 10, 2025  
PAGE 3 OF 4

**3.0 | CRASH HISTORY**

A crash data evaluation has been prepared for the segment of West Lake Drive from SR 674 to Bill Tucker Road, excluding the intersection of SR 674 & West Lake Drive; as documented in [ATTACHMENT G](#). The crash data evaluation indicates that 25 crashes have occurred on the subject roadway segment within the referenced limits within the prior three year period, resulting in an average of 8.3 crashes per year along this 2.5 mile segment of roadway. The locations of these crashes are generally dispersed along the corridor with varying crash types and varying contributing causes; with no indication of the crashes being related to substandard roadway conditions. These findings indicate that the substandard roadway conditions identified for West Lake Drive have not historically contributed to a safety deficiency, as evidenced by a lack of crashes attributable to those substandard conditions. Further, the referenced crash history does not exhibit any patterns that would indicate a potential for future safety concerns associated with development of the subject project.

**4.0 | PROJECT GENERATED TRAFFIC VOLUMES**

The daily and peak hour trip generation for the project site was estimated using trip characteristic data pursuant to the Institute of Transportation Engineers (ITE) *Trip Generation Manual (11<sup>th</sup> edition)*, as documented in [ATTACHMENT H](#). The trip generation estimates identified 746 daily trips, with 55 trips during the AM peak hour, and 73 trips during the PM peak hour.

**5.0 | ALTERNATIVE IMPROVEMENTS**

As discussed in Section 2.0 herein, West Lake Drive was found to be substandard in regard to several roadway characteristics, including shoulders; with off tracking observed on the inside of the curve located at the junction of West Lake Drive and Bill Tucker Road. To address the subject project's impact to substandard road conditions, the applicant proposes to construct shoulder improvements at this location. Specifically, the shoulder improvements are proposed to consist of a combined 5 foot paved shoulder and 3 foot stabilized shoulder, to be constructed on the inside of the referenced curve from PC to PC.

Refer to [ATTACHMENT I](#) for a conceptual graphic depicting the referenced shoulder improvement.

**RAYSOR Transportation Consulting**

MICHAEL J. WILLIAMS, P.E.  
CONLEY COVE  
DESIGN EXCEPTION – EXISTING FACILITIES (WEST LAKE DRIVE)  
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JANUARY 10, 2025  
PAGE 3 OF 4

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CONLEY COVE  
DESIGN EXCEPTION – EXISTING FACILITIES (WEST LAKE DRIVE)  
FOLIO NO's. 77959.0104, 77959.0106, AND 77959.0108 (PD-0144)  
JANUARY 10, 2025  
PAGE 4 OF 4

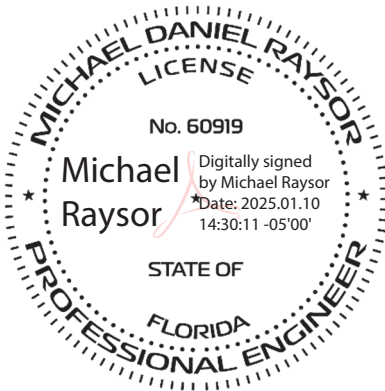
6.0 | CONCLUSION

The foregoing documents a request for a **DESIGN EXCEPTION** per Hillsborough County Transportation Manual (TTM) Section 1.7.2. to meet Hillsborough County Land Development Code (LDC) §6.04.03.L (**EXISTING FACILITIES**) in association with development of the **CONLEY COVE** project, and is recommended for approval by the County Engineer.

Sincerely,

RAYSOR Transportation Consulting, LLC

*Michael Raysor*  
Michael D. Raysor, P.E.  
President



THIS ITEM HAS BEEN DIGITALLY  
SIGNED AND SEALED BY

ON THE DATE ADJACENT TO THE SEAL

PRINTED COPIES OF THIS DOCUMENT ARE NOT  
CONSIDERED SIGNED AND SEALED AND THE  
SIGNATURE MUST BE VERIFIED ON ANY  
ELECTRONIC COPIES.

RAYSOR TRANSPORTATION CONSULTING, LLC  
19046 BRUCE B. DOWNS BOULEVARD, #308  
TAMPA, FL 33647  
ENB NO. 27789  
MICHAEL D. RAYSOR, P.E. NO. 60919

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

APPROVED .....	<input type="checkbox"/>
APPROVED WITH CONDITIONS .....	<input type="checkbox"/>
DENIED .....	<input type="checkbox"/>

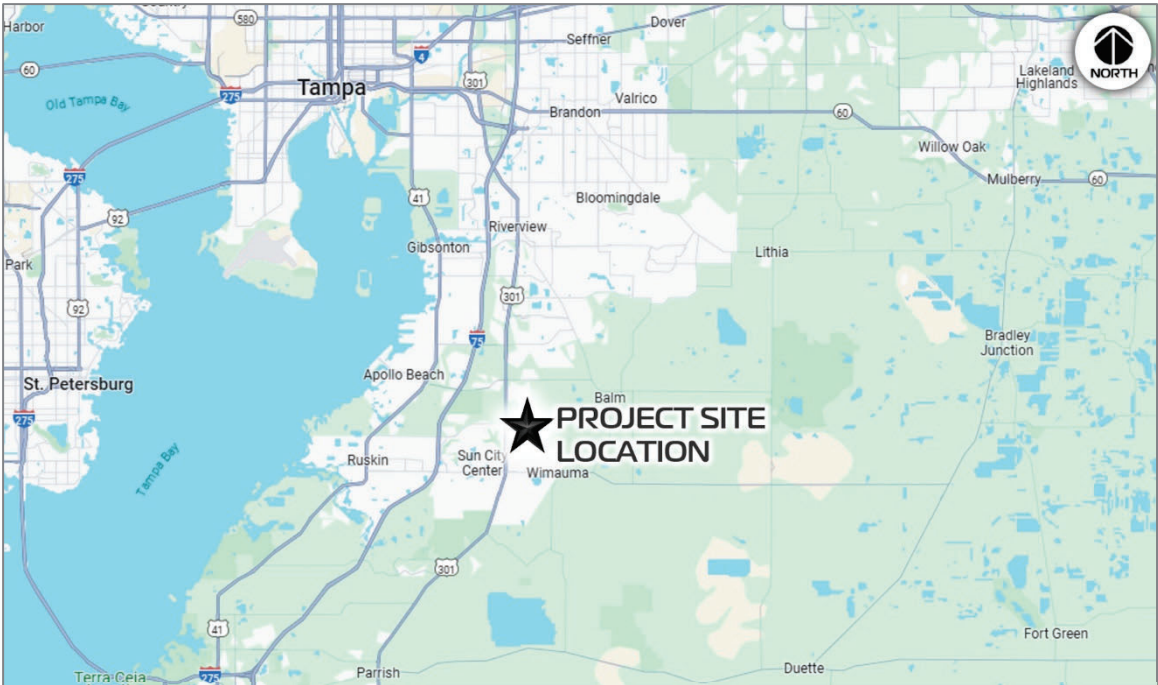
MICHAEL J. WILLIAMS, P.E., COUNTY ENGINEER  
HILLSBOROUGH COUNTY DEVELOPMENT REVIEW DIVISION

