

Rezoning Application: PD 26-0528

Zoning Hearing Master Date: May 26, 2026

BOCC Land Use Meeting Date: July 21, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Florida Home Partnership Inc
 FLU Category: R-6
 Service Area: Urban
 Site Acreage: 1.96 +/-
 Community Plan Area: Wimauma
 Overlay: Wimauma Downtown
 Subdistrict B – Downtown



Introduction Summary:

The applicant requests to rezone the 1.98 +/- acre property from RMC-6 to Planned Development to allow for a maximum number of 7 single family detached dwelling units at a rate of 3.54 units per acre.

Zoning:	Existing	Proposed
District(s)	RMC-6	PD
Typical General Use(s)	Single-Family Multi-Family Residential	Single-Family Residential
Acreage	1.98 +/-	1.98 +/-
Density/Intensity	6 DU per GA/ FAR: NA	3.54 DU per GA/ FAR: NA (7 units)
Mathematical Maximum*	11 DU	6 DU per GA (11 units)

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RMC – 6 Rowhouse, LDC Sec. 3.23.06	PD
Lot Size / Lot Width	1,800/3,840 Sq. Ft./ 16'/32'	4,200 Sq. Ft./40'
Setbacks/Buffering and Screening	<ul style="list-style-type: none"> • Front: 0'/15' • Rear: 15' (table 5-2 Note7) • Side: 0' • Buffering & Screening: 5'/A 	<ul style="list-style-type: none"> • Front: 20' • Rear: 15' • Side: 5' • Corner Side Setback: 10 Ft • Buffering & Screening: NA
Height	2/3; 35' (table 5-2 Note4)	35'

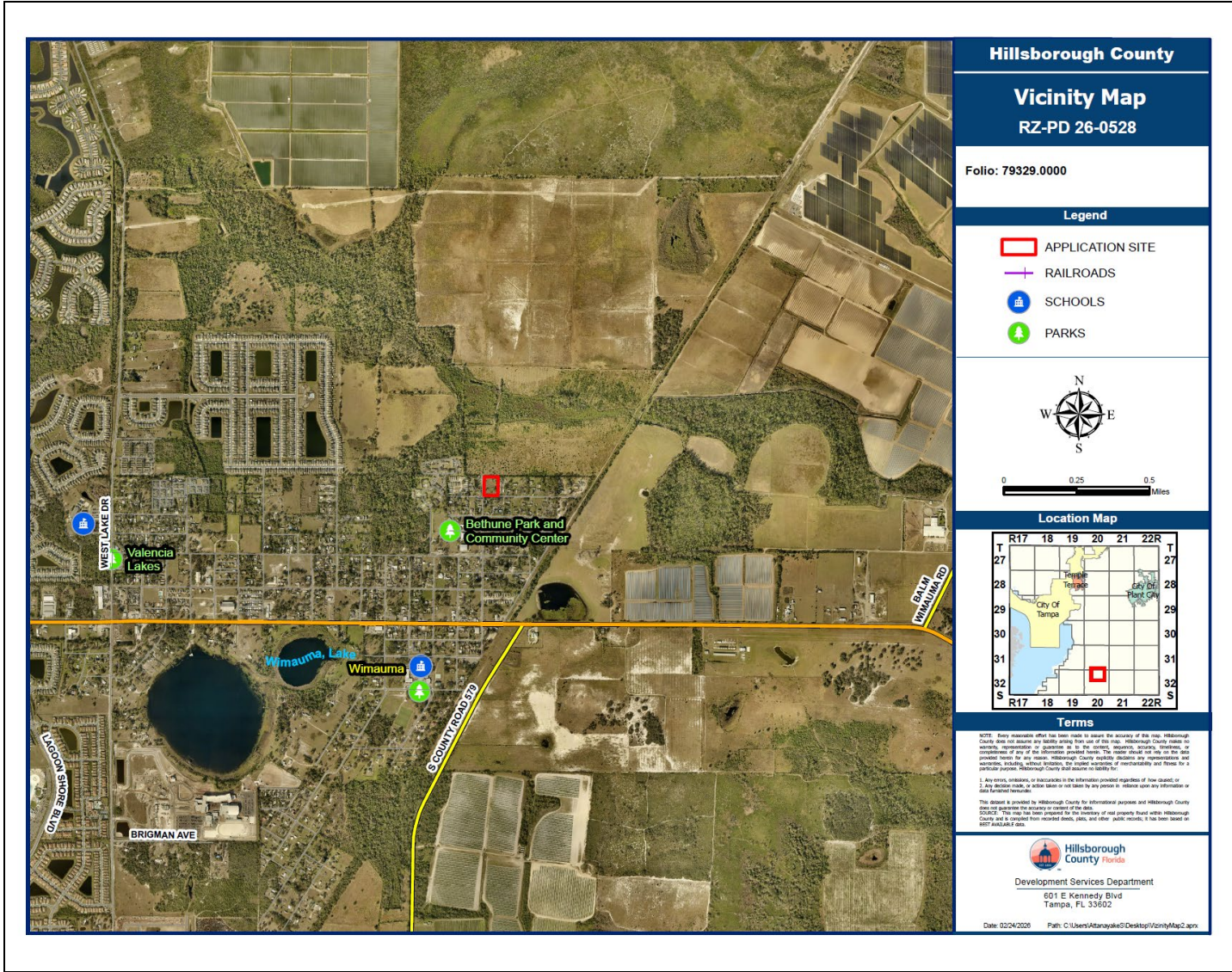
Additional Information:

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
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

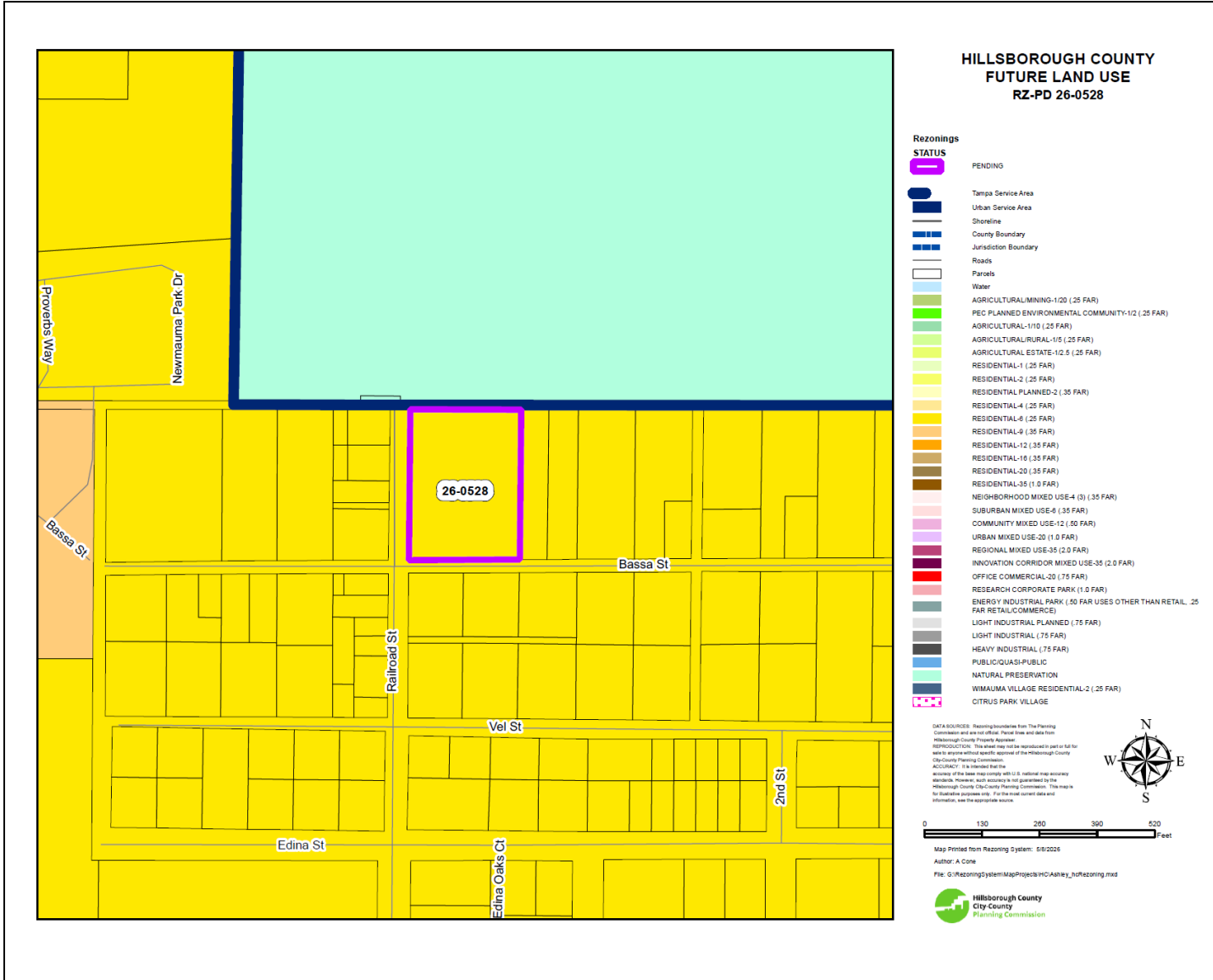


Context of Surrounding Area:

The site is located on the corner of Railroad Street and Bassa Street in an area which is comprised of mobile homes, single family detached, and multi-family residential uses at various lot sizes. The adjacent properties to the east, south, and west are zoned RSC-6 MH while the adjacent property to the north is zoned Planned Development (PD 19-0093) with approval for a maximum of 674 single-family detached units.

2.0 LAND USE MAP SET AND SUMMARY DATA

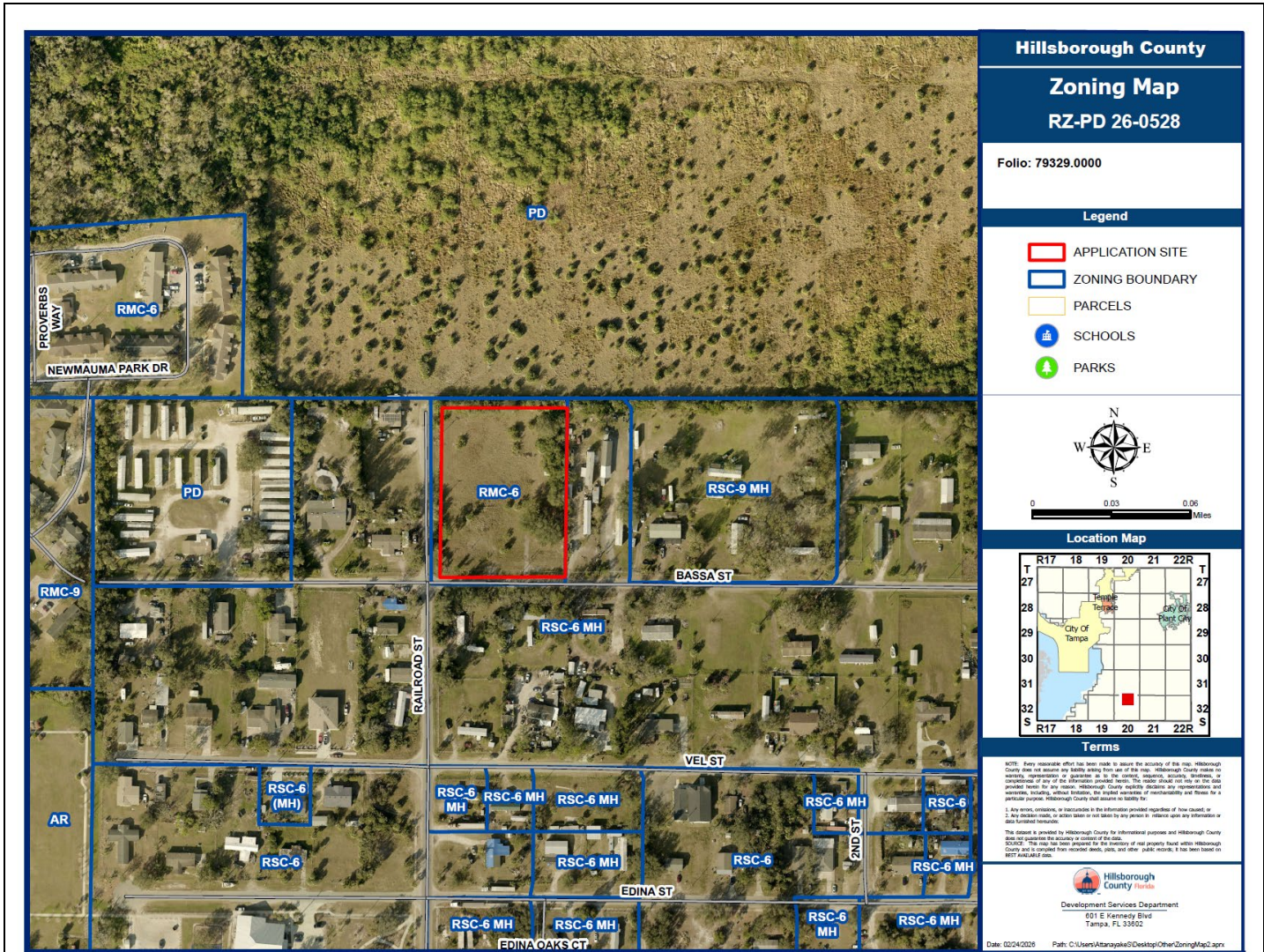
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential - 6 (RES-6)
Maximum Density/F.A.R.:	6 DU per GA/ FAR: 0.25
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

