

Rezoning Application: PD 23-0918

Zoning Hearing Master Date: March 25, 2024

BOCC Land Use Meeting Date: May 7, 2024



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: R.D. Development, LLC

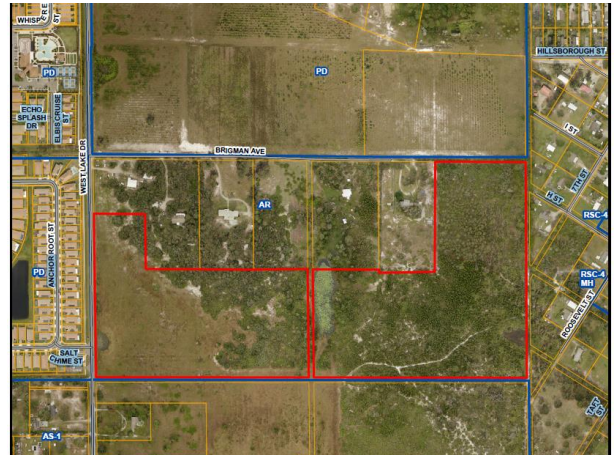
FLU Category: RES-4

Service Area: Urban

Site Acreage: Approximately 49.16 acres

**Community
Plan Area:** Wimauma

Overlay: Wimauma Downtown Subdistrict :
Downtown Residential Overlay



Introduction Summary:

The applicant seeks to develop an approximately 49.16-acre property located on the east side of West Lake Drive and south of Brigman Avenue. The request is for a rezoning from Agricultural Rural (AR) to Planned Development (PD) to allow for the development of 144 rowhouse units and 72 single-family homes for a total of 216 dwelling units. The applicant is proposing a FLEX of the RES-6 FLU from the east to allow the proposed unit count/density.

Zoning:	Existing	Proposed
District(s)	AR	Planned Development
Typical General Use(s)	Residential, Agricultural	Residential (Rowhouse & SF)
Acreage	49.16 acres	49.16 acres
Density/Intensity	Min. Lot Size: 217,800 sf / 5 acres	4.39 dwellings per acre
Mathematical Maximum*	9 single-family homes	216 residential dwellings

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AR	PD
Setbacks/Buffering and Screening	Front: 50 ft. Rear: 25 ft. Side: 50 ft.	Rowhouse Lot (Per Table 5-2, Sec. 3.23.00): Front: Min 0', Max. 15' Rear: Min. 15' Side: Min. 0' Min./Max Lot Area: 1,800 sf / 3,840 sf Single-family detached: Front: Min. 20' Side: Min. 5' Rear: Min. 10' Min. Lot Area: 4,800 sf Buffers: Adjacent to folio 79524.0000— 5'-wide buffer with Type "A" landscape