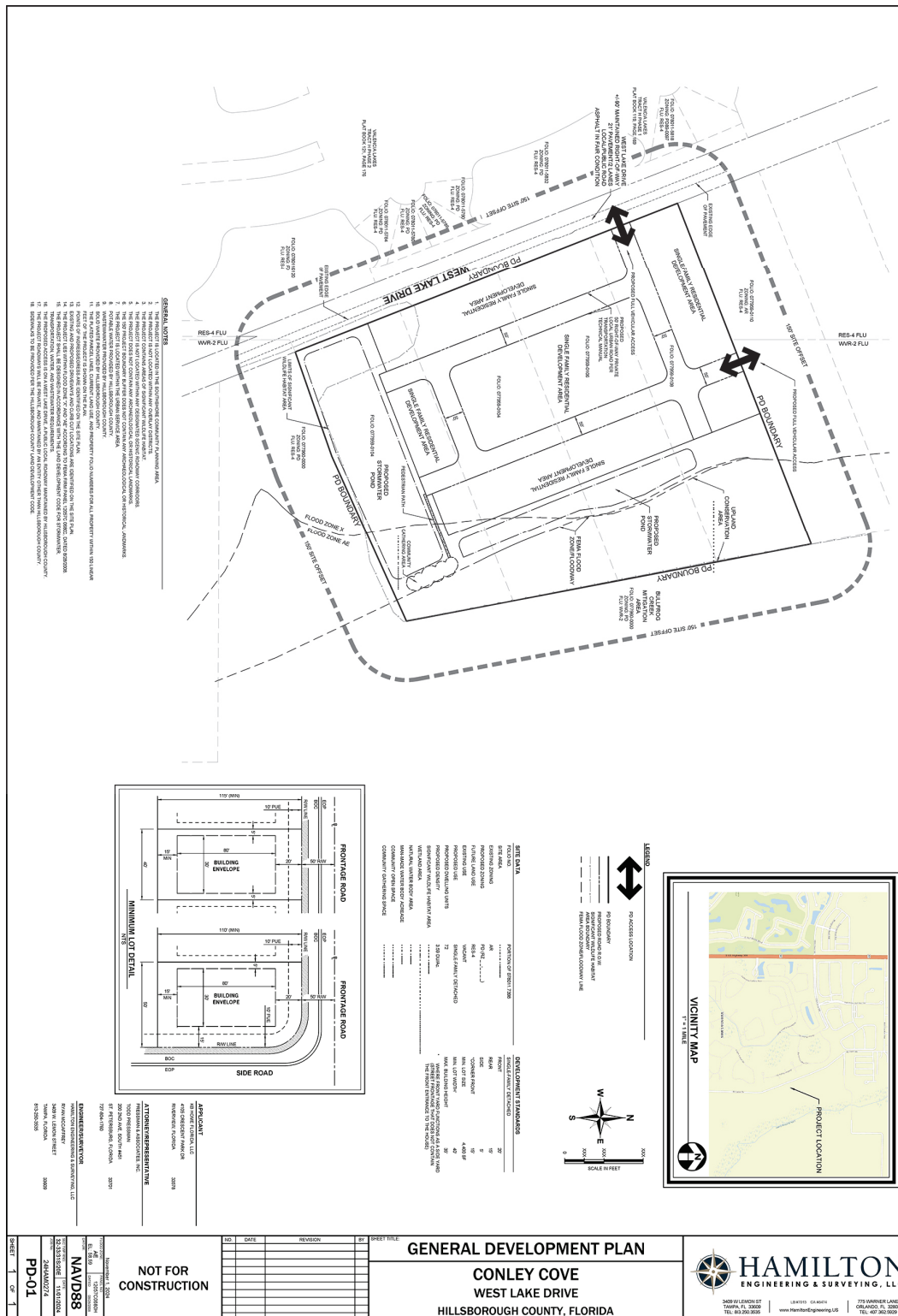
DATE

ATTACHMENT A



CONLEY COVE  
Project Site Location Map





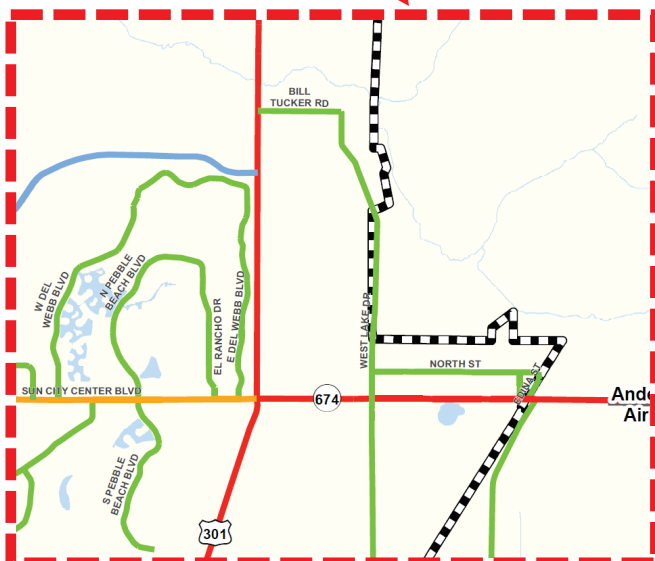
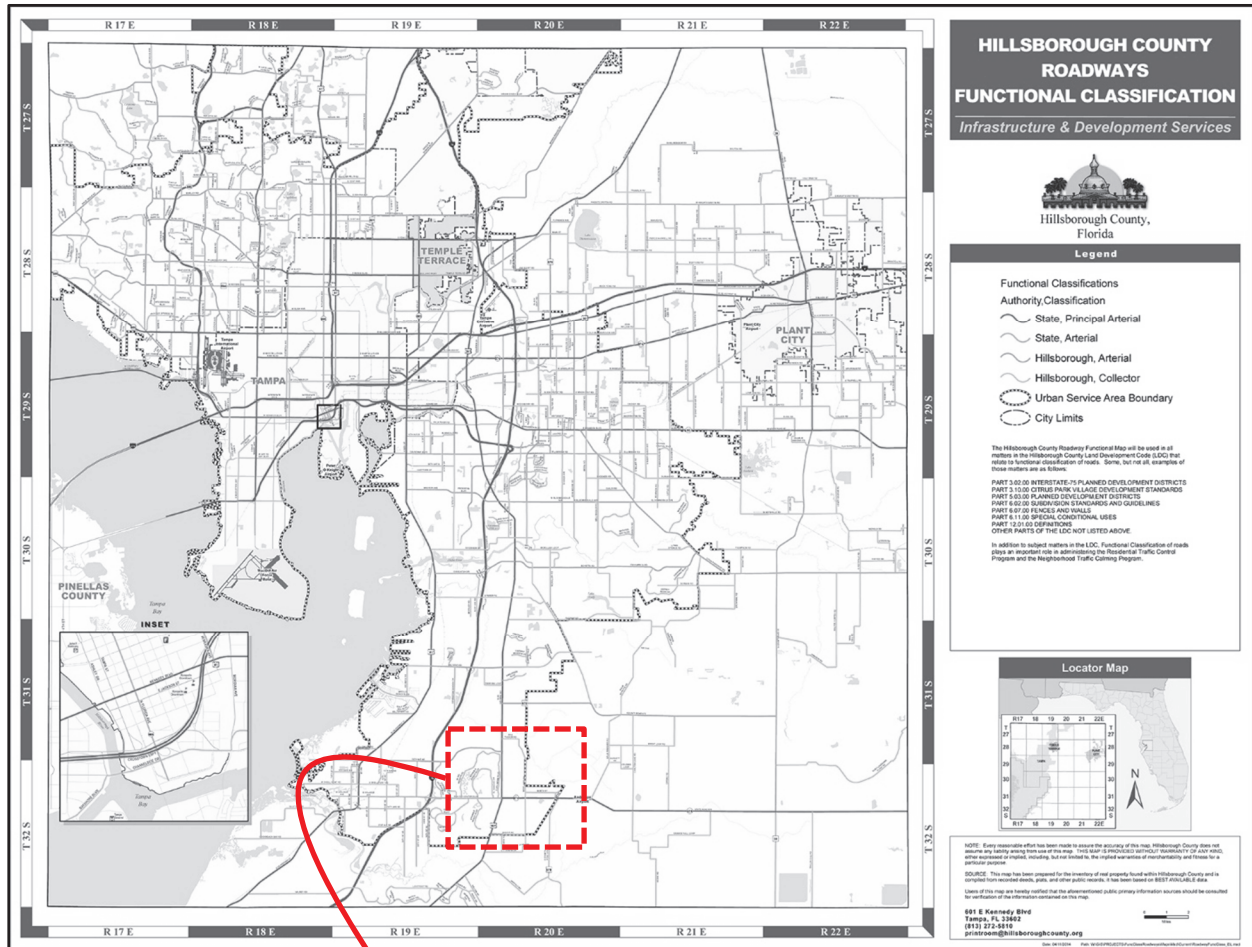


# ATTACHMENT C



## Hillsborough County Roadways Functional Classification Map

CONLEY COVE

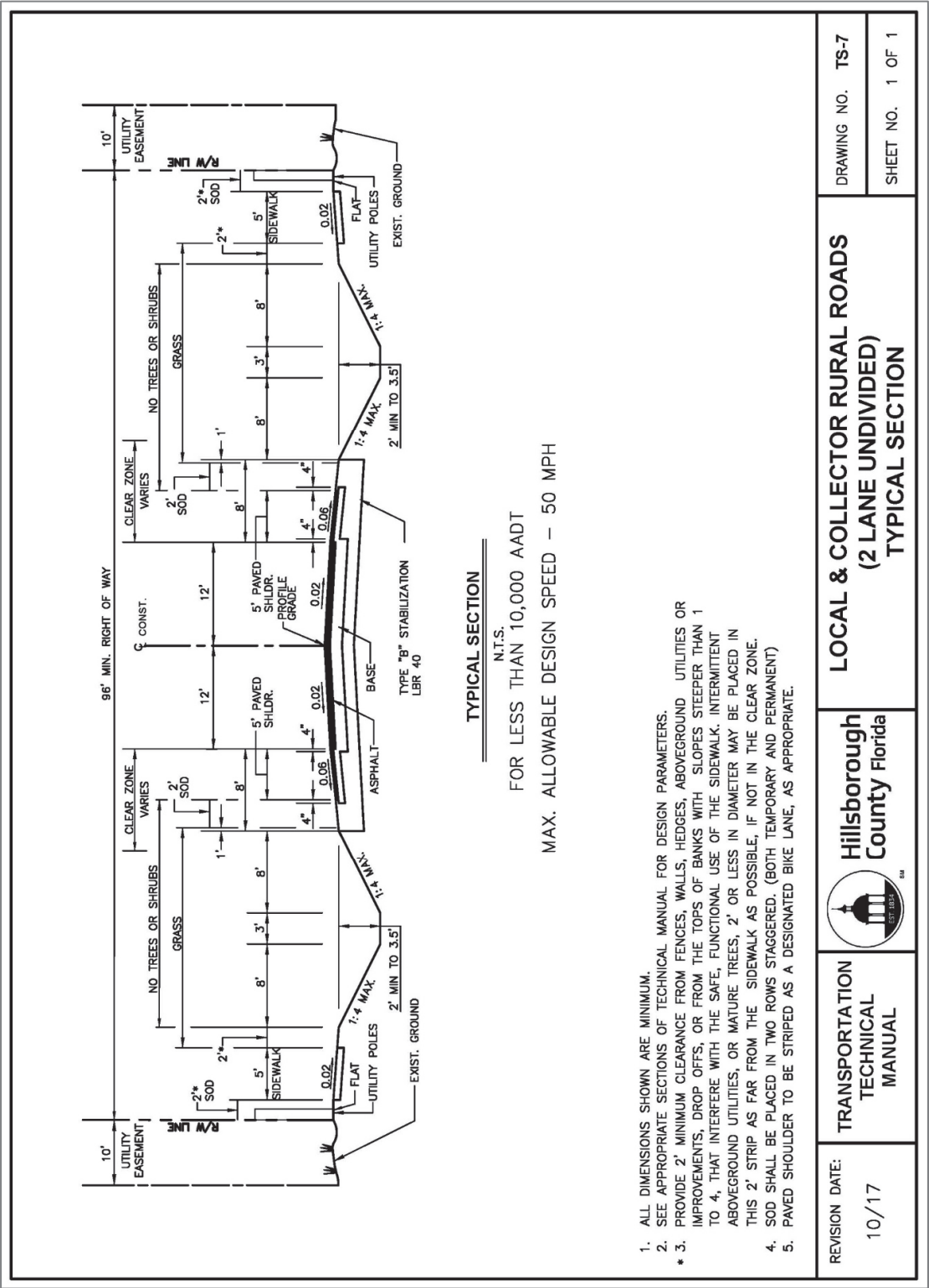




ATTACHMENT D



CONLEY COVE  
TS-7 Typical Section



ATTACHMENT E



CONLEY COVE  
Roadway Photographs

WEST LAKE DRIVE: *looking north*



WEST LAKE DRIVE: *looking south*





ATTACHMENT F



CONLEY COVE  
Shoulder Off Tracking

SHOULDER OFF TRACKING AT JUCTION OF WEST LAKE DRIVE & BILL TUCKER ROAD



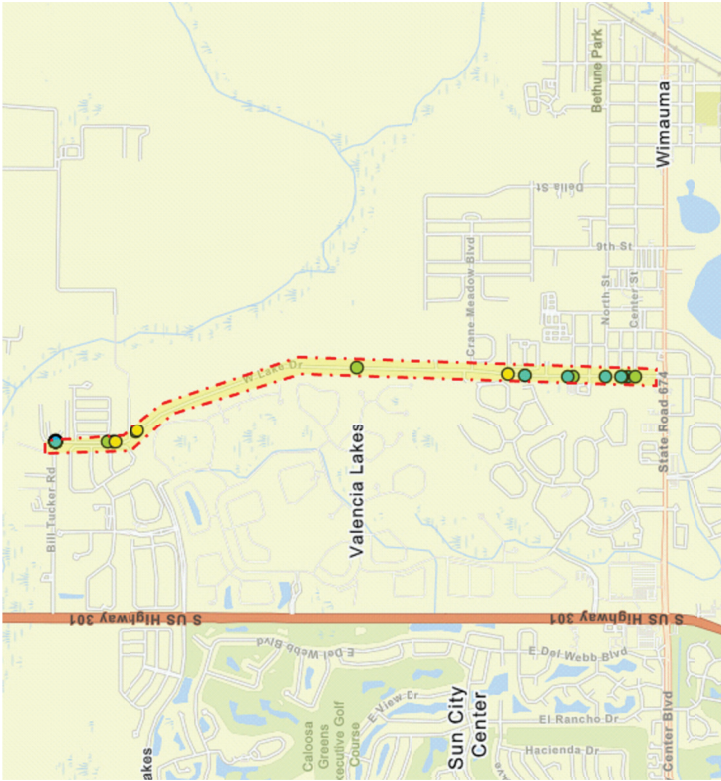


ATTACHMENT G

CDMS - Crash Data Management System

3 Year Crash Report

Report Memo:  
West Lake Drive



Selections used to generate this report:

Years: 2024,2023,2022  
Saved Area 1: Polygon1 -82.32415127140254 27.74900246167003, -82.32329296451776 27.74900246167003, -82.32294964176386 27.74444477866914, -82.32080387455194 27.74208991063235, -82.317139697668 27.734113324519804, -82.31848644596307 27.713067554180963, -82.31960224491328 27.713067554180963, -82.31882976871698 27.73396138406126, -82.32149052005975 27.74148218244962, -82.32397961002557 27.743837073192793, -82.32415127140254 27.74900246167003