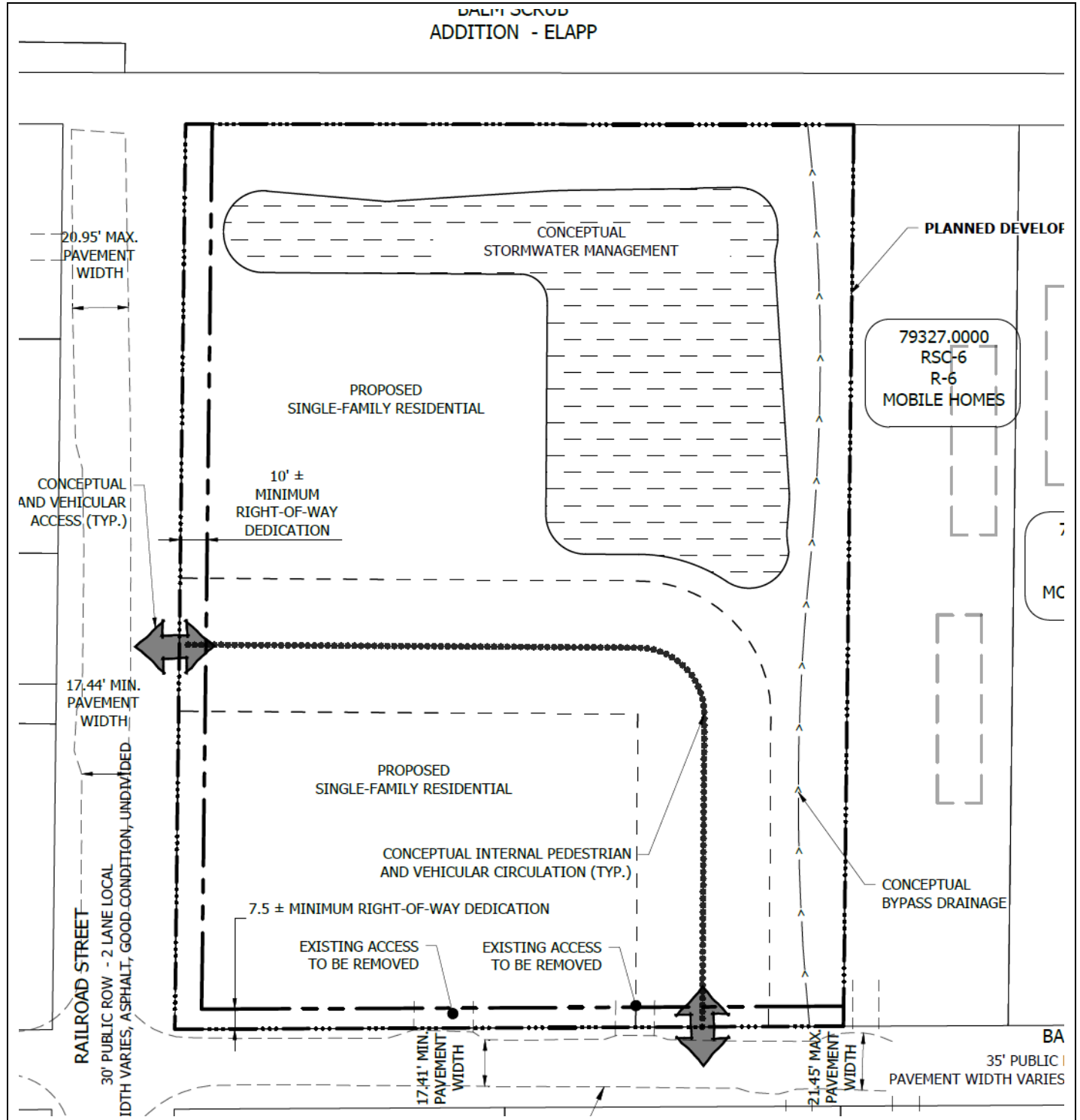


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	PD 19-0093	3.5 DU per GA/ FAR:NA	674 single-family conventional	COUNTY OWNED Preservation (ELAPP).
South	RSC-6 (MH)	6 DU per GA/ FAR: NA	Residential, Single-Family Conventional, Mobile Homes	MH
East	RSC-6 (MH)	6 DU per GA/ FAR: NA	Residential, Single-Family Conventional, Mobile Homes	MH
West	RSC-6 (MH)	6 DU per GA/ FAR: NA	Residential, Single-Family Conventional, Mobile Homes	SINGLE FAMILY R, VACANT RESIDENTIAL, MH

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
Railroad St.	County Local - Urban	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
Bassa St.	County Local - Urban	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			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	100	8	10
Proposed	64	5	6
Difference (+/1)	-36	-3	-4

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

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

Design Exception/Administrative Variance		
Road Name/Nature of Request	Type	Finding
Railroad St. – Substandard Roadway	Design Exception Requested	Approvable
Bassa St. – Substandard Roadway	Design Exception Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" 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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input 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
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Conditions of Approval
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The site is located on the corner of Railroad Street and Bassa Street in an area which is comprised of mobile homes, single family detached, and multi-family residential uses at various lot sizes. The adjacent properties to the east, south, and west are zoned RSC-6 MH while the adjacent property to the north is zoned Planned Development (PD 19-0093) with approval for a maximum of 674 single-family detached units. The proposed PD has similar development standards to the northern PD. The surrounding properties south of the PD 19-0093 boundary and west of Edina Street have a future land use designation of R-6 while the properties to the north and east have a designation of WVR-2 (Wimauma Village Planned-2).

Although the Planned Development will not be utilizing the Wimauma Downtown Overlay standards given that the code does not require single-family units to compliance with the Overlay the design and development standards of the proposed subdivision are comparable with the Overlay lot types which would still contribute to a walkable downtown with small town character feel.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to certification the following changes shall be made to the site plan:

- 1. Remove the minimum building envelope standard from the Site Data table.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted -May 05, 2026.

- 1. The development shall permit a maximum of 7 single-family detached dwelling units at a density of 3.54 dwelling units per acre.

- 2. The project shall be subject to the following development standards:

- Minimum Lot Size: 4,200 Sq Ft
- Minimum Lot Width: 40 Ft (45 Ft for corner lots)
- Minimum Front Yard Setback: 20 Ft
- Minimum Rear Yard Setback: 15 Ft
- Minimum Side Yard Setback: 5 Ft
- Corner Side Setback: 10 Ft
- Maximum Building Height: 35 Ft
- Maximum Lot Coverage: 75%

- 3. The subject application is adjacent to the Balm Scrub Addition Creek Preserve. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.

- 4. The subject site shall be permitted one full access connection onto Railroad St. and one full access connection onto Bassa St.

In accordance with the requirements outlined in Section 3.23.09.C.5. of the Hillsborough County LDC, the developer shall dedicate and convey a 10-foot-wide strip of right-of-way along its Railroad St. frontage. Such dedication and conveyance shall occur prior to or concurrent with the initial increment of development.

- 5. If PD Case No. 26-0528 is approved the County Engineer will approve a Design Exception (dated May 5th, 2026, and received May 6th, 2026) which was found approvable by the County Engineer on May 13th, 2026, for the Railroad St. substandard roadway improvements. As Railroad St. has been identified as a substandard local roadway, the developer will be required to make the following improvements consistent with the Design Exception:

- Widen approximately 300 feet of Railroad Street to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to just past the proposed driveway. Beyond this driveway, the existing pavement width is 20 feet wide.
- Install a Miami curb along the east side of the road along the frontage of the property TS-3 requires Miami curb on both sides of the road.
- Install a 5-foot sidewalk along the east side of the road along the frontage of the property TS-3 requires 5 feet of sidewalk on both sides of the road.
- Dedicate an additional minimum ±10 feet of right-of-way along the property frontage on Railroad Street to supplement the existing 30-foot right-of-way, ensuring that a minimum of 25 feet of right-of-

way is provided from the centerline of Railroad Street to the property boundary – TS-3 requires 50 feet of right-of-way.

6. If PD Case No. 26-0528 is approved the County Engineer will approve a Design Exception (dated May 5th, 2026, and received May 6th, 2026) which was found approvable by the County Engineer on May 13th, 2026, for the Bassa St. substandard roadway improvements. As Bassa St. has been identified as a substandard local roadway, the developer will be required to make the following improvements consistent with the Design Exception:
 - Widen Bassa Street from the intersection of Railroad St to the project's access, for a length of 170 feet to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to the eastern most property limits.
 - Install a Miami curb along the north side of the road along the frontage of the property TS-3 requires Miami curb on both sides of the road.
 - Install a 5-foot sidewalk along the north side of the road along the frontage of the property – TS-3 requires 5 feet of sidewalk on both sides of the road.
 - Dedicate an additional minimum ± 7.5 feet of right-of-way along the property frontage on Bassa Street to supplement the existing 35-foot right-of-way, ensuring that a minimum of 25 feet of right-of-way is provided from the centerline of Bassa Street to the property boundary – TS-3 requires 50 feet of right of way.
7. 4. All construction ingress and egress shall be limited to the Railroad St. and Bassa St. project accesses shown on the PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same.
8. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
9. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.
10. 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.
11. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C

Zoning Administrator Sign Off:



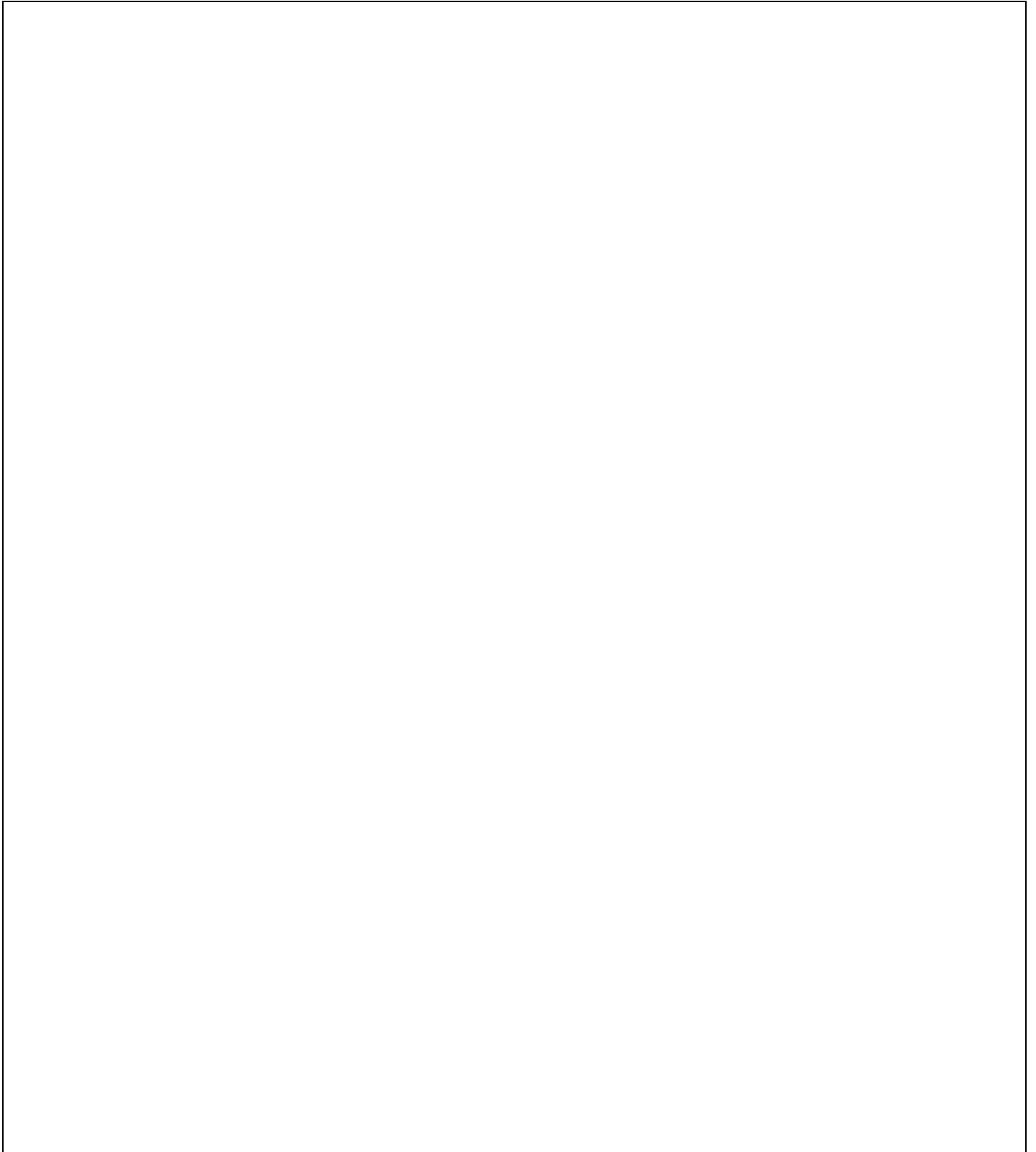
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