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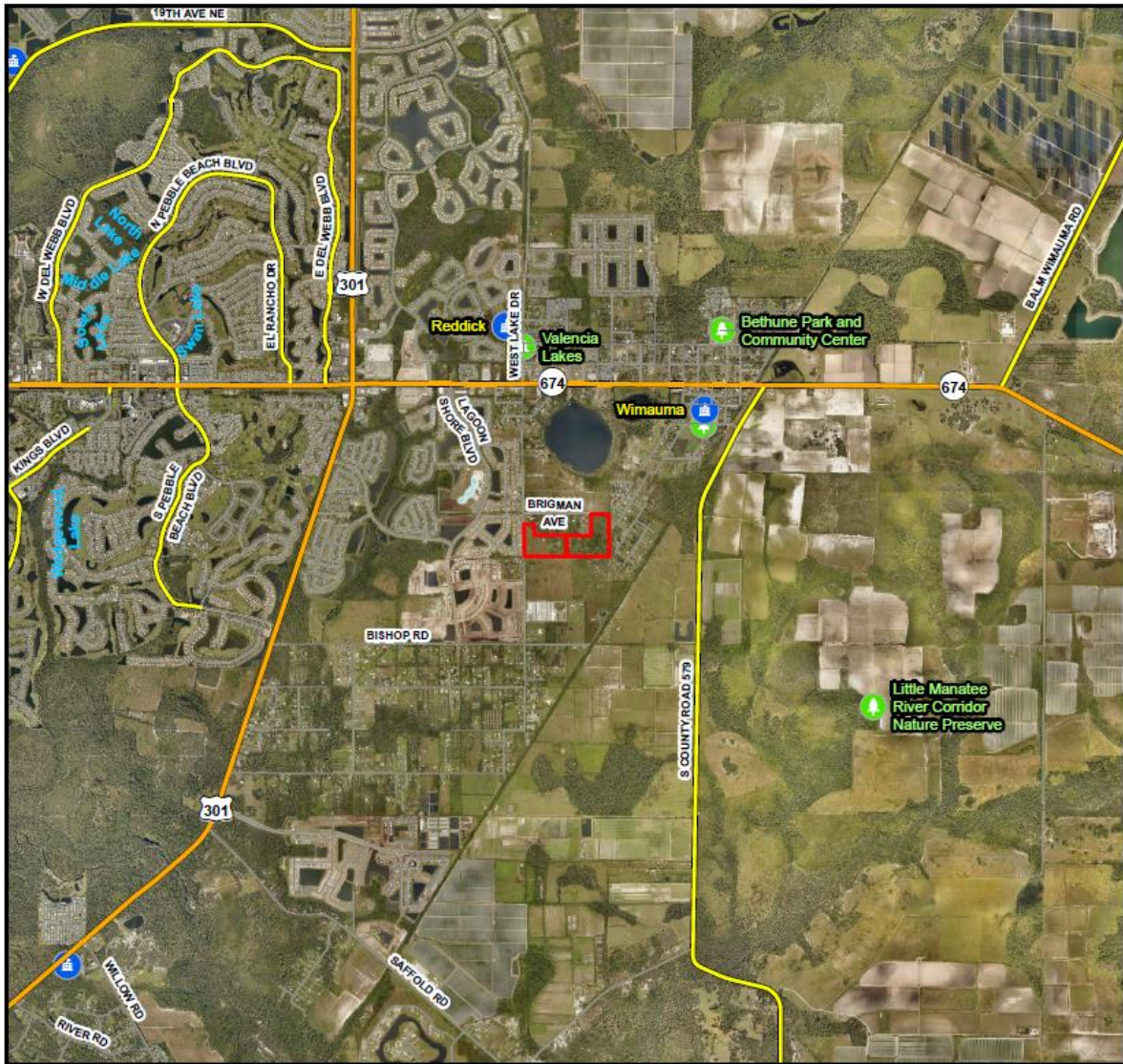
Case Reviewer: Tim Lampkin, AICP

Height	50 ft. Max. Ht.	35 ft. Max. Ht.
Additional Information:		
PD Variation(s)	None.	
Waiver(s) to the Land Development Code	None.	

Planning Commission Recommendation: Consistent	Development Services Recommendation: Not Supportable
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