ATTACHMENT G

CDMS - Crash Data Management System

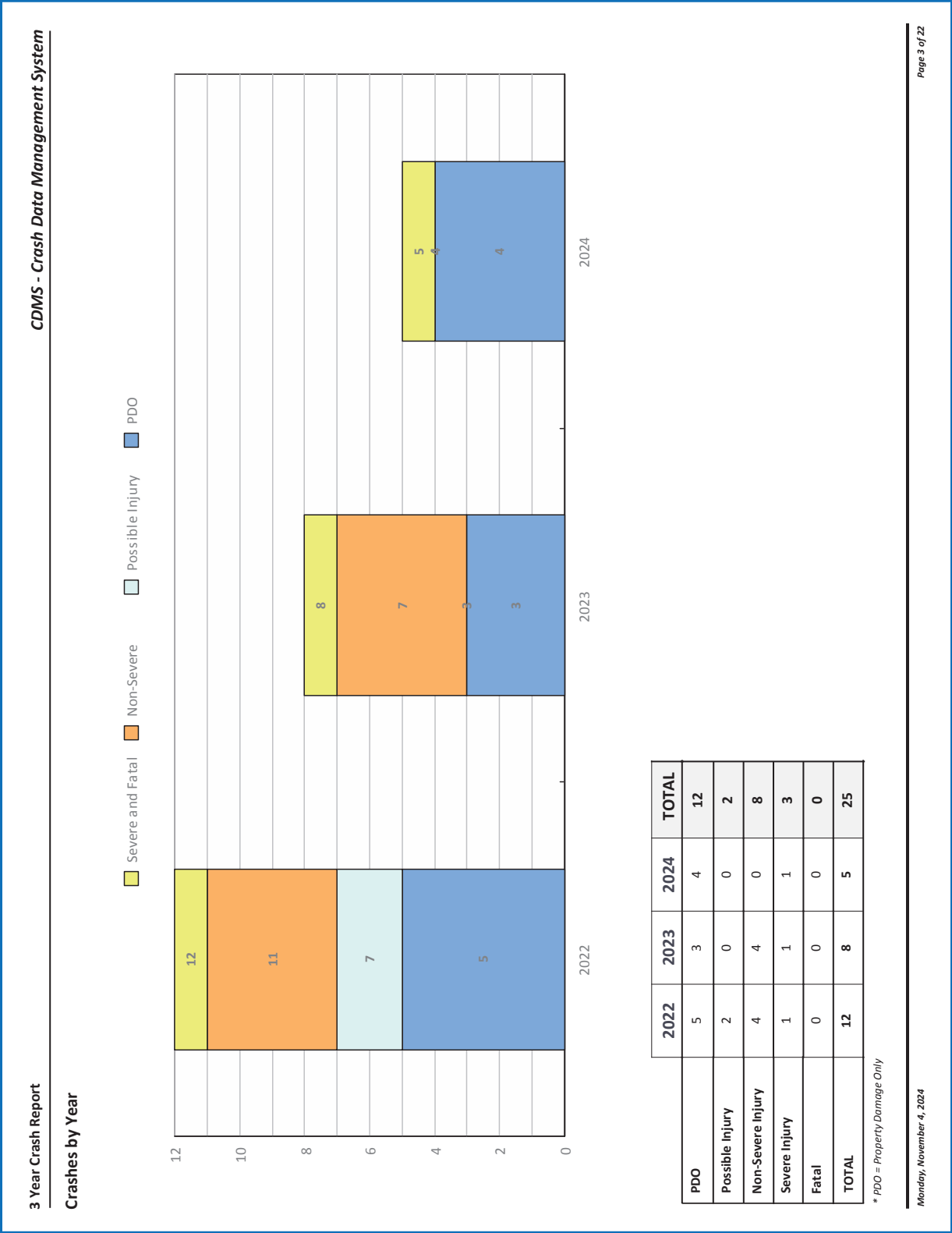
3 Year Crash Report

Intersection Summary					Crash Type										Strategic Highway Safety Plan														
Top 50 Report					Total Crashes	Total Fatalities	Total Serious Injuries	Total Injuries	Injury Severity			Ped/Bike		Crash Type			Comm. Veh	Work Zone	No Restraint	Speed Agr. Driving	Lane Depart	At Int.	District Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle		
				Fatal Crashes					Incap Inj	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn												Head On	
WEST LAKE DR @ BILL TUCKER RD					11	0	4	10	0	1	5	0	0	0	0	1	0	0	0	0	1	3	6	2	0	2	1	2	1
SR 674 @ WEST LAKE DR					3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
WEST LAKE DR @ HIDDEN BREEZE DR					2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0
WEST LAKE DR @ ORENDAIN LN					1	0	1	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0
WEST LAKE DR @ CENTER ST					1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
WEST LAKE DR @ NORTH ST					1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0
WEST LAKE DR @ VEL ST					1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
WEST LAKE DR @ GUADALUPE BLVD					1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

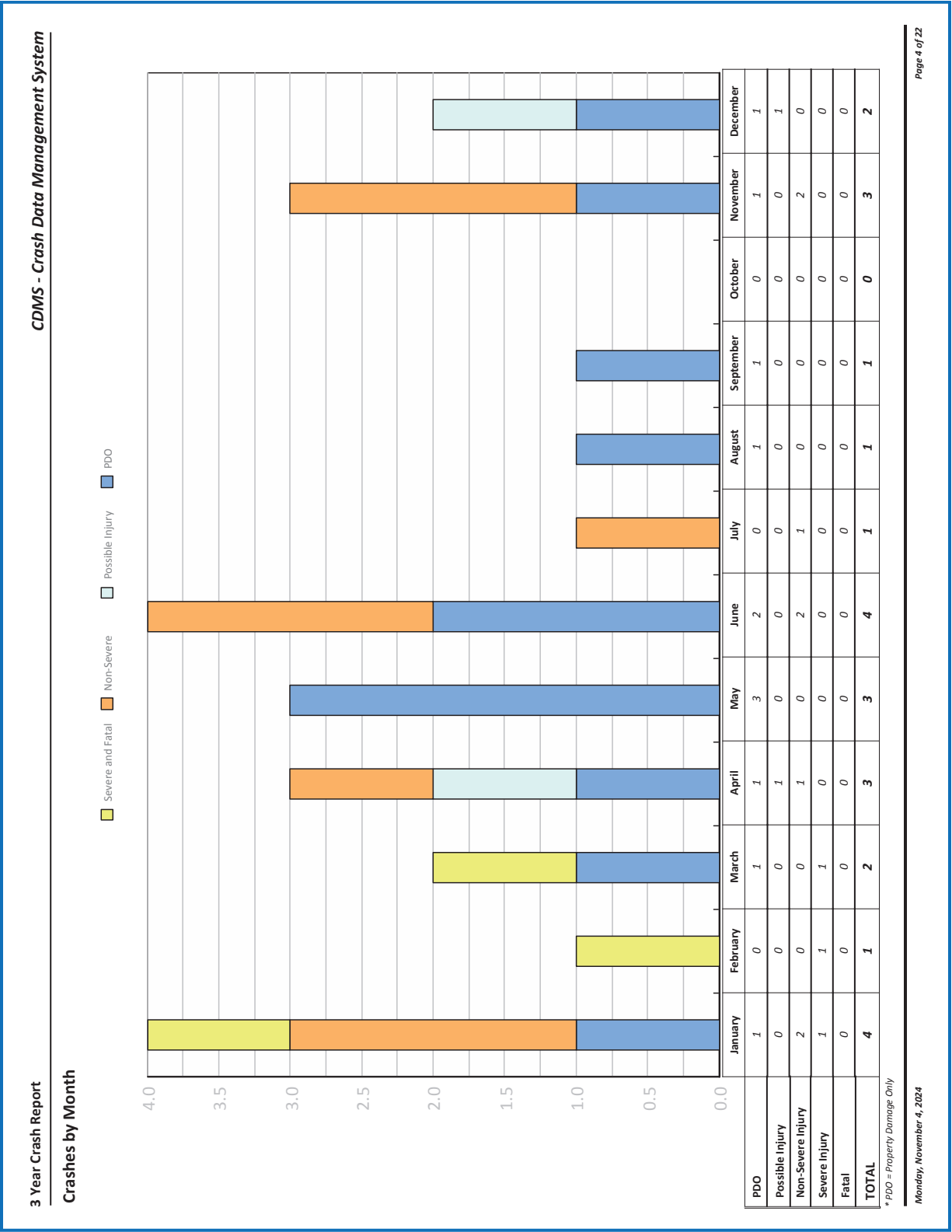
\* Total Injuries = Total Incapacitating and Total Non-Incapacitating Injuries. Possible Injuries are not included in total.

\* Ped and Bike totals are for all crashes involving a Pedestrian and/or Bicycle

ATTACHMENT G



ATTACHMENT G

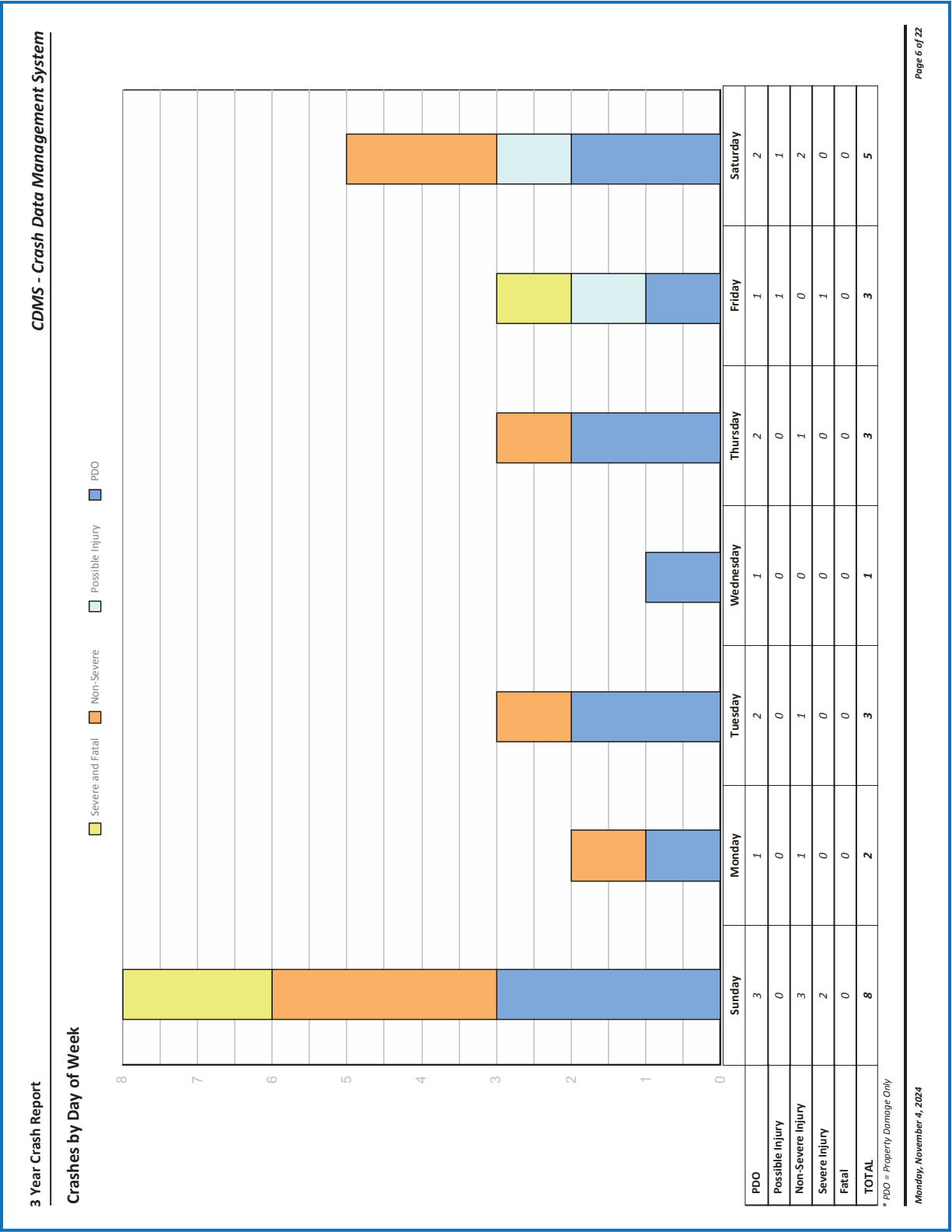


ATTACHMENT G

3 Year Crash Report		CDMS - Crash Data Management System											
Crashes by Month/Year		January	February	March	April	May	June	July	August	September	October	November	December
2022	PDO	0	0	1	0	1	1	0	0	0	0	1	1
	Possible Injury	0	0	0	1	0	0	0	0	0	0	0	1
	Non-Severe	2	0	0	0	0	0	1	0	0	0	1	0
	Severe Injury	0	1	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2023	PDO	0	0	0	1	1	0	0	1	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	1	0	2	0	0	0	0	1	0
	Severe Injury	1	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
2024	PDO	1	0	0	0	1	1	0	0	1	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	1	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0