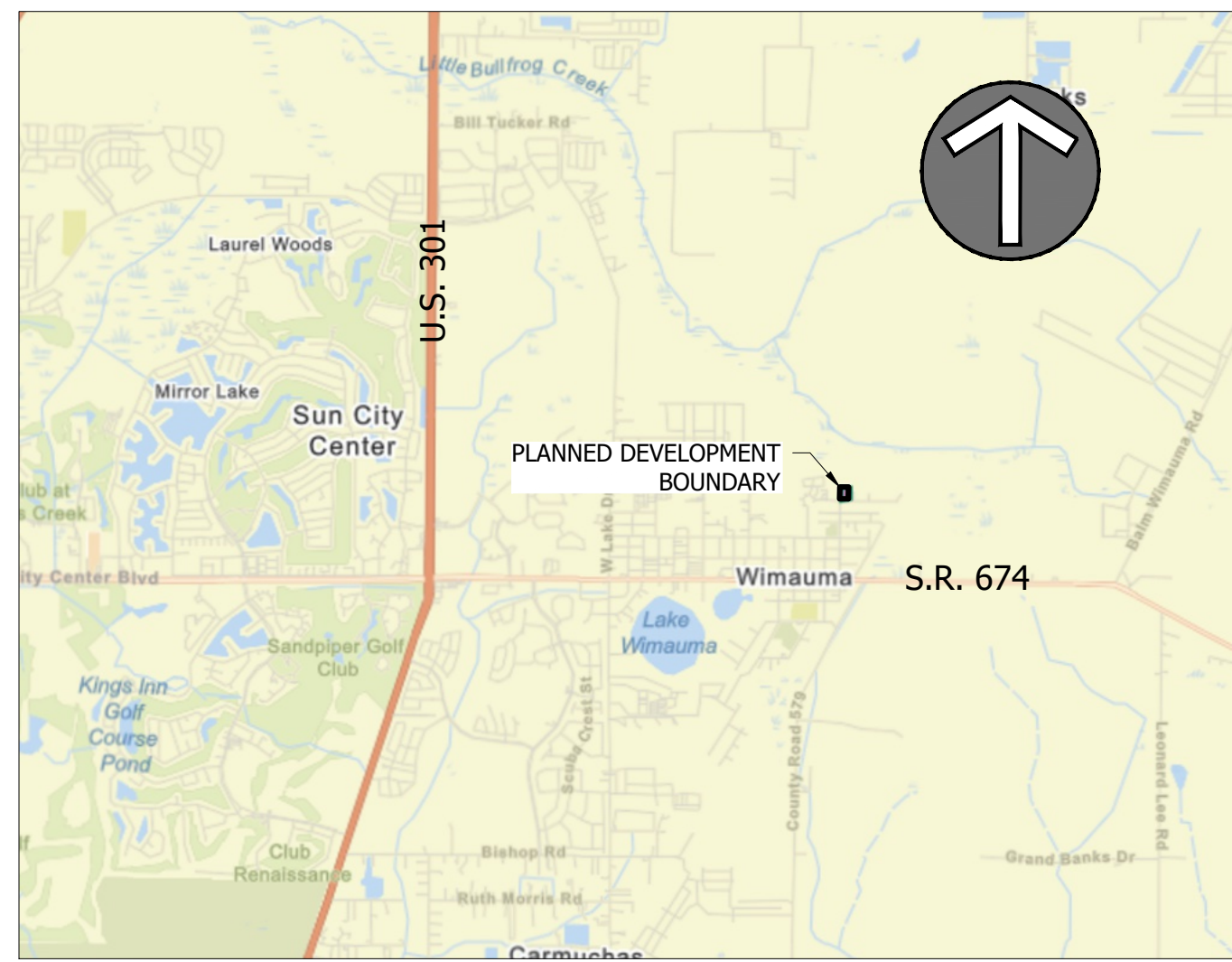
Approval of this re-zoning petition by Hillsborough County does not constitute a guarantee that the project will receive approvals/permits necessary for site development as proposed will be issued, nor does it imply that other required permits needed for site development or building construction are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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Agency	Number	Violation	Status
Code Enforcement*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Building Code Compliance*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
Natural Resources*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			
EPC*			
<input checked="" type="checkbox"/> None current or pending			
<input type="checkbox"/> Violation(s)			

8.0 PROPOSED SITE PLAN (FULL)

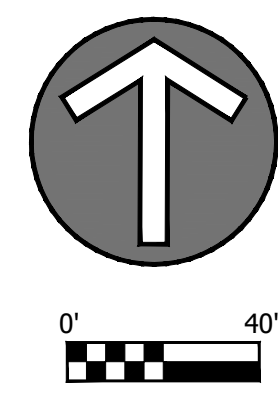




VICINITY MAP
N.T.S

- LEGEND**
- PD BOUNDARY
 - PARCEL LINE
 - ↔ CONCEPTUAL PEDESTRIAN AND VEHICULAR ACCESS
 - - - MINIMUM BUILDING SETBACK
 - - - MINIMUM LANDSCAPE BUFFER
 - CONCEPTUAL INTERNAL LOT LINE
 - - - 150' STUDY AREA BOUNDARY

FOLIO NUMBER: 78002.3000
ZONING: PD 19-0093
FLU: N
USE: SINGLE-FAMILY



3810 NORTHDAL BLVD., SUITE 100
TAMPA, FLORIDA 33624
OFFICE: 813-949-7449
FBPE CERT. OF AUTH. #4548

THESE DRAWINGS ARE FOR THE EXCLUSIVE USE OF LANDIS, EVANS AND PARTNERS, INC. AND MAY NOT BE DUPLICATED, REPRODUCED OR USED IN ANY MANNER WITHOUT THE EXPRESS WRITTEN CONSENT OF LANDIS, EVANS AND PARTNERS, INC. ALL RIGHTS RESERVED.

MARK	DATE	DESCRIPTION	ISSUE

SITE DATA	
FOLIO NUMBER	79329.0000
PD PARCEL SIZE (GROSS)	1.98 +/- ACRES (86,248 +/- SF)
EXISTING NATURAL BODIES OF WATER	NONE
EXISTING MAN MADE WATER BODIES	NONE
ENVIRONMENTAL ZONING AREA	NONE
CURRENT ZONING DESIGNATION	RMC-6
PROPOSED ZONING	PD
FUTURE LAND USE DESIGNATION	R-6
FEMA FLOOD ZONE DESIGNATION	X
*PER FIRM MAP#12057C0685H DATED 8/28/2008	
MINIMUM BUILDING SETBACKS	
FRONT	20 FT
CORNER	10 FT
SIDE	5 FT
REAR	15 FT
MINIMUM LANDSCAPE BUFFERS	
NORTH	0 FT
SOUTH	0 FT
EAST	0 FT
WEST	0 FT
PROPOSED USE	SINGLE-FAMILY DETACHED
CURRENT USE	VACANT
MAXIMUM PROPOSED NUMBER OF LOTS	7
MAXIMUM ALLOWABLE BUILDING HEIGHT	35 FT
MINIMUM LOT WIDTH	40 FT
DENSITY	3.54 +/- D.U./ACRE (GROSS)
MINIMUM LOT SIZE	4,200 SF
MINIMUM BUILDING ENVELOPE	2,100 SF
MAXIMUM IMPERVIOUS SURFACE	N/A
MAXIMUM BUILDING COVERAGE	75%
COMMUNITY PLANNING AREA	WIMAUMA-SOUTHSHORE
OVERLAY DISTRICT	DOWNTOWN WIMAUMA-TDR RECEIVING ZONE, WIMAUMA DOWNTOWN SUBDISTRICT B- DOWNTOWN CENTER
SPECIAL ZONE	NONE
SCENIC CORRIDOR	NONE
HISTORIC/ARCHEOLOGICAL	NONE KNOWN OR WITHIN 150'

PLANNING NOTES

- BOUNDARY AND TOPOGRAPHIC INFORMATION INCLUDING LEGAL DESCRIPTION INFORMATION AS INDICATED HERON IS TAKEN FROM A MAP OF BOUNDARY AND SURVEY PREPARED BY TERMINUS SURVEYING, LLC DATED 03/15/24.
- BASED ON INFORMATION SHOWN ON FLOOD INSURANCE RATE MAP NUMBER 12057C0385H, STRUCTURES DATED AUGUST 28, 2008, THE PROPERTY LIES IN FLOOD ZONE X.
- ALL LAND USES AND THE GENERAL LOCATION OF STRUCTURES WITHIN ONE HUNDRED FIFTY (150) FEET OF THE BOUNDARIES OF THE PROJECT SITE ARE AS SHOWN.
- NO NON-RESIDENTIAL USE IS PROPOSED.
- BUFFERING AND SCREENING SHALL BE PROVIDED AS REQUIRED BY THE LAND DEVELOPMENT CODE.
- WATER AND WASTEWATER SERVICE SHALL BE PROVIDED BY HILLSBOROUGH COUNTY.
- ALL EXISTING STRUCTURES TO BE REMOVED.
- EXISTING DEVELOPMENT WITHIN 150 FEET OF PROJECT BOUNDARY APPEARS TO COMPLY WITH APPROVED GENERAL SITE PLANS.
- SIDEWALKS SHALL BE PROVIDED IN ACCORDANCE WITH THE HILLSBOROUGH COUNTY LDC.
- TOWN OF WIMAUMA PLAT IS WITHIN 150' OF PROPERTY (PLAT BOOK 1 PAGE 136).
- INTERNAL ROADS SHALL BE DESIGNED IN ACCORDANCE WITH THE HILLSBOROUGH COUNTY LDC. ROADS SHALL BE MADE PRIVATE PER THIS PLAN.
- THE PROJECT IS NOT WITHIN THE COASTAL HIGH HAZARD AREA, POTABLE WATER WELLFIELD PROTECTION AREA, WELLFIELD RESOURCE PROTECTION AREA, SURFACE WATER RESOURCE PROTECTION AREA, NOR SIGNIFICANT WILDLIFE UPLAND HABITAT AREA.
- ALL EXISTING WATER COURSES, LAKES, CONSERVATION AREAS, PRESERVATION AREAS, WOODED AREAS, UPLAND HABITAT AREAS OR OTHER SUCH PHYSICAL FEATURES WITHIN THE PROJECT BOUNDARIES AND WITHIN 150 FEET, IF ANY, ARE SHOWN.
- THERE ARE NO COMMON OPEN SPACE/RECREATIONAL AREAS PROPOSED WITH THIS PROJECT.
- THERE ARE NO PUBLIC PARK LANDS OR PUBLIC SCHOOL SITES PROPOSED WITH THIS PROJECT.