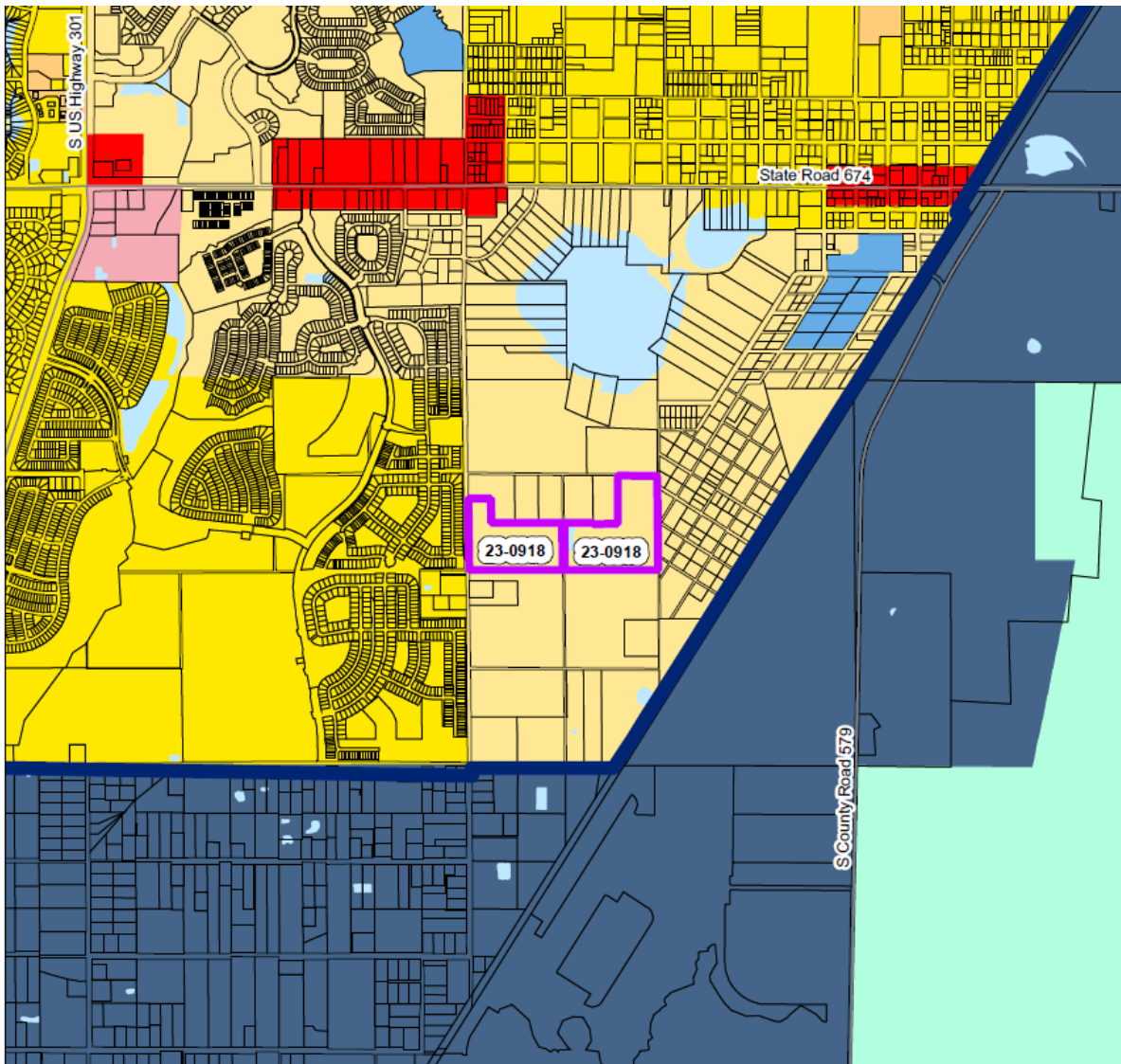
Context of Surrounding Area:

The subject property is located on the east side of West Lake Drive and south Brigman Avenue. The subject property is within the Urban Service Area and within the limits of the Wimauma Community Plan.

The subject property is surrounded predominately by agricultural uses and single-family neighborhoods. To the immediate south is the location of PD 21-0959, approved for up to 299 single-family attached or detached residential units on 74.75 acres. West located along Westlake Drive are detached single-family homes that are part of a 794-acre PD approved for a 794-acre mixed use project consisting of commercial and residential (single-family detached, single-family attached, multi-family and villa/condo) uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