ATTACHMENT G



ATTACHMENT G

3 Year Crash Report

Crashes by Month / Day of Week

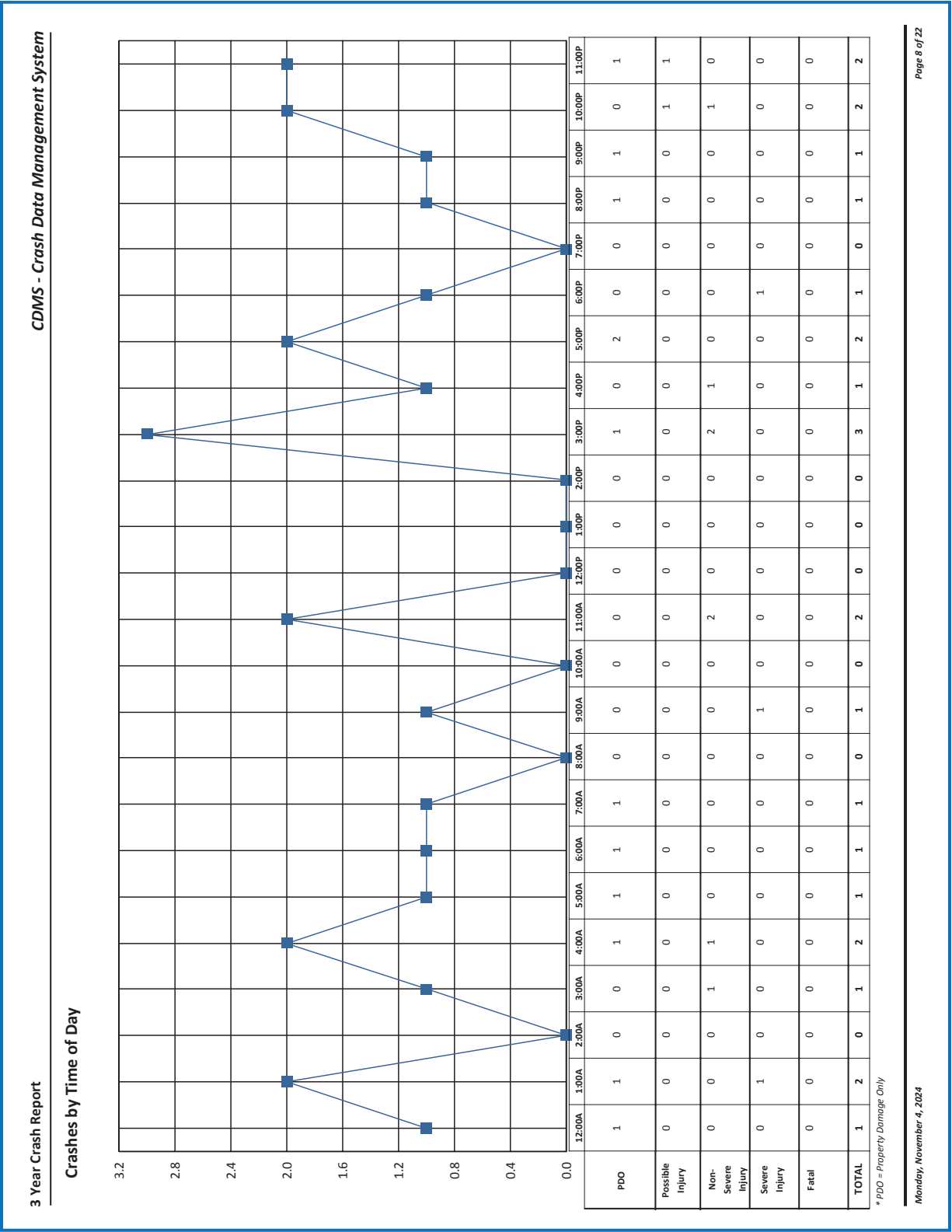
	January							PDO	Possible Injury	Non-Severe Injury	Severe Injury	Fatal	TOTAL	July	PDO	Possible Injury	Non-Severe Injury	Severe Injury	Fatal	TOTAL	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	0	0	0	0	0	0	0														0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Non-Severe Injury	1	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	Severe Injury	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	TOTAL	2	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
February	PDO	0	0	0	0	0	0	0	0	0	0	0	0	August	PDO	0	0	0	0	0	0	0	0	1	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	1	0	0	0	0	0	0	0	0	0	0	0	0	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	0	0	0	0	0	0	0	1	0	0	0	0
	PDO	0	0	0	1	0	0	0	0	0	0	0	0	September	PDO	0	1	0	0	0	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	0	0	1	0	0	0	0	0	0	0	0	0	TOTAL	0	1	0	0	0	0	0	0	0	0	0	0
	PDO	1	0	0	0	0	0	0	0	0	0	0	0	October	PDO	0	0	0	0	0	0	0	0	0	0	0	0
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0
	PDO	1	0	0	0	0	0	0	0	0	0	0	0	November	PDO	0	0	0	0	0	0	0	0	0	0	0	1
	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Non-Severe Injury	1	0	0	0	0	0	0	0	0	0	0	1
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	1	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL	1	0	0	0	0	0	0	0	0	0	0	2
	PDO	0	0	1	0	0	0	0	0	0	0	0	0	December	PDO	0	0	0	0	0	0	0	0	0	0	0	0
June	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Possible Injury	0	0	0	0	0	0	0	0	0	0	0	1
	Non-Severe Injury	0	1	0	0	0	0	0	0	0	0	0	0	0	Non-Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0
	Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	Fatal	0	0	0	0	0	0	0	0	0	0	0	0
	TOTAL	0	1	1	0	0	0	0	0	0	0	0	0	0	TOTAL	0	1	0	0	0	0	0	0	0	0	0	1

\* PDO = Property Damage Only

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ATTACHMENT G



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3 Year Crash Report

CDMS - Crash Data Management System

Crashes by Crash Type

Angle	2022	2023	2024	Total	
PDO	0	0	1	1	
Possible Inj	1	0	0	1	
Non Severe	1	0	0	1	
Severe	0	0	0	0	
Fatal	0	0	0	0	
Total	2	0	1	3	
Rear End	PDO	0	1	1	2
Possible Inj	0	0	0	0	
Non Severe	0	0	0	0	
Severe	0	0	1	1	
Fatal	0	0	0	0	
Total	0	1	2	3	

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3 Year Crash Report

CDMS - Crash Data Management System

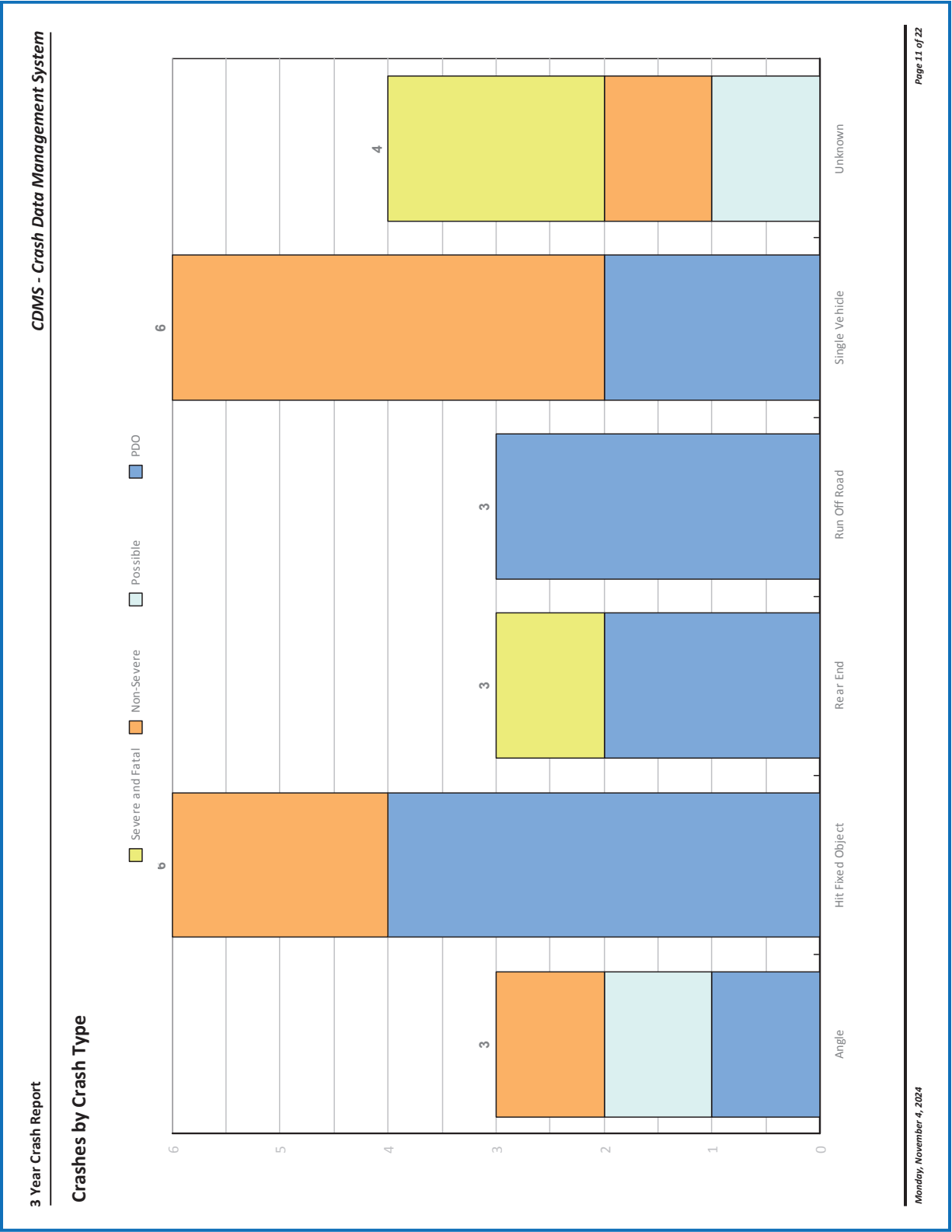
Crashes by Crash Type

		2022	2023	2024	Total
Hit Fixed Object	PDO	3	0	1	4
	Possible Injury	0	0	0	0
	Non-Severe	1	1	0	2
	Severe	0	0	0	0
	Fatal	0	0	0	0
	Total	4	1	1	6
Run Off Road	PDO	0	2	1	3
	Possible Injury	0	0	0	0
	Non-Severe	0	0	0	0
	Severe	0	0	0	0
	Fatal	0	0	0	0
	Total	0	2	1	3
Single Vehicle	PDO	2	0	0	2
	Possible Injury	0	0	0	0
	Non-Severe	2	2	0	4
	Severe	0	0	0	0
	Fatal	0	0	0	0
	Total	4	2	0	6
Unknown	PDO	0	0	0	0
	Possible Injury	1	0	0	1
	Non-Severe	0	1	0	1
	Severe	1	1	0	2
	Fatal	0	0	0	0
	Total	2	2	0	4