LEGAL DESCRIPTION (PER SURVEY DATED 2024-05-28):

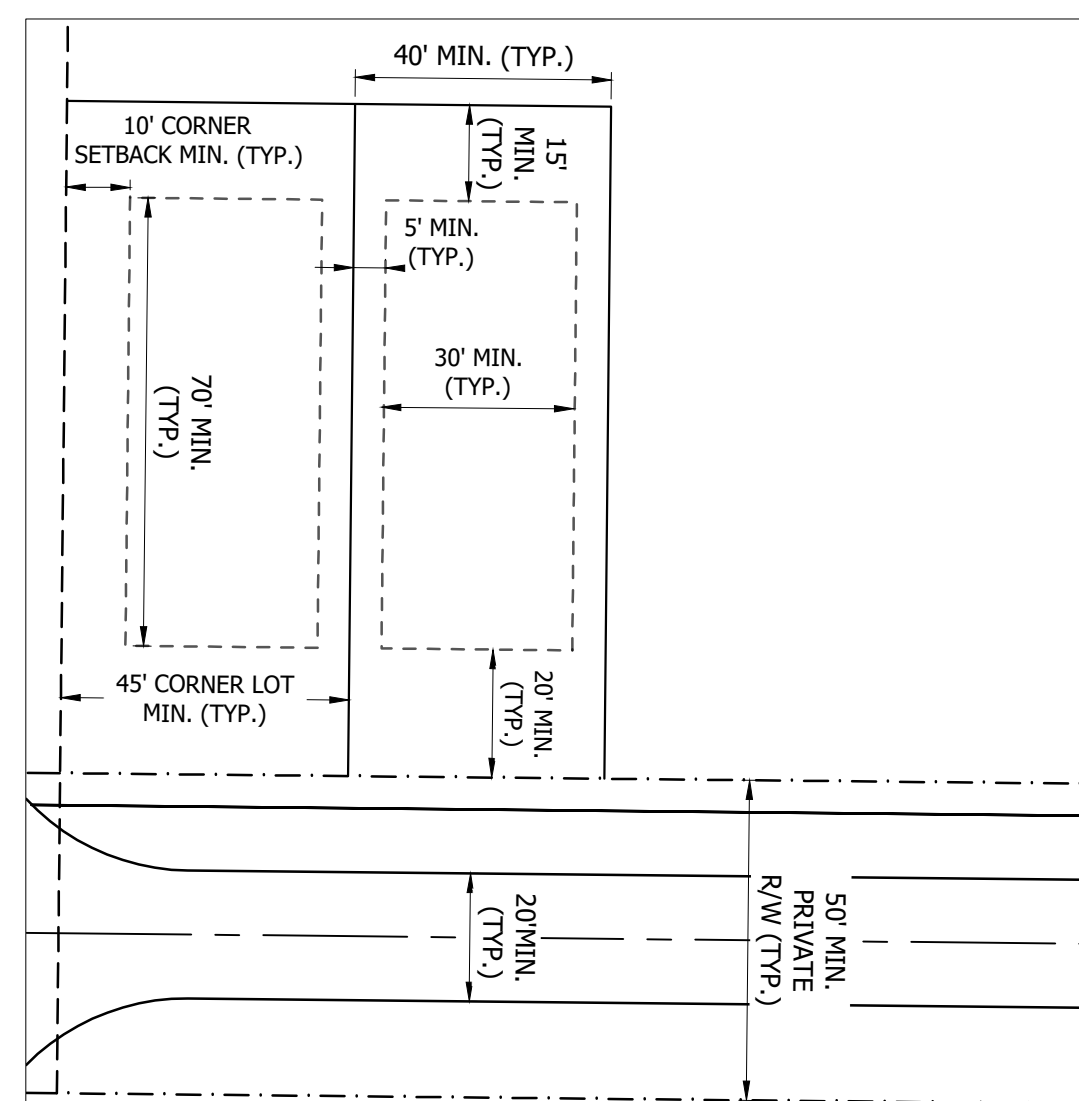
LOTS 4 AND 5, BLOCK 91, OF REVISED MAP OF TOWN OF WIMAUMA, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN PLAT BOOK 1, PAGE 136, OF THE PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA.

APPLICANT

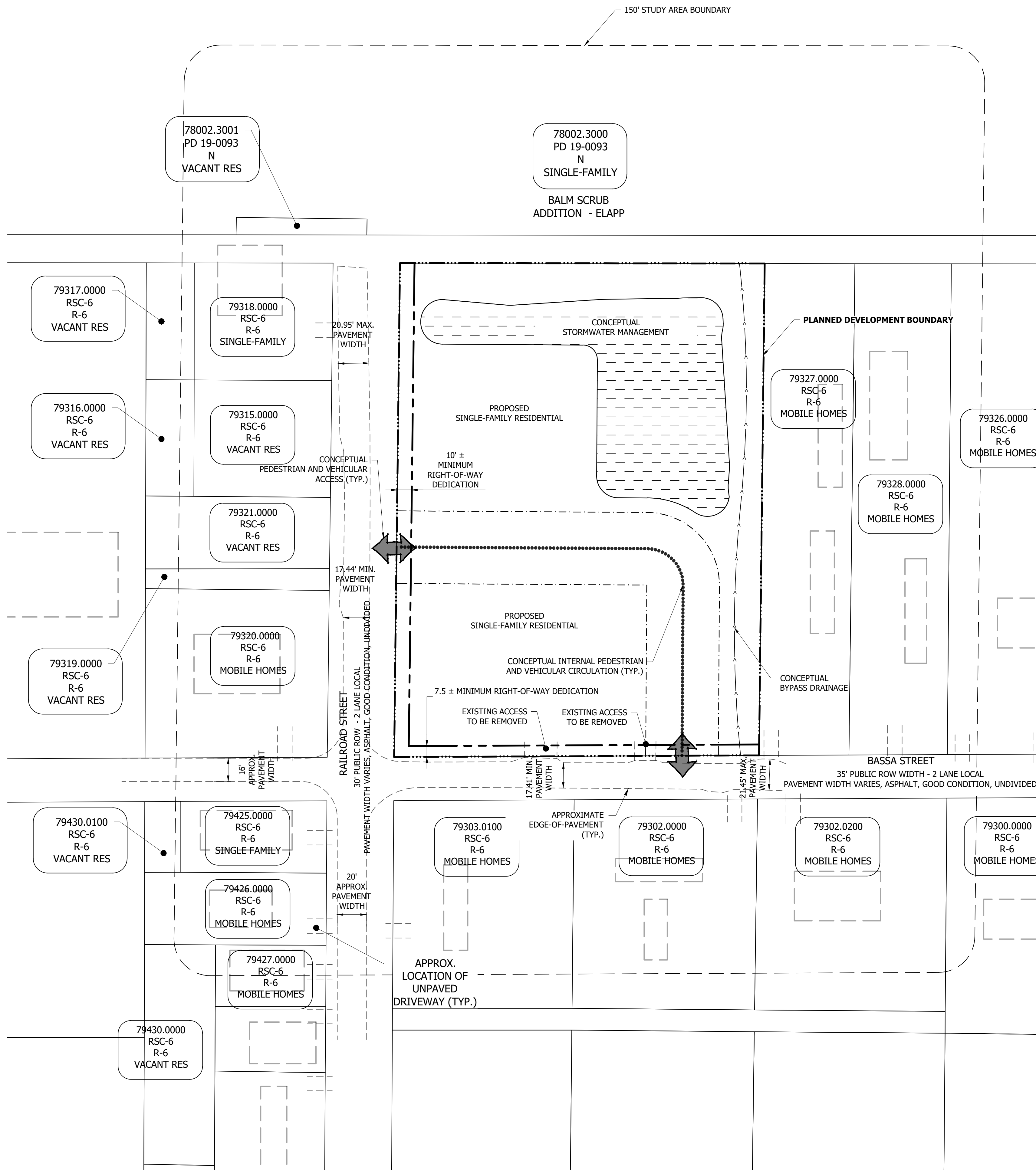
FLORIDA HOME PARTNERSHIP, INC.
ATTN: DETRA SMITH-O'BRYANT
201 14TH AVE. SE, SUITE H
RUSKIN, FLORIDA 33570
EMAIL: DETRA@FLHOME.ORG
PH. (813) 672-7863

ENGINEER/PLANNER

LANDIS EVANS AND PARTNERS, INC.
ATTN: MARGARET R. PEREZ, AICP
3810 NORTHDAL BLVD., SUITE 100
TAMPA, FLORIDA 33624
EMAIL: MPEREZ@LANDISEVANS.COM
PH. (813) 949-7449



TYPICAL LOT LAYOUT
SCALE: 1" = 30'



GENERAL DEVELOPMENT PLAN - PD 26-0528

HACIENDA WEST AT WIMAUMA
5902 BASSA ST.
WIMAUMA, HILLSBOROUGH COUNTY, FLORIDA 33598

FLOOD ZONE	X	PANEL MAP NO.	12057C0685H
SEC TWP PRG.	10/32S/20E	DATED	08/27/2008
DATE	2026-05-05	JOB NO.	1976-26

SHEET NUMBER:
GDP-1

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 05/18/2026

REVIEWER: Sarah Rose, Senior Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Wimauma

PETITION NO: RZ 26-0528

- This agency has no comments.
- This agency has no objection.
- This agency has no objection, subject to the listed or attached conditions.
- This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. The subject site shall be permitted one full access connection onto Railroad St. and one full access connection onto Bassa St.

In accordance with the requirements outlined in Section 3.23.09.C.5. of the Hillsborough County LDC, the developer shall dedicate and convey a 10-foot-wide strip of right-of-way along its Railroad St. frontage. Such dedication and conveyance shall occur prior to or concurrent with the initial increment of development.

2. If PD Case No. 26-0528 is approved the County Engineer will approve a Design Exception (dated May 5th, 2026, and received May 6th, 2026) which was found approvable by the County Engineer on May 13th, 2026, for the Railroad St. substandard roadway improvements. As Railroad St. has been identified as a substandard local roadway, the developer will be required to make the following improvements consistent with the Design Exception:

- Widen approximately 300 feet of Railroad Street to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to just past the proposed driveway. Beyond this driveway, the existing pavement width is 20 feet wide
- Install a Miami curb along the east side of the road along the frontage of the property TS-3 requires Miami curb on both sides of the road.
- Install a 5-foot sidewalk along the east side of the road along the frontage of the property TS-3 requires 5 feet of sidewalk on both sides of the road.

- Dedicate an additional minimum ± 10 feet of right-of-way along the property frontage on Railroad Street to supplement the existing 30-foot right-of-way, ensuring that a minimum of 25 feet of right-of-way is provided from the centerline of Railroad Street to the property boundary – TS-3 requires 50 feet of right-of-way.
3. If PD Case No. 26-0528 is approved the County Engineer will approve a Design Exception (dated May 5th, 2026, and received May 6th, 2026) which was found approvable by the County Engineer on May 13th, 2026, for the Bassa St. substandard roadway improvements. As Bassa St. has been identified as a substandard local roadway, the developer will be required to make the following improvements consistent with the Design Exception:
 - Widen Bassa Street from the intersection of Railroad St to the project's access, for a length of 170 feet to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to the eastern most property limits.
 - Install a Miami curb along the north side of the road along the frontage of the property TS-3 requires Miami curb on both sides of the road.
 - Install a 5-foot sidewalk along the north side of the road along the frontage of the property – TS-3 requires 5 feet of sidewalk on both sides of the road.
 - Dedicate an additional minimum ± 7.5 feet of right-of-way along the property frontage on Bassa Street to supplement the existing 35-foot right-of-way, ensuring that a minimum of 25 feet of right-of-way is provided from the centerline of Bassa Street to the property boundary – TS-3 requires 50 feet of right of way.
 4. All construction ingress and egress shall be limited to the Railroad St. and Bassa St. project accesses shown on the PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same.
 5. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
 6. Notwithstanding anything shown in the PD site plan or therein the conditions of approval, the applicant shall provide internal sidewalks connections to the project site arrival point, the primary building entrances, parking, and any other onsite amenities consistent with 6.03.02 of the Land Development Code.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a parcel totaling +/- 1.98 acres from Residential Multi-Family Conventional – 6 (RMC-6) to Planned Development (PD). The proposed Planned Development (PD) is seeking approval for seven (7) single family detached units. The site is located within the north-east quadrant of the intersection of Railroad St. and Bassa St. The subject site falls within the Downtown Center Subdistrict of the Downtown Wimauma Overlay District. The Future Land Use designation of the site is Residential – 6 (R-6).

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), the developer submitted a transportation generation letter for the proposed project, indicating that the subject project will generate fewer than 50 peak hour trips. Staff have 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, 12th Edition.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RMC-6, Single Family Detached (ITE 210) 11 Units	100	8	10

Proposed Uses:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Single Family Detached (ITE 210) 7 Units	64	5	6

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	-36	-3	-4

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Railroad St. and Bassa St.

Railroad St. is a 2-lane, undivided, substandard county maintained, urban local roadway. The roadway is characterized by +/- 17ft of pavement in average condition, no bike lanes or sidewalks on either side of the roadway within the vicinity of the proposed project, and within +/- 30ft of the right of way.

Bassa St. is a 2-lane, undivided, substandard county maintained, urban local roadway. The roadway is characterized by +/- 18ft of pavement in average condition, no bike lanes or sidewalks on either side of the roadway within the vicinity of the proposed project, and within 35ft of the right of way.

SITE ACCESS

With this application, the applicant is proposing one full access connection onto Railroad St. and one full access connection onto Bassa St.

WIMAUMA DOWNTOWN OVERLAY DISTRICT

As noted above, the subject site is located within the Downtown Center Subdistrict of the Wimauma Downtown Overlay District. The applicant has submitted a request to opt out of the Wimauma Downtown Overlay standards pursuant to Section 3.23.04 of the Land Development Code (LDC). Based on coordination with the County Engineer staff have confirmed that, regardless of any determination by Zoning on the applicant's opt-out request, the subject site would continue to be required to comply with Section 3.23.09 of the LDC, which establishes substandard roadway improvement requirements for properties within the overlay district. Compliance with this section is required to ensure roadway continuity and safe access.