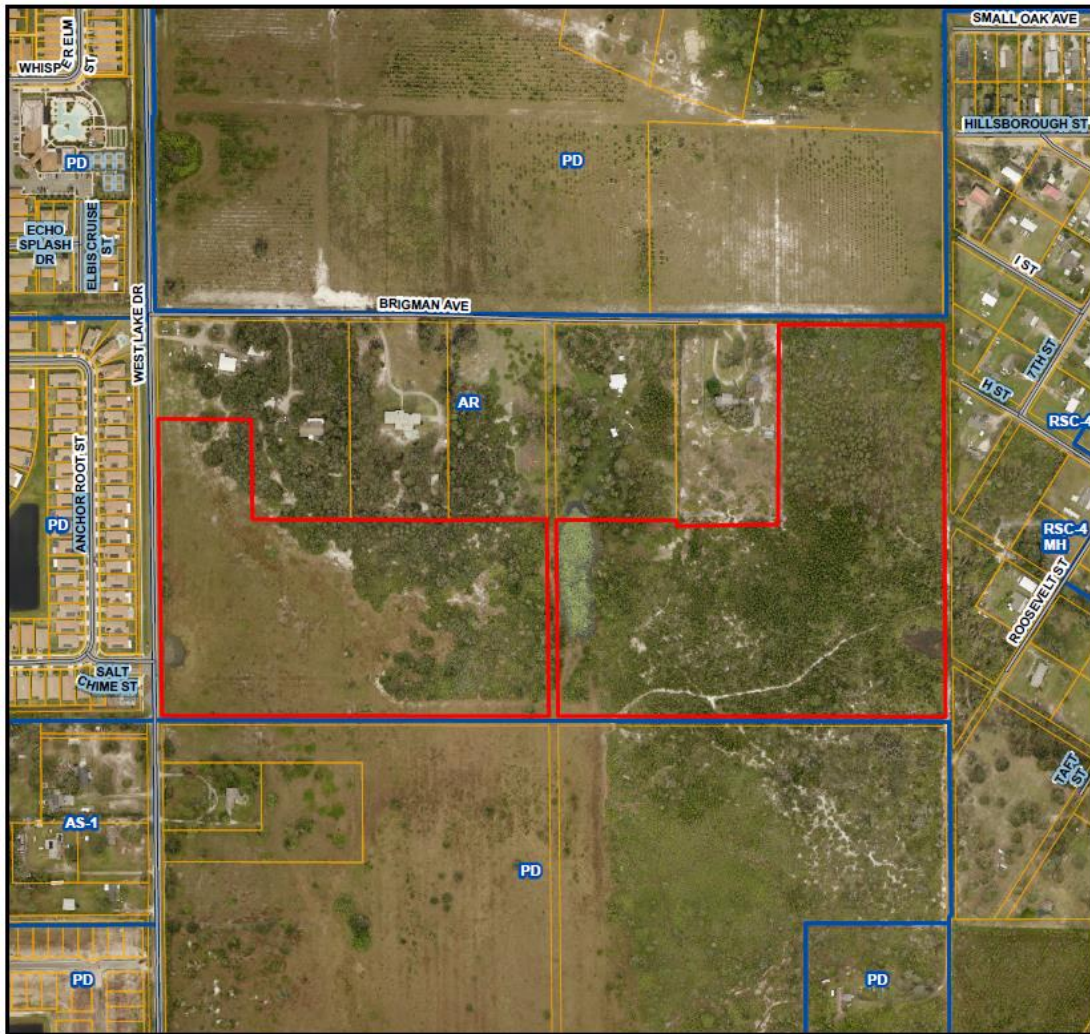
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential – 4 (RES-4)
Maximum Density/F.A.R.:	4 du per acre / Maximum 0.25 FAR
Typical Uses:	Typical uses include residential, suburban commercial, offices, and multi-purpose uses.