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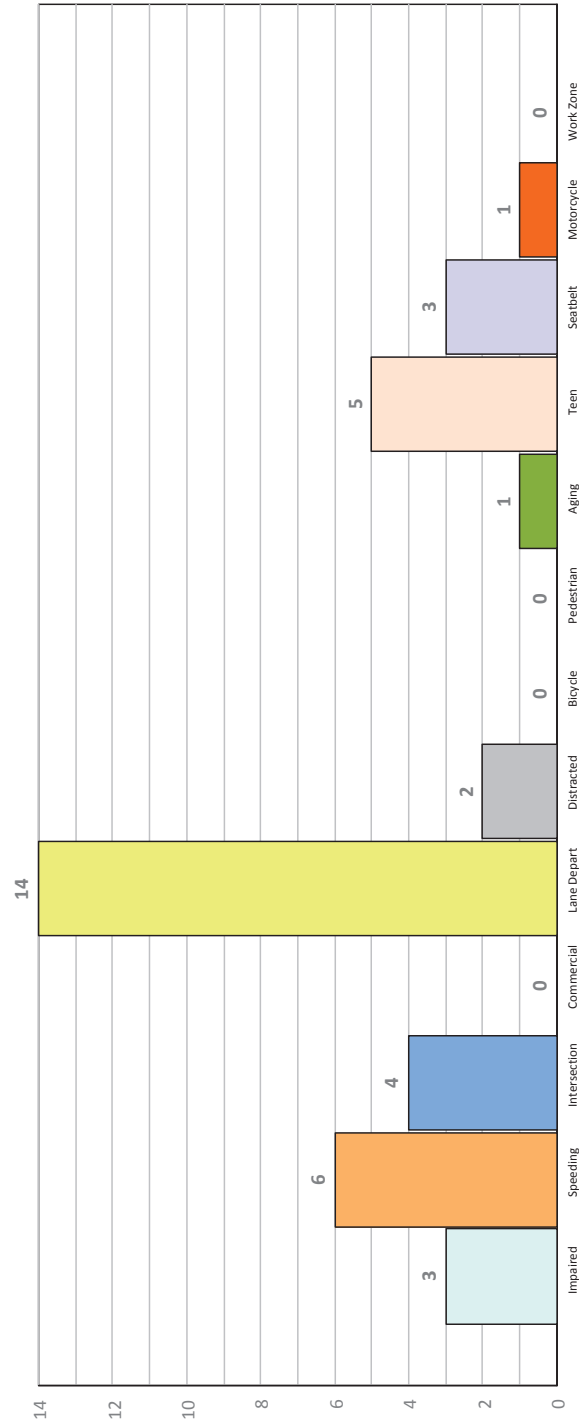
ATTACHMENT G

3 Year Crash Report

CDMS - Crash Data Management System

Crashes by Strategic Highway Safety Plan Category

[More Information](#)

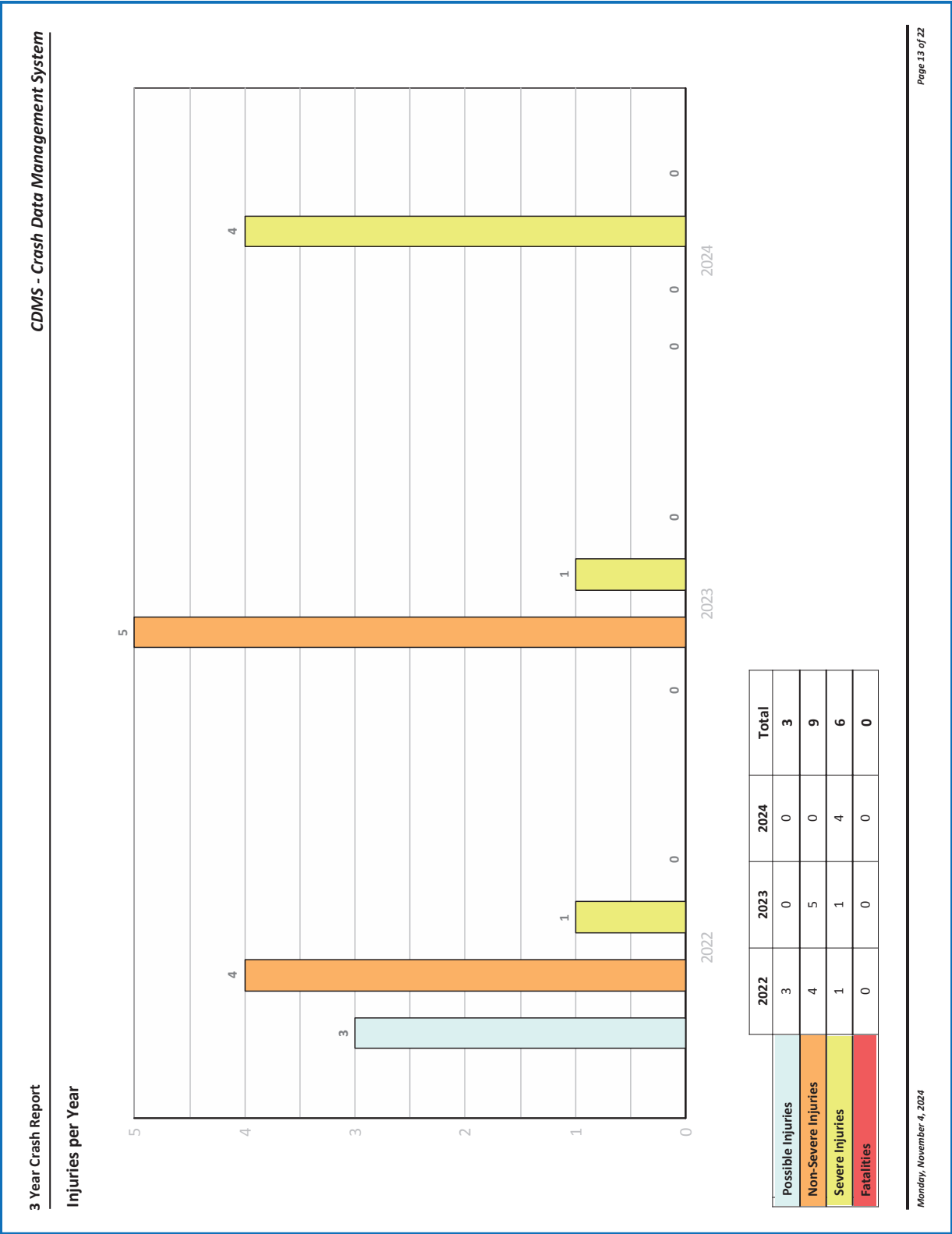


	2022			2023			2024			Total		
	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal	Crashes	Severe	Fatal
Impaired	1	0	0	1	0	0	1	0	0	3	0	0
Speeding and Aggressive	3	0	0	2	0	0	1	0	0	6	0	0
Intersection	2	0	0	1	0	0	1	0	0	4	0	0
Commercial	0	0	0	0	0	0	0	0	0	0	0	0
Lane Departure	7	1	0	5	1	0	2	1	0	14	3	0
Distracted	2	0	0	0	0	0	0	0	0	2	0	0
Bicycle Involved	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Involved	0	0	0	0	0	0	0	0	0	0	0	0
Aging Road User	0	0	0	0	0	0	1	1	0	1	1	0
Teen Driver	2	0	0	2	0	0	1	1	0	5	1	0
Seatbelt	1	1	0	1	1	0	1	1	0	3	3	0
Motorcycle	1	0	0	0	0	0	0	0	0	1	0	0
Work Zone	0	0	0	0	0	0	0	0	0	0	0	0

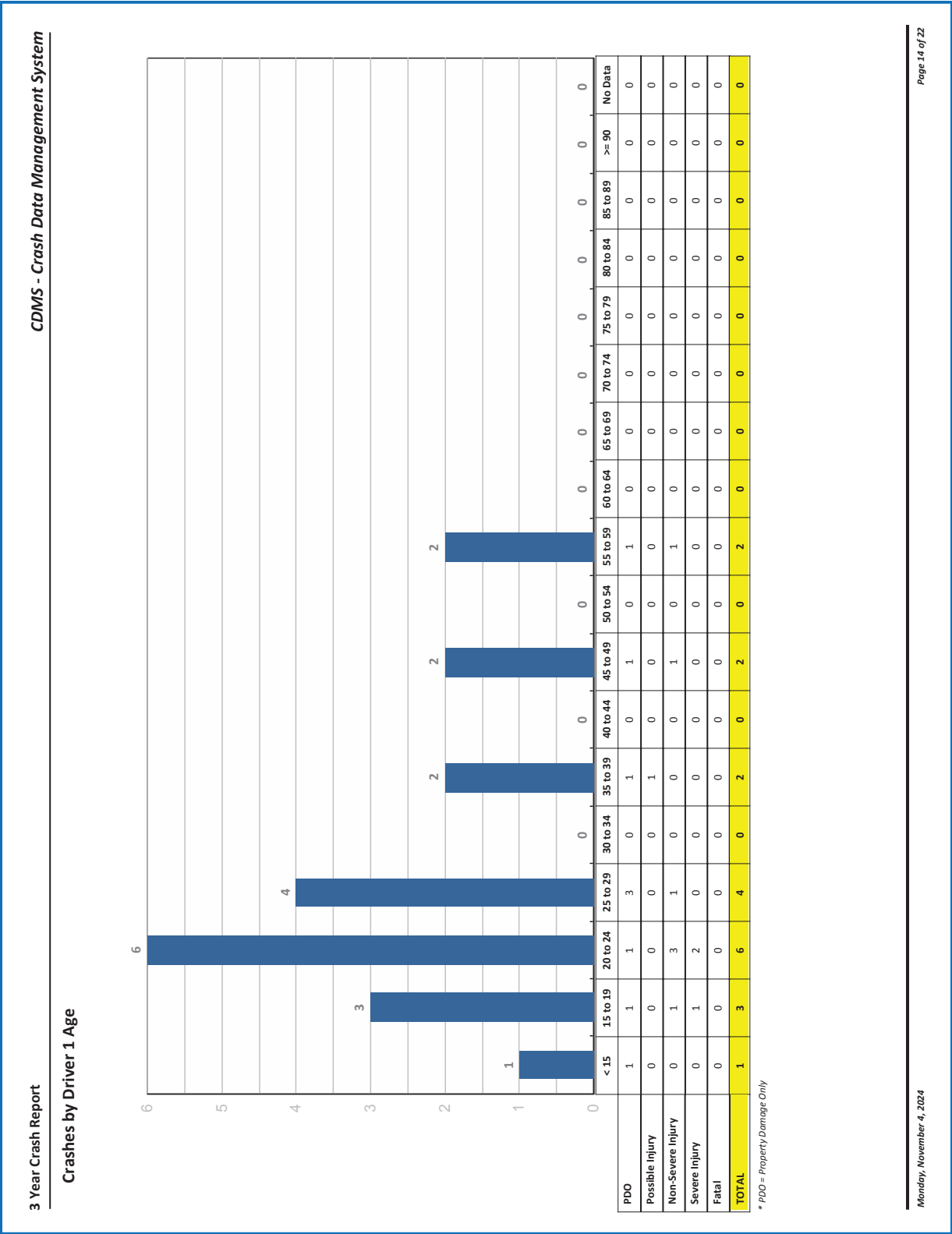
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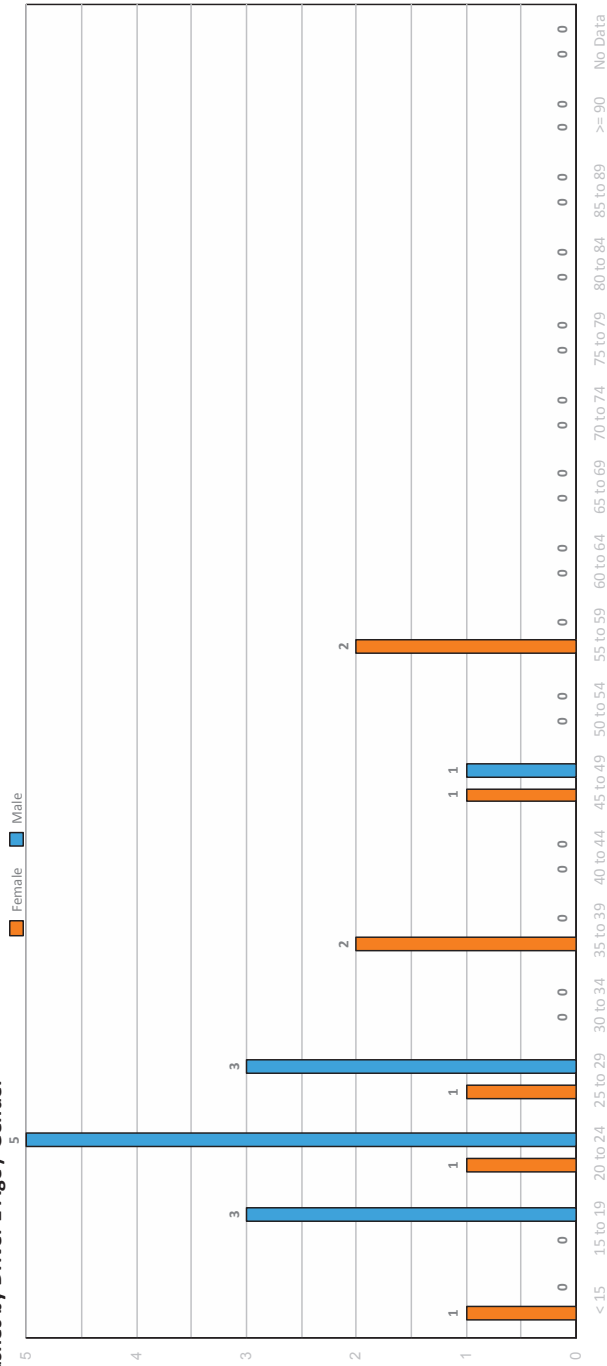