RAILROAD ST. – DESIGN EXCEPTION

The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated May 5th, 2026, and received May 6th, 2026) to determine the specific improvements that would be required by the County Engineer. Based on the factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable on May 13th, 2026 authorizing deviation from Typical Section - 3 (TS-3) of the Hillsborough County Transportation Technical Manual (TTM) which outlines the standards for 2-lane, urban, undivided, county collector roadways so that the developer will be required to make the following improvements consistent with the Design Exception:

- Widen approximately 300 feet of Railroad Street to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to just past the proposed driveway. Beyond this driveway, the existing pavement width is 20 feet wide
- Install a Miami curb along the east side of the road along the frontage of the property TS-3 requires Miami curb on both sides of the road.
- Install a 5-foot sidewalk along the east side of the road along the frontage of the property TS-3 requires 5 feet of sidewalk on both sides of the road.
- Dedicate an additional minimum ± 10 feet of right-of-way along the property frontage on Railroad Street to supplement the existing 30-foot right-of-way, ensuring that a minimum of 25 feet of right-of-way is provided from the centerline of Railroad Street to the property boundary – TS-3 requires 50 feet of right-of-way.

BASSA ST. – DESIGN EXCEPTION

The applicant's Engineer of Record (EOR) submitted a Design Exception request (dated May 5th, 2026, and received May 6th, 2026) to determine the specific improvements that would be required by the County Engineer. Based on the factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable on May 13th, 2026 authorizing deviation from Typical Section - 3 (TS-3) of the Hillsborough County Transportation Technical Manual (TTM) which outlines the standards for 2-lane, urban, undivided, county collector roadways so that the developer will be required to make the following improvements consistent with the Design Exception:

- Widen Bassa Street from the intersection of Railroad St to the project's access, for a length of 170 feet to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to the eastern most property limits.
- Install a Miami curb along the north side of the road along the frontage of the property TS-3 requires Miami curb on both sides of the road.
- Install a 5-foot sidewalk along the north side of the road along the frontage of the property – TS-3 requires 5 feet of sidewalk on both sides of the road.
- Dedicate an additional minimum ± 7.5 feet of right-of-way along the property frontage on Bassa Street to supplement the existing 35-foot right-of-way, ensuring that a minimum of 25 feet of right-of-way is provided from the centerline of Bassa Street to the property boundary – TS-3 requires 50 feet of right of way.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Railroad St. and Bassa St. are not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.

From: [Williams, Michael](#)
To: [Victor Huggins](#)
Cc: [Theo Petritsch](#); [Margaret Perez](#); [Peddle, Carolanne](#); [Rose, Sarah](#); [Phillips, Charles](#); [Tirado, Sheida](#); [De Leon, Eleonor](#); [PW-CEIntake](#)
Subject: FW: RZ-PD 26-0528 - Design Exception Review
Date: Wednesday, May 13, 2026 6:53:26 PM
Attachments: [26-0528 DEAdd 05-06-26 1.pdf](#)
[26-0528 DEAdd 05-06-26 2.pdf](#)
[image001.png](#)

Victor,

I have found the attached two Design Exceptions (DE) for PD 26-0528 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: Tuesday, May 12, 2026 2:24 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Rose, Sarah <RoseSJ@hcfl.gov>
Subject: RZ-PD 26-0528 - Design Exception Review

Hello Mike,

The attached Design Exceptions are **Approvable** to me, please include the following people in your response:

vhuggins@landisevans.com

tap@landisevans.com

mperez@landisevans.com

peddlec@hcfl.gov

rosesj@hcfl.gov

phillipsch@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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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)	<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.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Roads - Bassa St <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Hacienda West at Wimauma
<p>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.</p>	
Folio Number(s)	79329.0000
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p>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").</p>	
Name of Person Submitting Request	Margaret Perez, AICP
<p>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.</p>	
Current Property Zoning Designation	RMC-6
<p>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.</p>	
Pending Zoning Application Number	PD 26-0528
<p>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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>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".</p>	



May 5, 2026

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**Re: Hacienda West
Design Exception – Substandard Road
Bassa St
Folio 79329.0000
26-0528**

Dear Mr. Williams;

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual (TTM) Section 1.7, to meet the requirements of Hillsborough Land Development Code Section 3.23.09.C.5 Substandard Roadways. This is requested for Segment A, Bassa Street (Frontage) of the essential element path identified in Exhibit 1, Essential Elements Analysis.

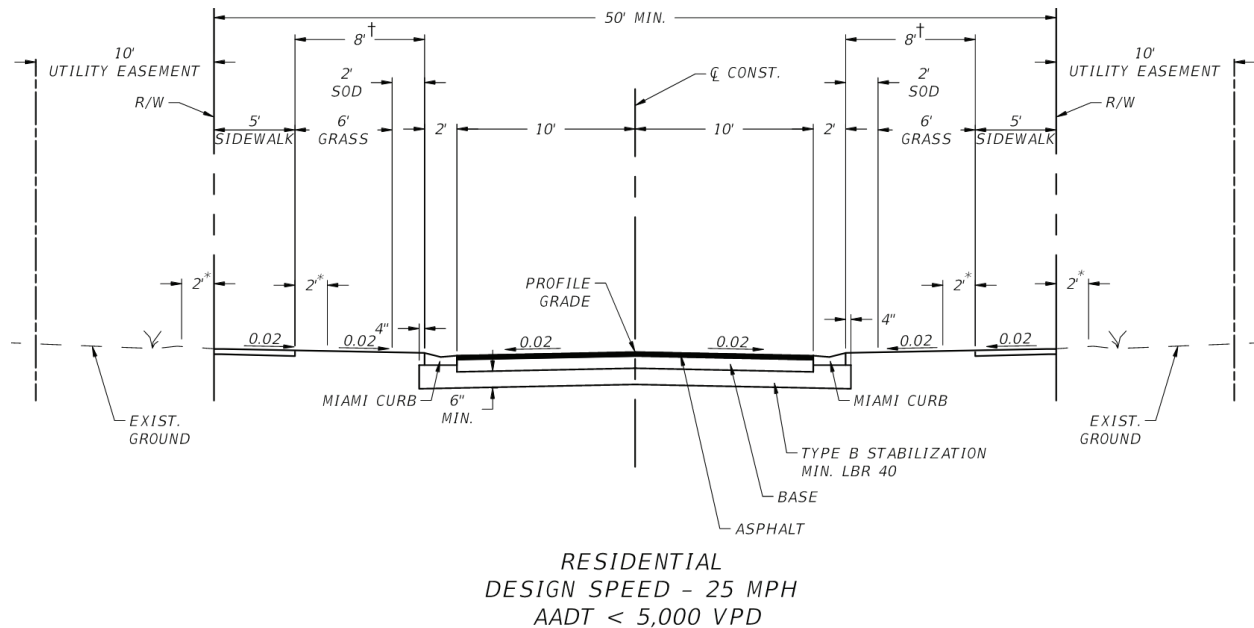


Figure 1 – Hillsborough County TTM TS-3

Project Description

The applicant proposes seven (7) units of single-family detached affordable housing community on a 1.98 AC parcel located at the northeast corner of Railroad Street and Bassa Street (See Exhibit 1). Both roads are classified as local roads per the Map Hillsborough Viewer 2.5 “Roadway Classification” layer. From Survey, Railroad St has 30 feet of existing right of way and Bassa Street has 35 feet of existing right of way. Access is proposed onto both roads. The property is currently under review for a planned development rezoning.

The *ITE TripGen* Web-Based App (using the *ITE Trip Generation Manual, 12th Edition* as Data Source) generates the following estimates of trip generation for the proposed development (ITE Code 210 – Single-Family Detached Housing):

- Average Daily Trips: 64
- AM Peak Hour Total Trips: 10
 - AM Peak Hour Inbound Trips: 3
 - AM Peak Hour Outbound Trips: 7
- PM Peak Hour Total Trips: 7
 - PM Peak Hour Inbound Trips: 4
 - PM Peak Hour Outbound Trips: 3

This project has a low trip generation which does not trigger turn lane improvements.

Design Exception Request

The applicant proposes the following modified improvements for a Design exception from the requirements of TTM TS-3:

1. Widen Bassa Street from the intersection of Railroad St to the project’s access, for a length of 170 feet to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to the eastern most property limits.
2. Install a Miami curb along the north side of the road along the frontage of the property – TS-3 requires Miami curb on both sides of the road.
3. Install a 5-foot sidewalk along the north side of the road along the frontage of the property – TS-3 requires 5 feet of sidewalk on both sides of the road.
4. Dedicate an additional minimum ± 7.5 feet of right-of-way along the property frontage on Bassa Street to supplement the existing 35-foot right-of-way, ensuring that a minimum of 25 feet of right-of-way is provided from the centerline of Bassa Street to the property boundary – TS-3 requires 50 feet of right of way.

The justification for this Design Exception is as follows:

1. Complying with LDC Section 3.23.09 would require approximately 350 feet of curb to be installed along the segment. This, along with the installation of inlets and possible grading required to ensure positive drainage, would not be practical as open drainage currently functions adequately and there are no curbed sections existing in the corridor. The constrained right of way is also anticipated to make it difficult to construct the curb on the south side of Bassa Street, and tie back down within the existing right of way width.
2. There is no existing right of way to construct a sidewalk and swale on the south side of the road. Right of way is being dedicated along the property frontage to accommodate a sidewalk on the north side of the road. There are also no other connecting sidewalks along Bassa Street, and the other sections of sidewalk required are not along the property to be developed.
3. From Survey, there is not enough right of way to accommodate TS-3 along Bassa Street (35'). The property owner will dedicate an additional minimum ± 7.5 feet of right-of-way along the site frontage on Bassa Street as necessary to provide a minimum of 25 feet of right-of-way measured from the centerline of Bassa Street to the property boundary, to accommodate roadway widening, and add Miami curb. To dedicate more right of way would impact the development potential of the site and place unnecessary burden on the applicant.

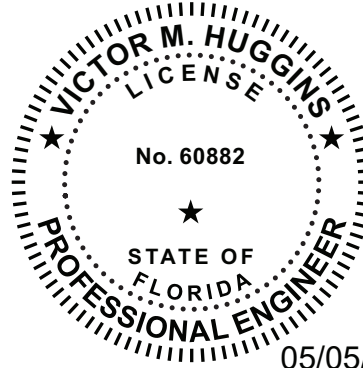
May 5, 2026
Hacienda West
Design Exception

Attachments list:

- Exhibit 1 - Essential Elements Analysis
- Exhibit 2 - Crash data
- Exhibit 3 – Proposed Typical Section
- Exhibit 4 – Project’s PD Site Plan

Sincerely,

Victor M Huggins 2026.05.05
17:24:08-04'00'



05/05/2026

Landis Evans + Partners, Inc.

Victor M Huggins, P.E.
Florida License # 60882

This item has been digitally signed and sealed by Victor M Huggins on the date adjacent to the seal.

Signature must be verified on any electronic copies.

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

- _____ Disapproved
- _____ Approved with Conditions
- _____ Approved

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

EXHIBIT 1



March 12, 2026

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**Re: Hacienda West
Essential Elements Analysis
Folio 79329.0000**

Dear Mr. Williams;

The purpose of this letter is to address the requirements of an Essential Elements Analysis for the above referenced project.

Improvement Network Identification

The nearest roadway complying with Essential Elements to the project site is State Road 674 (SR 674). For this analysis, we have considered the frontage of the property along Bassa Street as Segment "A", the frontage of the property along Railroad St as Segment "B", and Railroad St from Bassa St to SR 674 as Segment "C".



Figure 1 - Improvement Network

Essential Elements Analysis for Segment A (Bassa Street)

- a. *Lane Widths.* The appropriate typical section identified is TS-3 (Residential) with a required lane width of 10'. The roadway is typically 18' wide.
- b. *Presence of Curb.* Curb is not currently present along Segment A. It is the express intent of the Wimauma Downtown Overlay that new streets shall be permitted to utilize only urban roadway sections, and that existing roadways should transition to urban typical sections to the greatest extent possible.

Addition of curbing to a roadway directly impacts the drainage of that segment of roadway by restricting the locations in which water can flow off of the pavement. On an uncurbed/rural roadway, the cross-sectional slope (crown) of the roadway pushes water to the sides of the road, and water is unencumbered from flowing across the gutter and off of the road. When curbing is installed, the locations in which water can drain from the roadway are limited to the locations where inlets of flumes are installed. In order to safely install curbing on a roadway, it must be ensured that the longitudinal grade of the road is sufficient to direct water down the gutter of the curb to those inlet locations. The FDOT Drainage Manual requires a minimum longitudinal gutter grade of 0.3 percent in order to ensure positive drainage to inlet locations. This slope is necessary both to ensure positive drainage to inlet locations and also to prevent debris accumulation within the roadway.