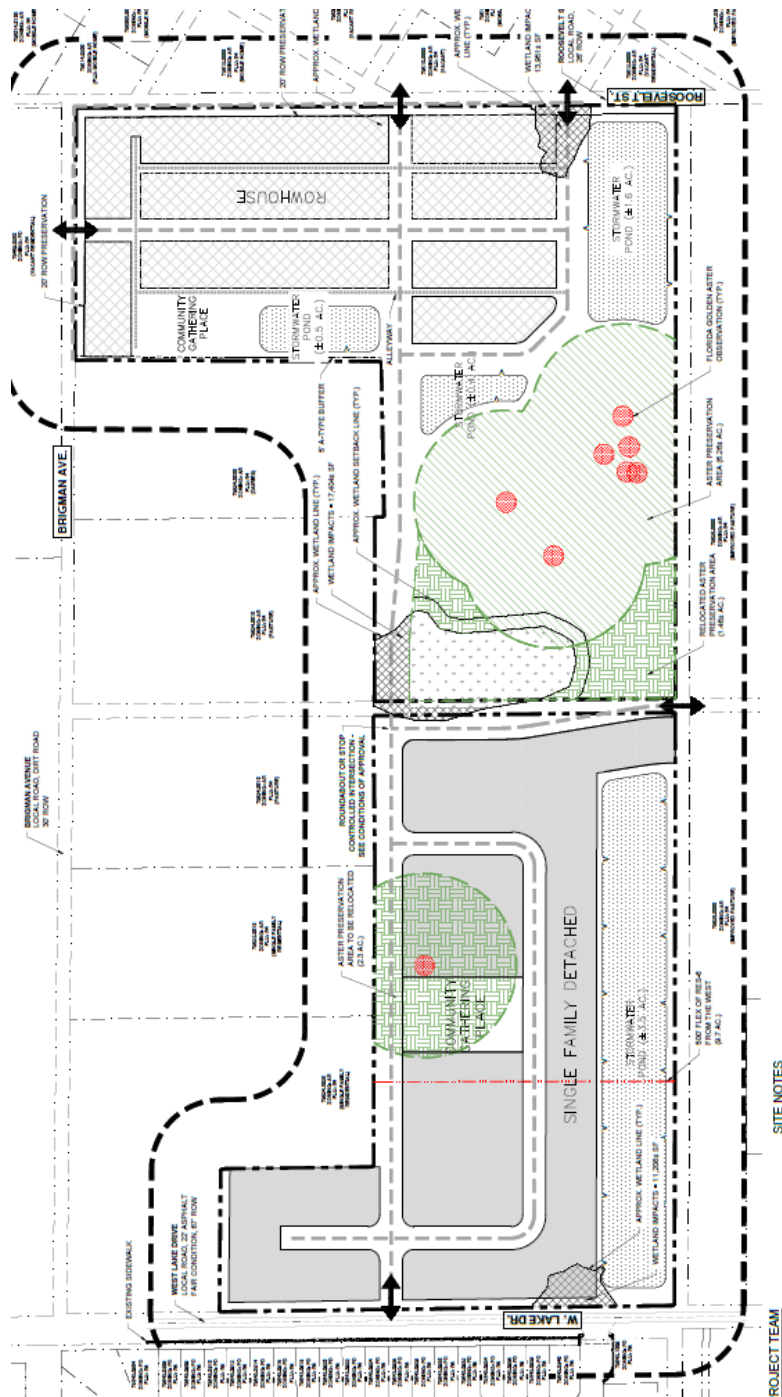
2.0 LAND USE MAP SET AND SUMMARY DATA

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	AR	Min Lot Area: 5 acres	Single-family and agricultural	Agricultural and Single-family Residential
South	PD 22-0443	22-0443: 4 dwellings per acre (299 du)	Attached and/or Detached Residential	Currently Vacant. Under Site & Development Construction Review
East	RSC-4	Min. Lot Area: 10,000 sf	Single Family Residential	Single Family Residential and Vacant
West	West Lake Drive - PD (PRS 22-1093)	SF Min. Lot Area: 4,000 sf Max. 3.54 du per acre Commercial: 0.27 FAR	SF, Multifamily residential & commercial uses	SF, MF, commercial and vacant

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 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
West Lake Dr.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	110	8	11
Proposed	1,808	126	159
Difference (+/-)	(+) 1,698	(+) 118	(+) 148

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
West Lake Dr./ Substandard Road	Design Exception Requested	Not Yet Reviewed
	Choose an item.	Choose an item.
Notes: The Design Exception was not submitted in accordance with processes and procedures, including special provisions within the LDC governing Substandard Roads in the Wimauma Downtown Overlay District.		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input checked="" type="checkbox"/> Significant Wildlife Habitat (Upland Wildlife Habitat Area) <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other:				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Transportation Report.
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 type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	Applicant recently submitted the application for the School Board Adequate Facilities Analysis Report and is under review.
Impact/Mobility Fees Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 Story) Mobility: \$6,661 Parks: \$1,957 School: \$7,027 Fire: \$249 Total per Townhouse: \$15,894 * 142 = \$2,256,948 Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$9,183 Parks: \$2,145 School: \$8,227 Fire: \$335				

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Total per House: \$19,890 * 71 = \$1,412,190

Urban Mobility, South Parks/Fire - 71 single family, 142 townhome

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 checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	See Planning Commission Report

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The request is for a rezoning from Agricultural Rural (AR) to Planned Development (PD) to allow for the development of 144 rowhouse units and 72 single-family homes for a total of 216 dwelling units on a 49.16-acre property located on the east side of West Lake Drive and south of Brigman Avenue. The property is located within Wimauma Downtown Subdistrict: Downtown Residential Overlay.

The subject property is surrounded on the north by agricultural and larger lot single-family homes. Immediately south of the subject property is PD 21-0959, which was approved in 2022, for up to 299 single-family attached or detached residential units on 74.75 acres. The application for PD 21-0959 was filed prior to the effective date of the Wimauma Downtown Overlay and not subject to the Downtown Residential Subdistrict requirements. Also south is PD 22-0443, which was subject to the new Wimauma development standards. Together, both approved Planned Developments to the south have changed the character of the immediate area to the south from a rural character to a more typical suburban character development.