ATTACHMENT G

3 Year Crash Report

CDMS - Crash Data Management System

Crashes by Driver 1 Age / Gender



	< 15		15 to 19		20 to 24		25 to 29		30 to 34		35 to 39		40 to 44		45 to 49		50 to 54	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	1	0	0	1	0	1	1	2	0	0	1	0	0	0	0	1	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Non-Severe Injury	0	0	0	1	0	3	0	1	0	0	0	0	0	0	1	0	0	0
Severe Injury	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1	0	0	3	1	5	1	3	0	0	2	0	0	0	1	1	0	0
	55 to 59		60 to 64		65 to 69		70 to 74		75 to 79		80 to 84		85 to 89		>= 90		No Data	
	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male	Female	Male
PDO	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Possible Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Non-Severe Injury	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Severe Injury	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fatal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

\* PDO = Property Damage Only

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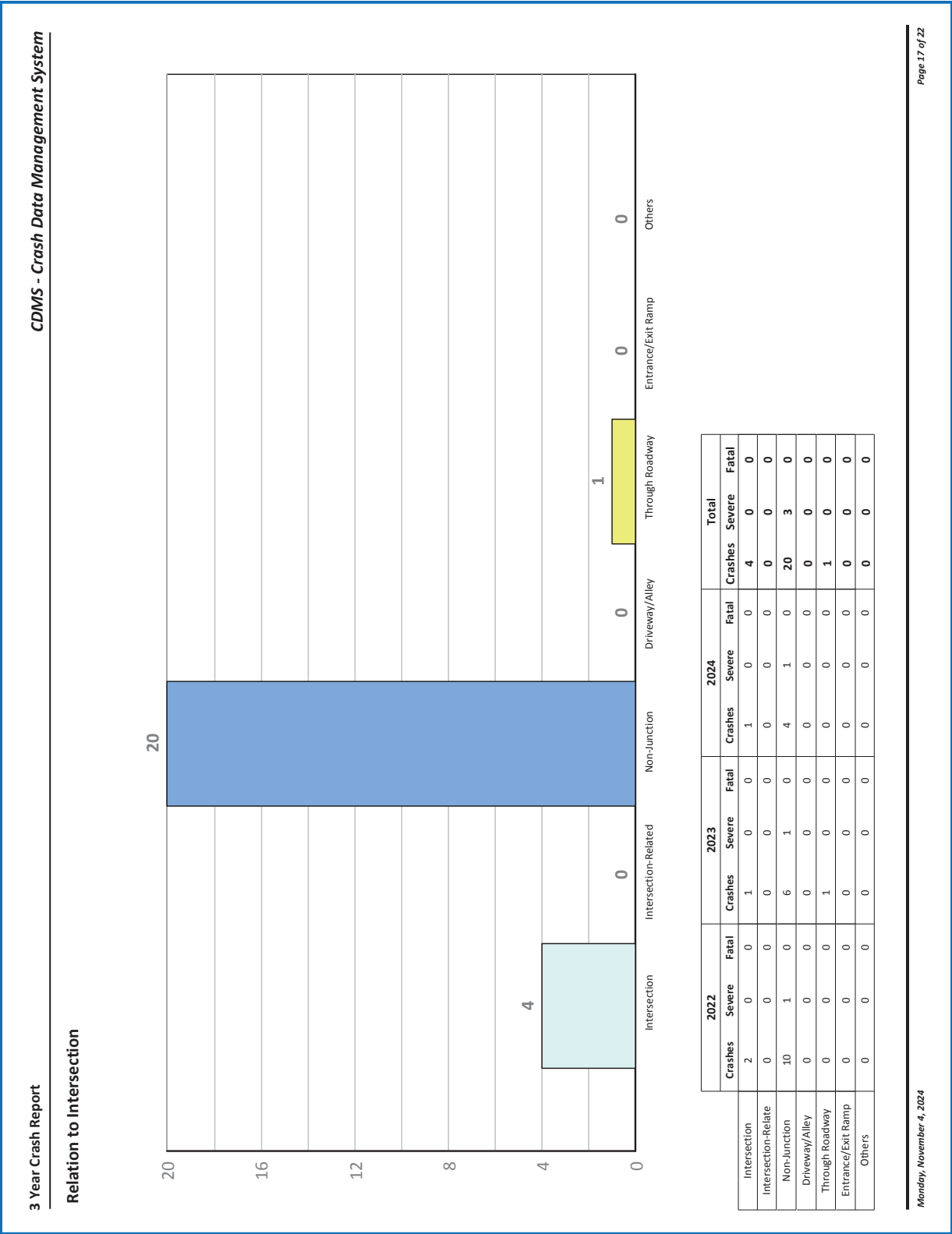
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3 Year Crash Report

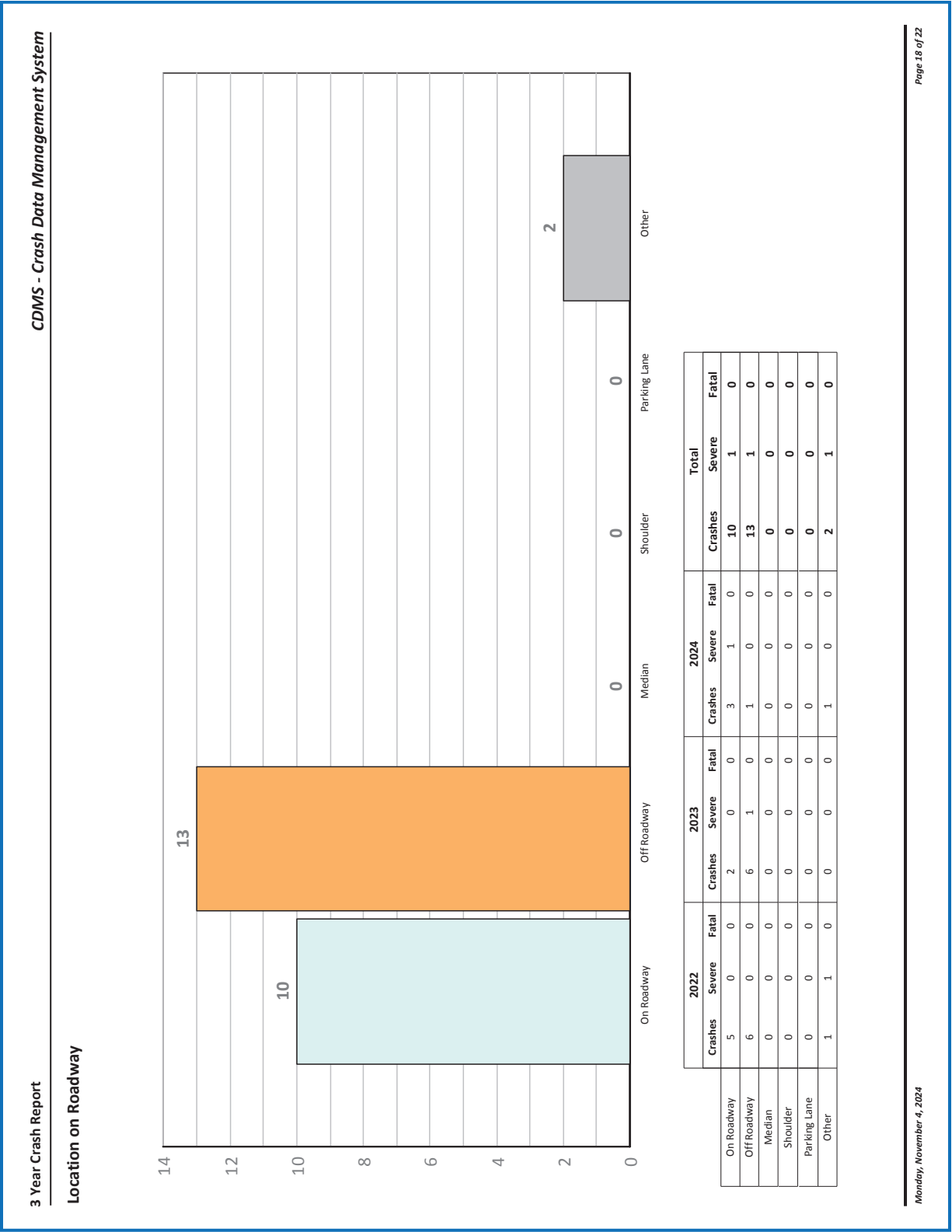
CDMS - Crash Data Management System

Driver Contributing Cause (Driver 1)		2022	2023	2024	Total
Drove Too Fast for Conditions	Crashes	1	2	0	3
	Severe	0	0	0	0
	Fatal	0	0	0	0
Exceeded Posted Speed	Crashes	1	0	0	1
	Severe	0	0	0	0
	Fatal	0	0	0	0
Failed to Keep in Proper Lane	Crashes	1	1	0	2
	Severe	1	0	0	1
	Fatal	0	0	0	0
Failed to Yield Right-of-Way	Crashes	1	0	0	1
	Severe	0	0	0	0
	Fatal	0	0	0	0
Operated MV in Careless or Negligent Manner	Crashes	1	2	1	4
	Severe	0	0	0	0
	Fatal	0	0	0	0
Operated MV in Erratic, Reckless or Aggressive Manner	Crashes	1	0	0	1
	Severe	0	0	0	0
	Fatal	0	0	0	0
Ran off Roadway	Crashes	1	2	0	3
	Severe	0	1	0	1
	Fatal	0	0	0	0
No Contributing Action	Crashes	2	1	0	3
	Severe	0	0	0	0
	Fatal	0	0	0	0
Other Contributing Actions	Crashes	0	0	2	2
	Severe	0	0	1	1
	Fatal	0	0	0	0