Segment A has enough slope for positive drainage, from survey, but would require substantial redesign and construction of the roadway to install Miami curb.

- c. *Stabilized shoulders.* N/A. TS-3 does not require stabilized shoulders.
- d. *Roadway safety.* According to Florida Greenbook Table 4-1, for local roadways with a design AADT less than or equal to 400 vehicles per day, a clear zone of 6 feet or more in width must be provided if it can be done so with minimum social/environmental impacts. However, where constraints of cost, terrain, right of way, or potential social/environmental impacts make the provision of a 6 feet clear zone impractical, clear zones less than 6 feet in width may be used, including designs with 0 feet clear zone.

The clear zone throughout Segment A is ~6 feet on the north side of Bassa St and ~11 feet on the south side, from survey, meeting these requirements.

The Greenbook also requires a slope as flat as possible, desirably 6:1 or flatter. The shoulder slopes along Segment A meet this within the clear zone from survey and aerial review.

- e. *Presence of bicycle facilities.* N/A. TS-3 roadways do not require bicycle facilities.
- f. *Ability to accommodate sidewalks.* Compliant. Both sides of the road have sufficient right of way to accommodate future pedestrian facilities based on the Hillsborough County right of way inventory. However, this segment may not be able to accommodate both sidewalk and ditch components within the existing right of way.

Essential Elements Analysis for Segment B (Railroad Street - Frontage)

- a. *Lane Widths.* The appropriate typical section identified is TS-3 (Residential) with a required pavement width of 20'. The roadway is typically 18' wide. The section of roadway to which the proposed access connects is wider, at ~ 20'.
- b. *Presence of Curb.* Curb is not currently present along Segment B. Addition of curbing would directly impact the drainage of that segment of roadway by restricting the locations in which water can flow off of the pavement and possibly require substantial redesign and construction.

Segment B has enough slope for positive drainage from survey.

- c. *Stabilized shoulders.* N/A. TS-3 does not require stabilized shoulders.
- d. *Roadway safety.* The clear zone throughout Segment B is ~6 feet on the west side of the road for the first ~130 feet and greater after, where there is no fencing with the exception of one utility pole that should be relocated. Though the edge of pavement here is only about 1 foot from the right of way and, in the latter area, outside of the surveyed right of way. The clear zone on the east side is ~11 feet, which exceeds the 6-foot minimum requirement by the Florida Greenbook.

The shoulder slopes along Segment B meet the 6:1 slope requirement within the clear zone from survey and aerial review.

- e. *Presence of bicycle facilities.* N/A. TS-3 roadways do not require bicycle facilities.
- f. *Ability to accommodate sidewalks.* Compliant. The road has sufficient right of way to accommodate future pedestrian facilities based on the Hillsborough County right of way inventory, but the roadway would have to be realigned to accommodate a sidewalk on the west side of the road. However, this segment may not be able to accommodate both sidewalk and ditch components within the existing right of way.

Essential Elements Analysis for Segment C (Railroad Street – to SR 674)

- a. *Lane Widths.* The appropriate typical section identified is TS-3 (Residential) with a required pavement width of 20'. Field review indicates that the roadway is at least 20' wide.
- b. *Presence of Curb.* Curb is not currently present along Segment C. Addition of curbing would directly impact the drainage of that segment of roadway by restricting the locations in which water can flow off of the pavement and possibly require substantial redesign and construction.

Segment C has enough slope for positive drainage from field review.

- c. *Stabilized shoulders.* N/A. TS-3 does not require stabilized shoulders.
- d. *Roadway safety.* The clear zone throughout Segment C is between 10 and 20 feet on both sides of the road, based on field review, narrowing between Vel St and Bassa St. This meets the 6-foot minimum requirement by the Florida Greenbook.

March 12, 2026
Hacienda West
Essential Elements Analysis

Page 4 of 4

The shoulder slopes along Segment C nominally meet the 6:1 slope requirement within the clear zone from field review.

- e. *Presence of bicycle facilities.* N/A. TS-3 roadways do not require bicycle facilities.
- f. *Ability to accommodate sidewalks.* Compliant. Sidewalks currently exist along the west side of Railroad St, from Vel St south to SR 674. Field review indicates that they are nominally 5 feet. The east side of the road has sufficient right of way to accommodate future pedestrian facilities based on the Hillsborough County right of way inventory and field reviewed apparent right of way width.

Attachments list:

- 1. Field Review Results

Sincerely,

Landis Evans + Partners, Inc.

Theodore A. Petritsch, P.E.
Florida License # 48857

EXHIBIT 2 - BASSA ST CRASHES

REPORT_NUMBER	CRASH YEAR	CRASH DATE AND TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS
24647846	2023	7/3/2023 0:57	7/3/2023 3:03	23-885348	L	2	0
89435970	2023	4/9/2023 15:44	9/14/2023 5:50	23-380316	L	1	2

REPORT_NUMBER	COUNTY_CODE	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME
24647846	3	0	Hillsborough	Unincorporated	Rural	7/3/2023 1:03	7/3/2023 1:07
89435970	3	0	Hillsborough	Unincorporated	Rural	4/9/2023 15:45	4/9/2023 15:48

REPORT_NUMBER	ARRIVED TIME	CLEARED TIME	COMPLETED FLAG	NOTIFIED BY	ON STREET ROAD HIGHWAY	STREET_ADDRESS_NUMBER	FEET_FROM_INTERSECTION
24647846	7/3/2023 2:35	7/3/2023 4:59	Y	Law Enforcement	BASSA ST		0
89435970	4/9/2023 16:01	4/9/2023 17:02	Y	Law Enforcement	BASSA ST	5910	0

REPORT_NUMBER	FROM INTERSECTION OF	ROAD_SYSTEM_IDENTIFIER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION	PHOTOS TAKEN	LIGHT_CONDITION	WEATHER_CONDITION
24647846	RAILROAD ST	Local	Unpaved	Not at Intersection	Y	Dark - Not Lighted	Clear
89435970	RAILROAD ST	Private Roadway	Unpaved	Not at Intersection	N	Daylight	Cloudy

REPORT_NUMBER	ROAD SURFACE CONDITION	TYPE OF IMPACT	FIRST_HARMFUL_EVENT	LOCATION	JUNCTION FLAG	S4_CRASH_TYPE	S4_CRASH_SEVERITY
24647846	Dry	Sideswipe, Opposite Direction	Parked Motor Vehicle	Shoulder	Non-Junction	Parked Vehicle	No Injury
89435970	Dry	Other	Fence	On Roadway	Driveway/Alley Access Related	Off Road	No Injury

REPORT_NUMBER	S4 DAY OR NIGHT	S4 IS ALCOHOL RELATED	S4 IS HIT AND RUN	S4 IS LANE DEPARTURE RELATED	S4 NONE INJURY COUNT	S4_DRIVER_COUNT	S4_PASSENGER_COUNT
24647846	NIGHT	N	Y	Y	0	0	0
89435970	DAY	Y	N	Y	2	1	1

REPORT_NUMBER	S4 CITATION COUNT	S4_PROPERTY_DAMAGE COUNT	S4_PROPERTY_DAMAGE AMOUNT	S4_VEHICLE_DAMAGE COUNT	S4_VEHICLE_DAMAGE AMOUNT	S4_TOTAL_DAMAGE AMOUNT	S4_GEOLOCATION STATUS
24647846	0	0	0	2	1500	1500	Preliminary
89435970	1	2	3000	1	1000	4000	Preliminary

REPORT_NUMBER	S4_PRELIMINARY_GEOLOCATION_STATUS	S4_X	S4_Y	S4_LATITUDE	S4_LONGITUDE
24647846	Computer mapped confident by address	372052.0443	3066729.738	27.71882315	-82.2978918
89435970	Computer mapped confident by address	372039.4519	3066729.959	27.71882395	-82.29801953



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- 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)	<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.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. Substandard Roads - Railroad St <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>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.</p>	
Project Name/ Phase	Hacienda West at Wimauma
<p>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.</p>	
Folio Number(s)	79329.0000
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers
<p>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").</p>	
Name of Person Submitting Request	Margaret Perez, AICP
<p>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.</p>	
Current Property Zoning Designation	RMC-6
<p>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.</p>	
Pending Zoning Application Number	PD 26-0528
<p>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.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>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".</p>	



May 5, 2026

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**Re: Hacienda West
Design Exception – Substandard Road
Railroad St
Folio 79329.0000
26-0528**

Dear Mr. Williams;

The purpose of this letter is to request a Design Exception per the Hillsborough County Transportation Technical Manual (TTM) Section 1.7, to meet the requirements of Hillsborough Land Development Code Section 3.23.09 Substandard Roadways. This is requested for Segment B, Railroad Street (Frontage) of the essential element path identified in Exhibit 1, Essential Elements Analysis.

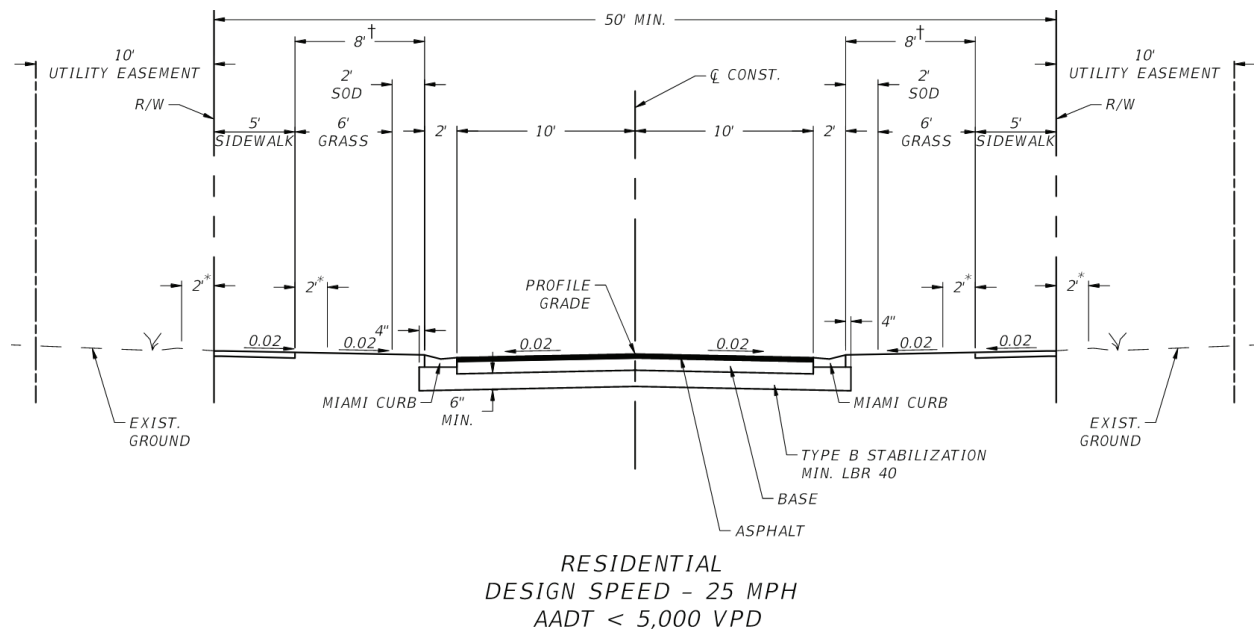


Figure 1 – Hillsborough County TTM TS-3

Project Description

The applicant proposes seven (7) units, single-family detached, affordable housing community on a 1.98 AC parcel located at the northeast corner of Railroad Street and Bassa Street (See Exhibit 1). Both roads are classified as local roads per the Map Hillsborough Viewer 2.5 “Roadway Classification” layer. From Survey, Railroad St has 30 feet of existing right of way and Bassa St has 35 feet of existing right of way. Access is proposed onto both roads. The property is currently under review for a planned development rezoning.

The *ITE TripGen* Web-Based App (using the *ITE Trip Generation Manual, 12th Edition* as Data Source) generates the following estimates of trip generation for the proposed development (ITE Code 210 – Single-Family Detached Housing):

- Average Daily Trips: 64
- AM Peak Hour Total Trips: 10
 - AM Peak Hour Inbound Trips: 3
 - AM Peak Hour Outbound Trips: 7
- PM Peak Hour Total Trips: 7
 - PM Peak Hour Inbound Trips: 4
 - PM Peak Hour Outbound Trips: 3

This project has a low trip generation which does not trigger turn lane improvements.

Design Exception Request

The applicant proposes the following modified improvements for a Design exception from the requirements of TTM TS-3:

1. Widen approximately 300 feet of Railroad Street to a minimum of 20 feet of pavement from the intersection of Railroad Street and Bassa Street to just past the proposed driveway. Beyond this driveway, the existing pavement width is 20 feet wide.
2. Install a Miami curb along the east side of the road along the frontage of the property – TS-3 requires Miami curb on both sides of the road.
3. Install a 5-foot sidewalk along the east side of the road along the frontage of the property – TS-3 requires 5 feet of sidewalk on both sides of the road.
4. Dedicate an additional minimum ± 10 feet of right-of-way along the property frontage on Railroad Street to supplement the existing 30-foot right-of-way, ensuring that a minimum of 25 feet of right-of-way is provided from the centerline of Railroad Street to the property boundary – TS-3 requires 50 feet of right-of-way

The justification for this Design Exception is as follows:

1. Complying with LDC Section 3.23.09 would require approximately 670 feet of curb to be installed along the segment. Segment B of Railroad Street (Frontage) currently has approximately 18 feet of pavement at the beginning of this segment and widens to the west as you travel northbound to approximately 20 feet of pavement. This widening appears to occur outside of the existing right of way. Satisfying TS-3 would require realignment of the roadway and potential impacts to private property, utility poles, and drainage. This, along with the installation of inlets and possible grading required to ensure positive drainage, would not be practical as open drainage currently functions adequately and there are no curbed sections existing in the corridor. The lack of and constrained right of way is also anticipated to make it difficult to construct the curb on the west side of Railroad Street and tie back down within the existing right of way width.
2. A 5-foot sidewalk is proposed along the frontage of the property within the right of way of Railroad Street. There is an existing 5-foot sidewalk along the west side of Segment C, Railroad Street (to SR 674), which is compliant with TS-3. There is a short segment between Vel St and Bassa Street where sidewalk does not exist. There is no right of way, according to survey, to install a sidewalk on the west side of Segment B, Railroad Street (Frontage) without reconstructing and realigning the roadway. There are no other sidewalk connections in this area.
3. From Survey, there is not enough right of way to accommodate TS-3 along Railroad St (30'). The property owner will dedicate an additional minimum ± 10 feet of right-of-way along the site frontage on Railroad Street as necessary to provide a minimum of 25 feet of right-of-way measured from the centerline of Railroad Street to the property boundary, to accommodate roadway widening, and add Miami curb. To dedicate more right of way would impact the development potential of the site and place unnecessary burden on the applicant.

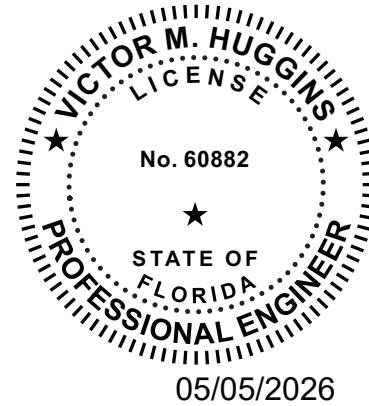
May 5, 2026
Hacienda West
Design Exception

Attachments list:

- Exhibit 1 - Essential Elements Analysis
- Exhibit 2 - Crash data
- Exhibit 3 – Proposed Typical Section
- Exhibit 4 – Project’s Pd Site Plan

Sincerely,

Victor M Huggins 2026.05.05
17:25:53-04'00'



Landis Evans + Partners, Inc.

This item has been digitally signed and sealed by Victor M Huggins on the date adjacent to the seal.

Victor M Huggins, P.E.
Florida License # 60882

Signature must be verified on any electronic copies.

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

- _____ Disapproved
- _____ Approved with Conditions
- _____ Approved

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

EXHIBIT 1



March 12, 2026

Mr. Michael J. Williams, P.E.
Hillsborough County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, Florida 33602

**Re: Hacienda West
Essential Elements Analysis
Folio 79329.0000**

Dear Mr. Williams;

The purpose of this letter is to address the requirements of an Essential Elements Analysis for the above referenced project.

Improvement Network Identification

The nearest roadway complying with Essential Elements to the project site is State Road 674 (SR 674). For this analysis, we have considered the frontage of the property along Bassa Street as Segment "A", the frontage of the property along Railroad St as Segment "B", and Railroad St from Bassa St to SR 674 as Segment "C".



Figure 1 - Improvement Network

Essential Elements Analysis for Segment A (Bassa Street)

- a. *Lane Widths.* The appropriate typical section identified is TS-3 (Residential) with a required lane width of 10'. The roadway is typically 18' wide.
- b. *Presence of Curb.* Curb is not currently present along Segment A. It is the express intent of the Wimauma Downtown Overlay that new streets shall be permitted to utilize only urban roadway sections, and that existing roadways should transition to urban typical sections to the greatest extent possible.

Addition of curbing to a roadway directly impacts the drainage of that segment of roadway by restricting the locations in which water can flow off of the pavement. On an uncurbed/rural roadway, the cross-sectional slope (crown) of the roadway pushes water to the sides of the road, and water is unencumbered from flowing across the gutter and off of the road. When curbing is installed, the locations in which water can drain from the roadway are limited to the locations where inlets of flumes are installed. In order to safely install curbing on a roadway, it must be ensured that the longitudinal grade of the road is sufficient to direct water down the gutter of the curb to those inlet locations. The FDOT Drainage Manual requires a minimum longitudinal gutter grade of 0.3 percent in order to ensure positive drainage to inlet locations. This slope is necessary both to ensure positive drainage to inlet locations and also to prevent debris accumulation within the roadway.

Segment A has enough slope for positive drainage, from survey, but would require substantial redesign and construction of the roadway to install Miami curb.

- c. *Stabilized shoulders.* N/A. TS-3 does not require stabilized shoulders.
- d. *Roadway safety.* According to Florida Greenbook Table 4-1, for local roadways with a design AADT less than or equal to 400 vehicles per day, a clear zone of 6 feet or more in width must be provided if it can be done so with minimum social/environmental impacts. However, where constraints of cost, terrain, right of way, or potential social/environmental impacts make the provision of a 6 feet clear zone impractical, clear zones less than 6 feet in width may be used, including designs with 0 feet clear zone.

The clear zone throughout Segment A is ~6 feet on the north side of Bassa St and ~11 feet on the south side, from survey, meeting these requirements.

The Greenbook also requires a slope as flat as possible, desirably 6:1 or flatter. The shoulder slopes along Segment A meet this within the clear zone from survey and aerial review.

- e. *Presence of bicycle facilities.* N/A. TS-3 roadways do not require bicycle facilities.
- f. *Ability to accommodate sidewalks.* Compliant. Both sides of the road have sufficient right of way to accommodate future pedestrian facilities based on the Hillsborough County right of way inventory. However, this segment may not be able to accommodate both sidewalk and ditch components within the existing right of way.

Essential Elements Analysis for Segment B (Railroad Street - Frontage)

- a. *Lane Widths.* The appropriate typical section identified is TS-3 (Residential) with a required pavement width of 20'. The roadway is typically 18' wide. The section of roadway to which the proposed access connects is wider, at ~ 20'.
- b. *Presence of Curb.* Curb is not currently present along Segment B. Addition of curbing would directly impact the drainage of that segment of roadway by restricting the locations in which water can flow off of the pavement and possibly require substantial redesign and construction.

Segment B has enough slope for positive drainage from survey.

- c. *Stabilized shoulders.* N/A. TS-3 does not require stabilized shoulders.
- d. *Roadway safety.* The clear zone throughout Segment B is ~6 feet on the west side of the road for the first ~130 feet and greater after, where there is no fencing with the exception of one utility pole that should be relocated. Though the edge of pavement here is only about 1 foot from the right of way and, in the latter area, outside of the surveyed right of way. The clear zone on the east side is ~11 feet, which exceeds the 6-foot minimum requirement by the Florida Greenbook.

The shoulder slopes along Segment B meet the 6:1 slope requirement within the clear zone from survey and aerial review.

- e. *Presence of bicycle facilities.* N/A. TS-3 roadways do not require bicycle facilities.
- f. *Ability to accommodate sidewalks.* Compliant. The road has sufficient right of way to accommodate future pedestrian facilities based on the Hillsborough County right of way inventory, but the roadway would have to be realigned to accommodate a sidewalk on the west side of the road. However, this segment may not be able to accommodate both sidewalk and ditch components within the existing right of way.

Essential Elements Analysis for Segment C (Railroad Street – to SR 674)

- a. *Lane Widths.* The appropriate typical section identified is TS-3 (Residential) with a required pavement width of 20'. Field review indicates that the roadway is at least 20' wide.
- b. *Presence of Curb.* Curb is not currently present along Segment C. Addition of curbing would directly impact the drainage of that segment of roadway by restricting the locations in which water can flow off of the pavement and possibly require substantial redesign and construction.

Segment C has enough slope for positive drainage from field review.

- c. *Stabilized shoulders.* N/A. TS-3 does not require stabilized shoulders.
- d. *Roadway safety.* The clear zone throughout Segment C is between 10 and 20 feet on both sides of the road, based on field review, narrowing between Vel St and Bassa St. This meets the 6-foot minimum requirement by the Florida Greenbook.

March 12, 2026
Hacienda West
Essential Elements Analysis

Page 4 of 4

The shoulder slopes along Segment C nominally meet the 6:1 slope requirement within the clear zone from field review.

- e. *Presence of bicycle facilities.* N/A. TS-3 roadways do not require bicycle facilities.
- f. *Ability to accommodate sidewalks.* Compliant. Sidewalks currently exist along the west side of Railroad St, from Vel St south to SR 674. Field review indicates that they are nominally 5 feet. The east side of the road has sufficient right of way to accommodate future pedestrian facilities based on the Hillsborough County right of way inventory and field reviewed apparent right of way width.

Attachments list:

- 1. Field Review Results

Sincerely,

Landis Evans + Partners, Inc.

Theodore A. Petritsch, P.E.
Florida License # 48857

EXHIBIT 2 - RAILROAD ST CRASHES

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE
24633275	2023	6/3/2023 18:35	6/3/2023 19:14	23-577887	L	2	2	3
89439995	2023	4/22/2023 21:40	4/22/2023 21:53	23-428584	L	2	2	3
24649884	2023	2/26/2023 15:15	2/26/2023 15:51	23-229785	L	2	2	3
26537101	2024	5/3/2024 20:33	5/3/2024 21:06	24-417990	L	2	2	3
26547771	2024	11/27/2024 19:03	11/27/2024 20:17	24-1165876	L	2	2	3

REPORT_NUMBER	CITY_CODE	COUNTY_NAME	CITY_NAME	RURAL_OR_URBAN	NOTIFIED_TIME	DISPATCHED_TIME	ARRIVED_TIME	CLEARED_TIME
24633275	0	Hillsborough	Unincorporated	Rural	6/3/2023 18:35	6/3/2023 18:43	6/3/2023 18:59	6/3/2023 20:12
89439995	0	Hillsborough	Unincorporated	Rural	4/22/2023 21:47	4/22/2023 21:50	4/22/2023 21:55	4/23/2023 0:18
24649884	0	Hillsborough	Unincorporated	Rural	2/26/2023 15:19	2/26/2023 15:21	2/26/2023 15:31	2/26/2023 16:43
26537101	0	Hillsborough	Unincorporated	Rural	5/3/2024 20:33	5/3/2024 20:39	5/3/2024 20:50	5/3/2024 21:51
26547771	0	Hillsborough	Unincorporated	Rural	11/27/2024 19:55	11/27/2024 19:57	11/27/2024 20:16	11/27/2024 22:20

REPORT_NUMBER	COMPLETED_FLAG	NOTIFIED_BY	ON_STREET_ROAD_HIGHWAY	FEET_FROM_INTERSECTION	FROM_INTERSECTION_OF	ROAD_SYSTEM_IDENTIFIER	TYPE_OF_SHOULDER	TYPE_OF_INTERSECTION
24633275	Y	Law Enforcement	RAILROAD ST	0	EDINA ST	Local	Paved	Not at Intersection
89439995	Y	Law Enforcement	RAILROAD ST	0	VEL ST	County	Unpaved	Not at Intersection
24649884	Y	Law Enforcement	RAILROAD ST	0	NORTH ST	Local	Unpaved	Four-Way Intersection
26537101	Y	Law Enforcement	RAILROAD ST	0	CENTER ST	County	Unpaved	Four-Way Intersection
26547771	Y	Law Enforcement	CENTER ST	0	RAILROAD ST	County	Paved	Not at Intersection