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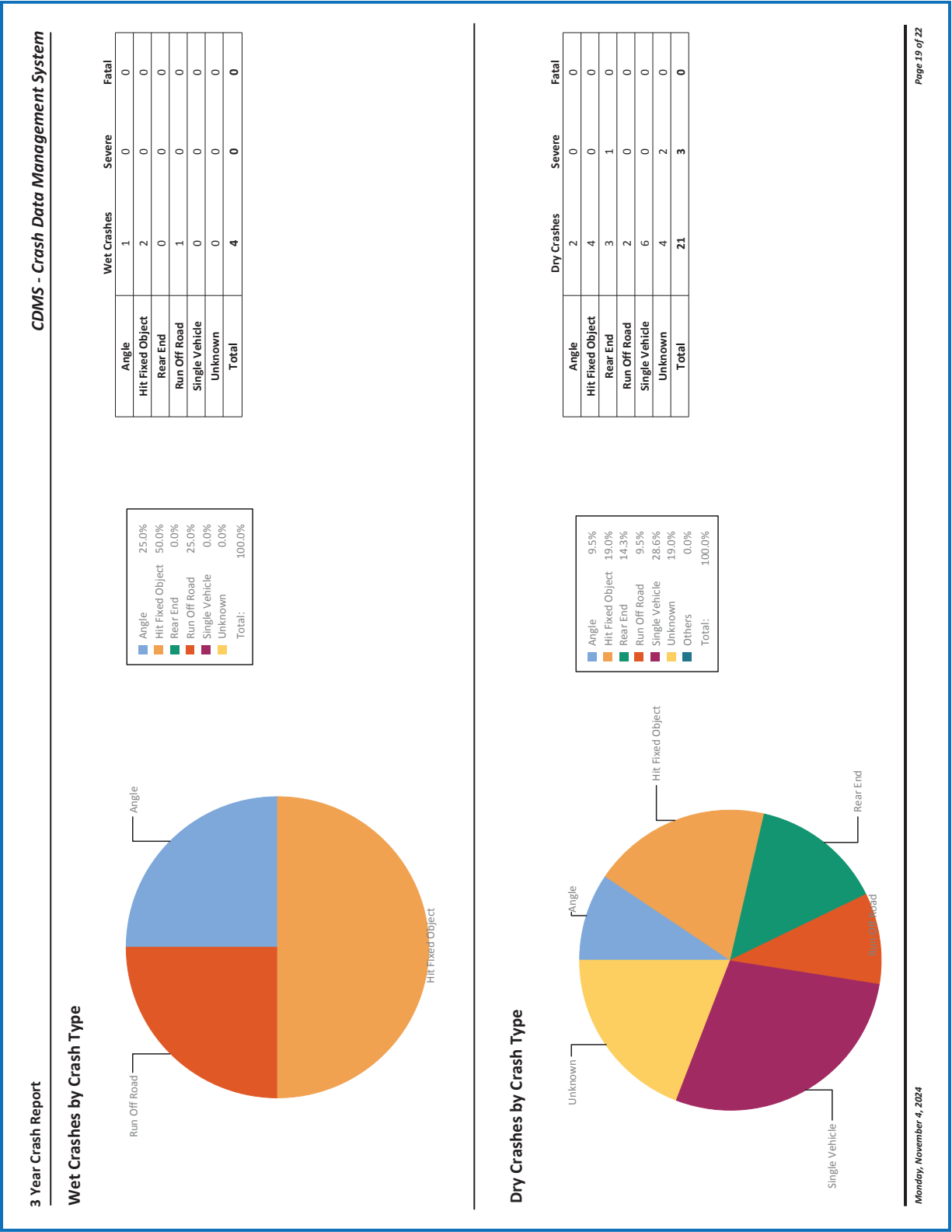
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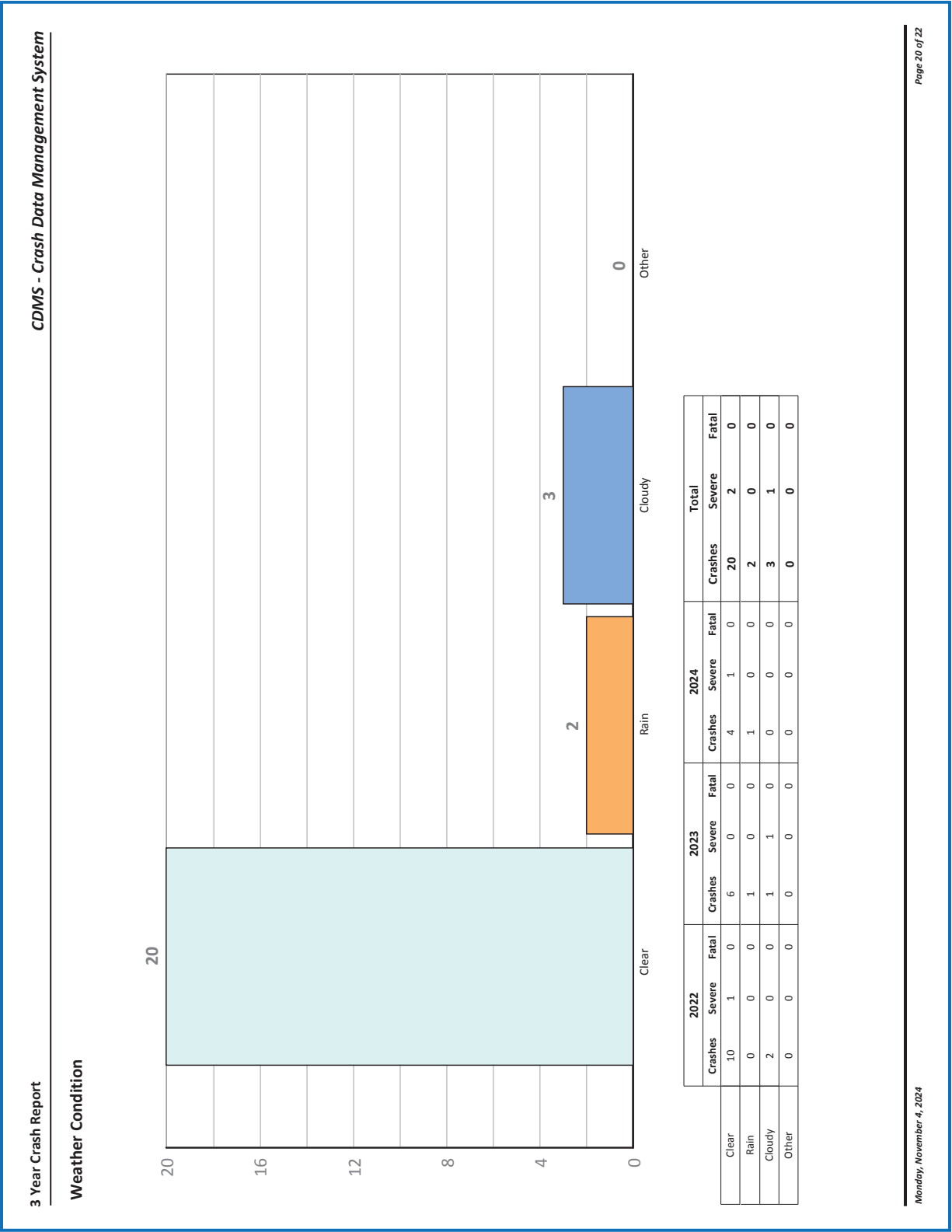
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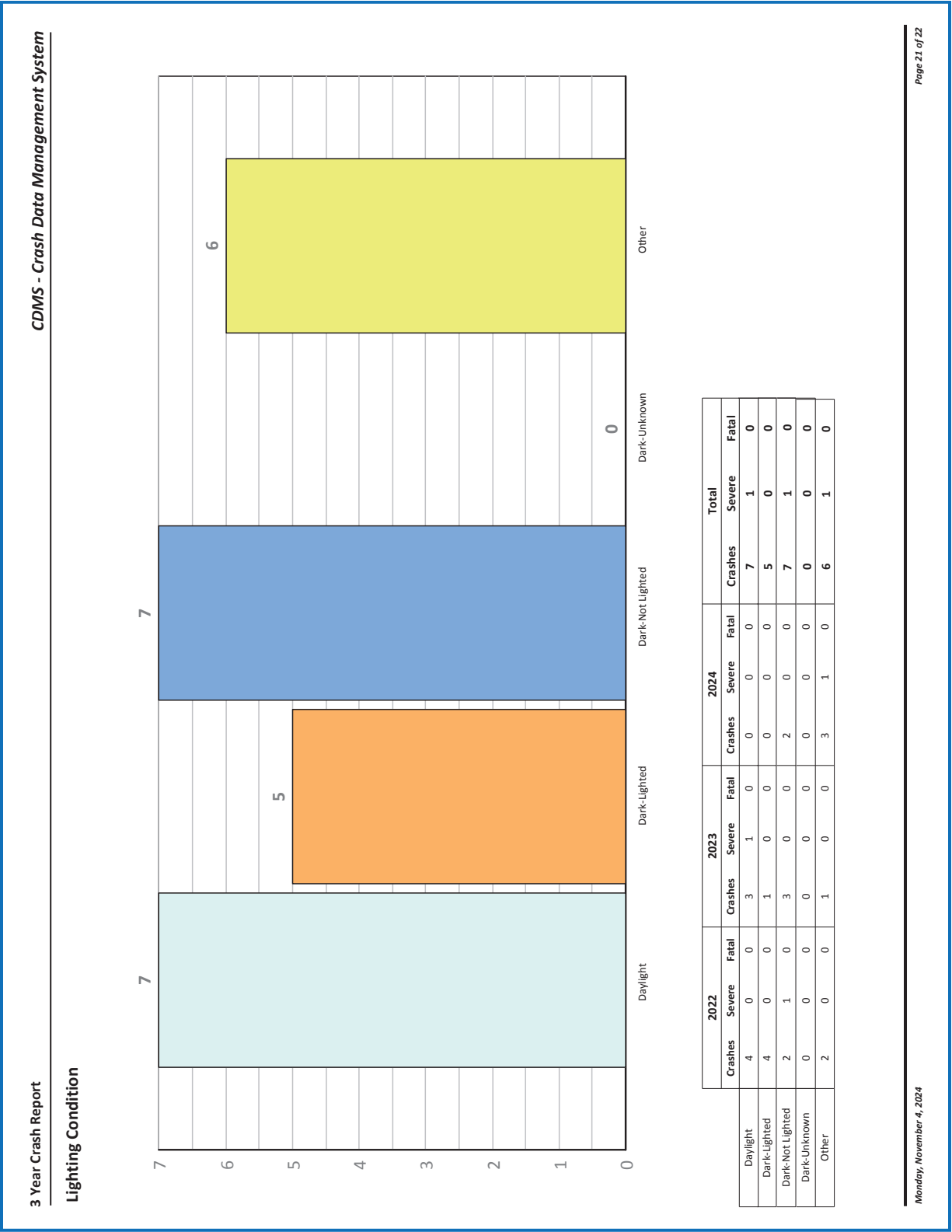