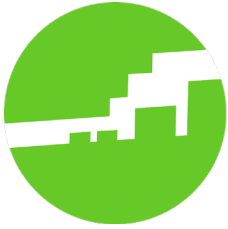
REPORT_NUMBER	PHOTOS_TAKEN	LIGHT_CONDITION	WEATHER_CONDITION	ROAD_SURFACE_CONDITION	SCHOOL_BUS_RELATED_CODE	TYPE_OF_IMPACT	FIRST_HARMFUL_EVENT	LOCATION
24633275	Y	Daylight	Clear	Dry	N	Front to Rear	Motor Vehicle in Transport	On Roadway
89439995	Y	Dark - Not Lighted	Clear	Dry	N	Sideswipe, Opposite Direction	Motor Vehicle in Transport	On Roadway
24649884	N	Daylight	Clear	Dry	N	Other	Motor Vehicle in Transport	On Roadway
26537101	Y	Dark - Not Lighted	Clear	Dry	N	Angle	Motor Vehicle in Transport	On Roadway
26547771	Y	Dusk	Clear	Dry	N	Front to Front	Motor Vehicle in Transport	On Roadway

REPORT_NUMBER	INTERCHANGE_FLAG	JUNCTION_FLAG	S4_CRASH_TYPE	S4_CRASH_SEVERITY	S4_CRASH_SEVERITY_DETAIL	S4_DAY_OR_NIGHT	S4_IS_ALCOHOL_RELATED	S4_IS_HIT_AND_RUN
24633275	N	Non-Junction	Rear End	No Injury	No Injury	DAY	N	Y
89439995	N	Non-Junction	Opposing Sideswipe	No Injury	No Injury	NIGHT	N	N
24649884	N	Intersection	Right Angle	Injury	Non-Incapacitating Injury	DAY	N	N
26537101	N	Intersection	Right Angle	Injury	Possible Injury	NIGHT	N	N
26547771	N	Non-Junction	Head On	No Injury	No Injury	NIGHT	Y	N

REPORT_NUMBER	S4_IS_INTERSECTION_RELATED	S4_IS_LANE_DEPARTURE_RELATED	S4_NONE_INJURY_COUNT	S4_INJURY_COUNT	S4_POSSIBLE_INJURY_COUNT	S4_NON_INCAPACITATING_INJURY_COUNT	S4_TRAILER_COUNT	S4_DRIVER_COUNT
24633275	N	N	2	0	0	0	0	1
89439995	N	Y	1	0	0	0	1	1
24649884	Y	N	0	2	0	2	0	2
26537101	Y	N	1	1	1	0	0	2
26547771	N	Y	2	0	0	0	0	2

REPORT_NUMBER	S4_AGING_DRIVER_COUNT	S4_PASSENGER_COUNT	S4_CITATION_COUNT	S4_VEHICLE_DAMAGE_COUNT	S4_VEHICLE_DAMAGE_AMOUNT	S4_TOTAL_DAMAGE_AMOUNT	S4_GEOLOCATION_STATUS	S4_PRELIMINARY_GEOLOCATION_STATUS
24633275	1	1	0	2	4000	4000	Preliminary	Computer mapped confident by address
89439995	0	0	0	2	13000	13000	Preliminary	Computer mapped confident by address
24649884	0	0	0	2	16000	16000	Preliminary	Computer plot approximate by lat/long
26537101	0	0	2	2	7000	7000	Preliminary	Computer plot approximate by lat/long
26547771	0	0	2	2	6000	6000	Preliminary	Computer plot approximate by lat/long

REPORT_NUMBER	S4_X	S4_Y	S4_LATITUDE	S4_LONGITUDE
24633275	372018.8185	3066529.618	27.71701384	-82.29820737
89439995	372020.9057	3066627.33	27.71789592	-82.29819665
24649884	372016.5436	3066401.234	27.71585491	-82.29821672
26537101	372014.5811	3066215.116	27.71417495	-82.29821673
26547771	372014.5811	3066215.116	27.71417495	-82.29821673



**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: May 26, 2026 Report Prepared: May 14, 2026	Case Number: PD 26-0528 Folio(s): 79329.0000 General Location: North of Bassa Street, east of Railroad Street
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	SouthShore Areawide Systems & Wimauma Village
Rezoning Request	Planned Development (PD) to allow up to seven (7) dwelling units
Parcel Size	1.98 ± acres
Street Functional Classification	Bassa Street – Local Railroad Street – Local
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-6	RMC-6	Vacant Land
North	Natural Preservation + Residential-6	PD	Public/Quasi-Public/Institutions + Multi-Family
South	Residential-6 + Office Commercial-20	RSC-6	Single Family Residential + Public/Quasi-Public/Institutions
East	Residential-6 + Residential-4	RSC-6 + RSC-9 (MH) + RSC-3 + AR	Single Family Residential + Agriculture
West	Residential-6 + Residential-9	RSC-6 + PD + RMC-9 + AR + RMC-6 + AS-1	Single Family Residential + Mobile Home Park + Multi-Family + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 1.98 ± acre subject site is located north of Bassa Street and east of Railroad Street. The site is in the Urban Service Area and is located within the limits of the SouthShore Areawide Systems Plan and the Wimauma Village Community Plan. The applicant is requesting a rezoning from Residential Multi-Family Conventional-6 (RMC-6) to Planned Development to allow development of up to seven (7) dwelling units.

The subject site is in the Urban Service Area (USA) where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county’s growth is to be directed. FLUS Objective 3.1 states that new developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUS Policy 3.1.3) with the established character of the surrounding neighborhood. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that “compatibility does not mean ‘the same as.’ Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The site is currently vacant. Vacant land and single-family uses extend to the south, east and west. Multi-family uses are to the north and west. Public/Quasi-Public/Institutions are to the north, south and west. The proposal meets the intent of Objective 1.1 by providing growth in the Urban Service Area. In addition, as the site is surrounded by other residential uses that include both multi-family, mobile homes and single-family, the request for seven additional dwelling units is compatible with the surrounding development pattern.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. As outlined in FLUS Policy 2.2.1, Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the Residential-6 (RES-6) Future Land Use category, which allows consideration of up to 6 dwelling units per gross acre or a 0.25 Floor Area Ratio (FAR). The 1.98-acre site may be considered for up to 11 dwelling units ($6 \text{ du} * 1.98 \text{ acres} = 11.88$, 11 dwelling units). With a request of 7 dwelling units, the request is consistent with the density expected in the RES-6 Future Land Use category. The RES-6 category allows for the consideration of residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. With a residential use requested, the proposed Planned Development is consistent with development expected in the RES-6 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 Development Service Department comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding Future Land Use categories include RES-6, Residential-4 (RES-4), Residential-9 (RES-9), Natural Preservation (N) and Office Commercial-20 (OC-20) further to the south. The surrounding land use pattern is comprised mostly of different types of residential development, including mobile homes, multi-family residential and single-family residential. A rezoning to Planned Development to develop residential units is in line with the aforementioned policy direction relating to compatibility. Additionally, FLUS Policy 4.4.2 focuses on designing neighborhoods to include an efficient system of internal circulation to connect adjacent neighborhoods. The most recently submitted site plan (dated 05-06-2026) in Optix, Hillsborough County's document repository system for rezonings, shows an internal roadway connecting Railroad Street, a local public roadway, to Bassa Street, also a local public roadway, which will connect the proposed housing units to the existing neighborhood that surrounds the subject site, consistent with this policy direction. Lastly, FLUS Policy 4.4.3 outlines that lot sizes and densities of new or redeveloped residential projects shall reflect the character of the surrounding area. In this case, the applicant is proposing a minimum lot size of 4,200 square feet, which is in line with the surrounding residential lots. Specifically, the proposed lot size strikes a balance between the smaller 3,000 square foot lots to the west along Railroad Street and to the south along Vel Street with the larger 10,000 square foot lots to the south along Bassa Street, consistent with this policy direction. The site is also located in an area that is mostly developed with residential uses with scattered vacant areas. FLUS Objective 4.9 and FLUS Policy 4.9.4 promote infill development, which is the type of development being proposed by this Planned Development. Therefore, the request is consistent with this policy direction.

FLUS Objective 3.2 and FLUS Policy 3.2.4 require community plans throughout Hillsborough County to be consistent with the Comprehensive Plan. The site is within the limits of the SouthShore Areawide Systems Plan. Goal 1 under the Cultural/Historic Objective of the SouthShore Areawide Systems Community Plan promotes sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability. The site is also located within Area B, Downtown Center, within the Wimauma Community Plan limits. The Downtown Center encourages a range of uses, which should be compact and contain both attached and detached buildings. The residential character hosts a mix of housing types, including single-family attached and detached homes and multi-family units. The Downtown Center encourages higher-density residential and the area functions as a transition between the Downtown Residential Area, nearby suburban residential neighborhoods and Wimauma's Main Street

Area. The request is consistent with the development expected in the Downtown Center Area, as it is an infill project providing additional housing opportunities in proximity to the other Wimauma Downtown areas as envisioned by the Wimauma Community Plan. Additionally, Goal 5 of the Wimauma Village Community Plan encourages housing options to accommodate a diverse population and a range of income levels. The proposed rezoning from RMC-6 to Planned Development would complement the surrounding area and provide a different housing option for the community, consistent with the Community Plan vision.

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 Hillsborough County Development Services 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.

Future Land Use Categories

Goal 2: Ensure that the character, compatibility and location of land uses optimize the combined potential for economic benefit, fiscal sustainability, protection of natural resources and maintaining viable agriculture. Ensure density and intensities are maintained through the Future Land Use Map.

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.

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 3.1.3: 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.

Community Planning

Objective 3.2: Hillsborough County is comprised of many diverse communities and neighborhoods. The comprehensive plan is effective in providing an overall growth management strategy for development within the entire County. Strategies shall be developed that ensure the long-range viability of its communities through a community and special area studies planning effort.

Policy 3.2.4: The County shall assist the Hillsborough County City-County Planning Commission in developing community plans for each planning area that are consistent with and further the Goals, Objectives and Policies of the Comprehensive Plan. The community plans will be adopted as part of the Comprehensive Plan in the Livable Communities Element. These community-specific policies will apply in guiding the development of the community. Additional policies regarding community planning and the adopted community plans can be found in the Livable Communities Element.

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

Policy 4.4.2: *Neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods.*

Policy 4.4.3: *Lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.*

Infill

Objective 4.9: *Facilitate the development of regulatory programs meant to promote higher quality redevelopment standards.*

Policy 4.9.4: *Promote development within environmentally appropriate areas such as previously developed land, infill lots and/or remediated brownfields.*

LIVABLE COMMUNITIES ELEMENT: SOUTHSHORE AREAWIDE SYSTEMS COMMUNITY PLAN

Cultural/Historic Objective

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

The community desires to:

1. *Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.*
 - a. *Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore.*

LIVABLE COMMUNITIES ELEMENT: WIMUAMA VILLAGE COMMUNITY PLAN

Downtown Center

Context: The Downtown Center encourages a range of uses, which should be compact and contain both attached and detached buildings. The residential character hosts a mix of housing types including single family attached and detached homes and multi-family units. Homes located in the Downtown Center zone are normally set back from the front property line to allow a front yard with a porch or stoop; lots often have private rear yards.

The Downtown Center encourages higher density residential with some retail services and office uses meeting locational criteria. This functions as a transition between Downtown Residential and suburban residential neighborhoods, and Main Street uses.

- *Live-work units and mixed-use buildings are encouraged*
- *Includes the Wimauma Downtown TDR Receiving Zone*

5. Affordable Housing and Neighborhoods

- *Implement incentives to encourage affordable housing*
- *Encourage housing to accommodate a diverse population and a range of income levels*
- *Implement housing rehabilitation assistance to lower income homeowners and mobile homes*

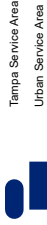
- *Allow stacking of affordable housing bonus densities and the Transfer of Development Rights within the Wimauma Downtown TDR Receiving Zone*
- *Gated subdivisions will not be permitted in order to foster an economically integrated community*
- *Repair local streets within existing subdivisions*
- *Encourage mixed-use residential with commercial development within the Wimauma Downtown district*
- *Increase enforcement of the "Hillsborough County Property Maintenance Code"*
- *Orient residential development to the conceptual Cross County Greenway Trail-Wimauma*

HILLSBOROUGH COUNTY FUTURE LAND USE RZ-PD 26-0528

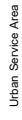
Rezoning
STATUS



PENDING



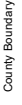
Tampa Service Area



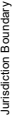
Urban Service Area



Shoreline



County Boundary



Jurisdiction Boundary



Roads



Railroads



Water



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 (.35 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 (7.5 FAR)



RESEARCH CORPORATE PARK (1.0 FAR)



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



LIGHT INDUSTRIAL (7.5 FAR)



HEAVY INDUSTRIAL (7.5 FAR)



PUBLIC/QUASI-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 provided as a tool for use by applicants and the public. It is not intended to be used for any purpose without specific approval of the Hillsborough County City-County Planning Commission. ACCURACY: It is intended that the information on this map is accurate to the best of our knowledge and belief. However, such accuracy is not guaranteed by the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate website.



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