ATTACHMENT G



ATTACHMENT G



ATTACHMENT G

3 Year Crash Report

CDMS - Crash Data Management System

Located Crashes

Area	Crashes	Fatalities	Severe Injuries
UNINCORPORATED	21	0	5
Totals:	21	0	5

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Severe Injuries
UNINCORPORATED	4	0	1
Totals:	4	0	1

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ATTACHMENT H



CONLEY COVE  
Trip Generation Estimate

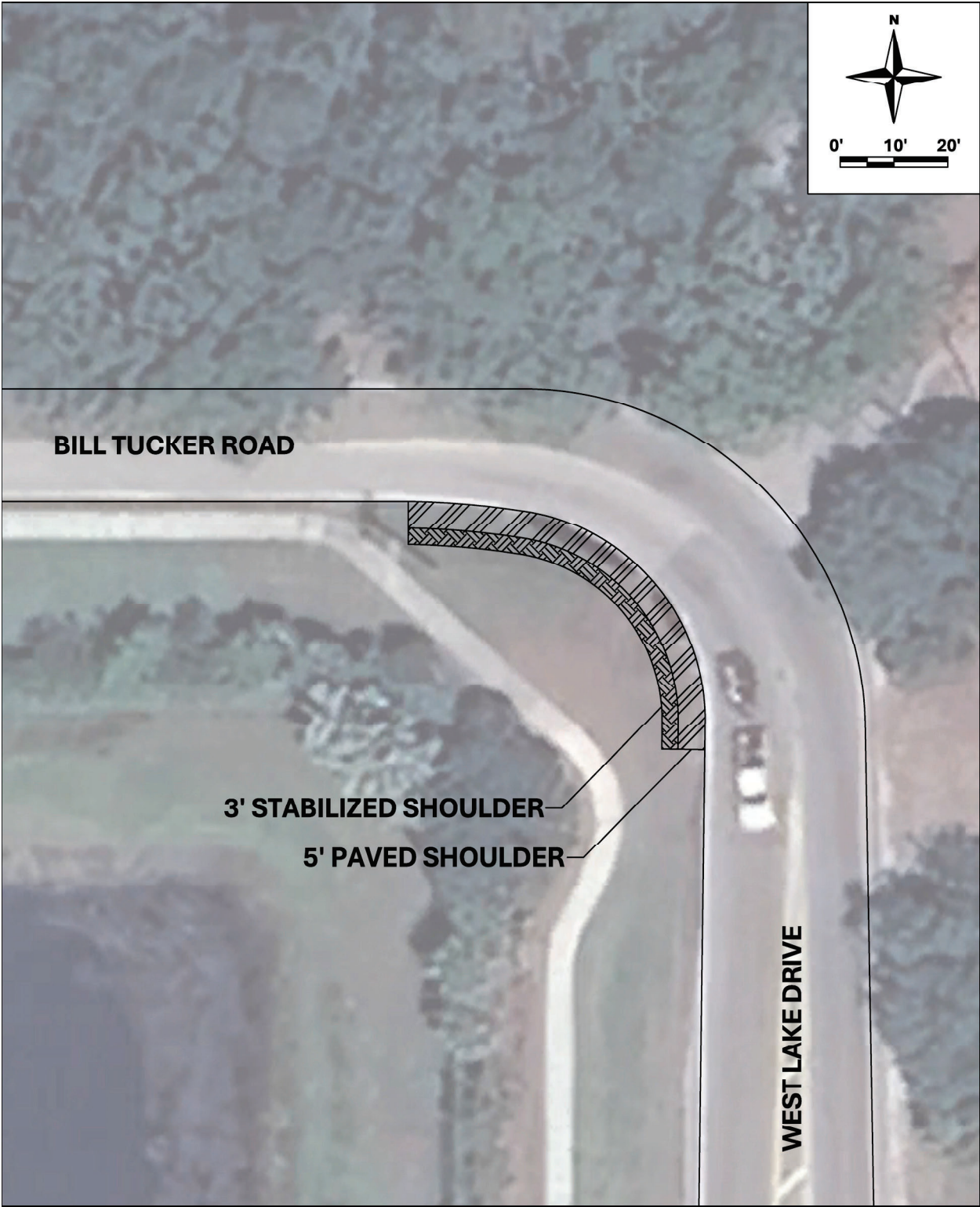
ITE LUC	Land Use Description	Size	Weekday		AM Peak Hour				PM Peak Hour			
			Formula	Trips	Formula	Trips	Enter	Exit	Formula	Trips	Enter	Exit
210	Single Family Residential	72 units	$\ln(T)=0.92*\ln(X)+2.68$	746	$\ln(T)=0.91*\ln(X)+0.12$	55	14	41	$\ln(T)=0.94*\ln(X)+0.27$	73	46	27

SOURCE: INSTITUTE OF TRANSPORTATION ENGINEERS TRIP GENERATION MANUAL (11TH EDITION)

ATTACHMENT I



CONLEY COVE  
Shoulder Improvement Concept





# 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
West Lake Dr.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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	38	3	4
Proposed	746	55	73
Difference (+/-)	+708	+52	+69

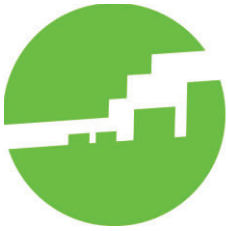
\*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Vehicular & Pedestrian	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West	X	None	None	Meets LDC
Notes: Exact location of access connection to West Lake Dr. shall be determined at plat/site/subdivision construction review per proposed condition of approval.				

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
West Lake Dr./Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: Proposed Administrative Variance for access spacing was withdrawn.		

## 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 checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 – 272 – 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> April 15, 2025  <b>Report Prepared:</b> April 4, 2025	<b>Case Number:</b> PD 25-0144  <b>Folio(s):</b> 77959.0104, 77959.0106, 77959.0108  <b>General Location:</b> East of West Lake Drive, between State Road 674 and State Road 672 (Balm Road)
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Residential-4 (4 du/ga; 0.25 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Wimauma Village + SouthShore Areawide Systems
<b>Rezoning Request</b>	Agricultural Rural (AR) Planned Development (PD) to develop 72 dwelling units
<b>Parcel Size</b>	+/- 20.05 acres
<b>Street Functional Classification</b>	West Lake Drive – County Collector State Road 672 – State Arterial State Road 674 – State Principal Arterial
<b>Commercial Locational Criteria</b>	Not applicable
<b>Evacuation Area</b>	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	AR	Single Family/Mobile Home + Vacant
North	Residential-4 + Wimauma Village Residential-2	AR	Single Family/Mobile Home + Vacant + Agricultural
South	Wimauma Village Residential-2	PD 20-0179 + AR	Agricultural + Public/Quasi-Public/Institutions
East	Wimauma Village Residential-2	PD 20-0179	Agricultural
West	Residential-4	PD 07-1683	Single Family/Mobile Home + HOA

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

The subject site is located east of West Lake Drive between State Road 672 and State Road 674. The site is in the Urban Service Area and is located within the limits of the Wimauma Village Community Plan and the SouthShore Areawide Systems Plan. The applicant is requesting a rezoning from Agricultural Rural (AR) to Planned Development (PD) to develop the site with 72 single family residential homes.

The site is located within the Residential-4 (RES-4) Future Land Use category. The intent of the RES-4 category is to designate areas that are suitable for low density residential development. Typical uses in the RES-4 category include residential, neighborhood commercial, office uses and multi-purpose projects. Non-residential uses must meet established locational criteria for specific land uses or seek a waiver. The proposed single-family residential use is consistent with the uses expected in the RES-4 Future Land Use category.

Per Future Land Use Element (FLUE) Objective 8 and Policy 8.1, RES-4 allows for the consideration of up to 4 dwelling units per gross acre. With 20.05 acres, the site may be considered for up to 80 dwelling units. With 72 proposed dwelling units, the density would be 3.59 dwelling units per gross ac (du/ga). This density is well within the range that may be considered for this site and is therefore consistent with development expected in the RES-4 Future Land Use category.

The subject site is in the Urban Service Area, where according to FLUE Objective 1, 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 proposed development of 72 single-family residential dwelling units is compatible with the surrounding development pattern, which includes residential, agricultural and public/institutional uses as well as vacant land.

The proposal meets the intent of the Neighborhood Protection policies outlined in the Future Land Use Element. Policy 16.3 requires development and redevelopment be integrated with adjacent land uses through the creation of like or complementary uses. The addition of single-family residential homes within this area of Wimauma is consistent with this policy direction, as housing will provide a complementary use to the surrounding land use pattern. Policy 16.7 emphasizes an efficient system of internal circulation. The site plan shows an access on West Lake Drive as well as a stub out street to the northern property boundary for future connectivity, which is consistent with this policy direction. Policy 16.8 requires that the overall density and lot sizes of new residential projects reflect the character of the surrounding area. Policy 16.10 emphasizes the importance of density increases being compatible with the existing, proposed and planned surrounding development pattern. The proposed single-family residential development will contain 72 lots approximately 4,400 square feet in size, which is similar to the lot sizes in the development on the west side of West Lake Drive. The proposed density is below the maximum that may be considered on the subject site (80 dwelling units), which is in keeping with the surrounding residential development pattern in the area and is consistent with FLUE Policies 16.8 and 16.10.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). At the time of uploading this report, the Hillsborough County Development Services Department and the Transportation Review Section staff reports were not yet available in Optix and thus were not taken into consideration for analysis of this request. However, the following Hillsborough County agencies had no objection to the proposed Planned Development: Natural Resources, Conservation and Environmental Lands Management, Environmental Protection Commission and the Environmental Services Division. Therefore, the request is consistent with Objective 9, Policy 9.1 and Policy 9.2.

The site contains 0.70 acres of Significant Wildlife Habitat (SWH) on the southern portion of the site. Environmental and Sustainability Section (ESS) Objective 3.8 seeks to manage flora, fauna and uplands to ensure a healthy, functioning environment, economy and quality of life. ESS Policy 3.8.1 emphasizes the protection and conservation of Significant Wildlife Habitat and ensure a no net loss of Essential Wildlife Habitat. Hillsborough County Natural Resources is the technical expert who reviews and evaluates SWH and any development impacts. As aforementioned, in comments dated February 7, 2025, Natural Resources did not object to the proposal and requested one condition of approval for the proposed Planned Development. As such, the proposal is consistent with policy direction outlined in the Environmental and Sustainability Section of the Comprehensive Plan.

The subject site is located within the limits of the Wimauma Village Community Plan. No policies in the Wimauma Community Plan were identified as applicable to this request. The subject site is located within the limits of the SouthShore Areawide Systems Plan. No policies in the SouthShore Areawide Systems Plan were identified as applicable to this request.

Overall, staff finds that the proposed use is an allowable use in the RES-4 Future Land Use category and is compatible with the existing development pattern found within the surrounding area.

### **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 16.3:** Development and redevelopment shall be integrated with the adjacent land uses through:

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

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

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

### **ENVIRONMENTAL AND SUSTAINABILITY SECTION**

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

Policies:

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



HILLSBOROUGH COUNTY  
FUTURE LAND USE

RZ PD 25-0144

<all other values>

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

- wam NATURAL LU/LC\_Wet\_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the user of this map verify the accuracy of the information shown. Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the user of this map verify the accuracy of the information shown. Hillsborough County City-County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate source.



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