The applicant is proposing an internal circulation and street stub-outs to connect adjacent neighborhoods together while also being responsive to the environmentally sensitive land on site. The site plan shows a focus on open spaces which include a community gathering space, wetland conservation area, retention areas, and preservation area. This includes an Aster (Plant) Preservation Area consisting of 6.26 acres and another 1.46 acres totaling 7.72 acres of Aster Preservation Area. Another identified 2.3-acre Aster Preservation Area that is within a proposed single-family home and community gathering space is essentially preserving an area adjacent to existing preservation area in hopes of the adjacent aster plants re-seeding into the expanded preservation area to the immediate east.

The site plan meets the requirements of LDC Section 6.06.06 Buffering and Screening. The applicant is required to provide a 5-foot-wide buffer with Type "A screening along the western boundary of the Rowhouse Lots adjacent to AR zoning. The Rowhouse lots are strategically oriented towards the to-be-constructed Roosevelt Street with a Community Gathering Place and stormwater pond providing a separation between the adjacent single-family lot on the west side.

The applicant proposes that the attached residential homes shall comply with LDC Section 3.23.05, Table 5-2 with no waivers requested. For the single-family detached homes, the applicant proposes standards similar to the RSC-9 standards with a minimum lot size of 4,800-sf instead of 5,000-square-foot lots and a rear yard setback of 10-feet. These standards are also an applicant proposed condition.

The site will comply with and conform to applicable policies and regulations, including but not limited to, the Hillsborough County Land Development Code subject to the proposed conditions of approval.

The Planning Commission found that the proposed rezoning meets the intent of the Wimauma Community Plan and would be consistent with the Unincorporated Hillsborough County Comprehensive Plan.

The Design Exception was not submitted in accordance with processes and procedures, including special provisions within the LDC governing Substandard Roads in the Wimauma Downtown Overlay District. See Transportation Agency Comment Sheet for Rationale for Objection.

5.2 Recommendation

Based on the above considerations, staff does not find the request supportable.


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Case Reviewer: Tim Lampkin, AICP

Zoning Administrator Sign Off:


J. Brian Grady
Mon Mar 18 2024 17:02:34

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.

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 3/18/2024

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: WM/ South

PETITION NO: RZ 23-0918

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

RATIONALE FOR OBJECTION

1. The PD site plan does not meet minimum requirements per the Development Review Procedures Manual (DRPM). For example:
 - A. The site plan does not adequately show the existing/planned additional right-of-way available along the project's Brigman Ave. frontage as was a requirement of the school district zoning for the parcel to the north (reference MM 21-1342).
 - B. The site plan does not accurately show (or label) the right-of-way along the southern and eastern project boundaries.
 - C. The site plan does not accurately reflect the correct zoning designations of adjacent projects/parcels.
 - D. The scale is not correct. Staff cannot review the project to determine whether certain aspects of the plan are compliant.
2. The applicant submitted a trip generation and site access analysis which does not match the development proposal and underestimates trip impacts. Accurate analysis is required by the DRPM and is necessary to provide the public with an accurate accounting of potential project impacts. The data and analysis is also used to determine whether site access improvements are warranted pursuant to Sec. 6.04.04.D of the LDC, as well as to determine the length of any required turn lanes.
3. While the applicant committed in the project narrative that Brigham Ave. (sic) and Roosevelt St. "adjacent to the site will be improved by the applicant including but not limited to dedicated Right-of-Way...", the applicant's roadway layout (on the PD site plan) does not show this to be the case. The site plan does not meet the requirements of LDC Sec. 3.23.08 which, among other things, requires that "Development must provide an interconnected network of publicly accessible streets, alleys or lanes...." (*emphasis added*). In the project sufficiency meeting and follow-up meetings we discussed a network that could be supported; however, this was not reflected in the applicant's proposal. If the applicant were to revise the site plan to match the narrative, that would be a supportable configuration.
4. The applicant's narrative contains unclear information. The applicant states "External connectivity will be provided by the applicant, subject to final conditions of approval." Staff is unsure what this means, and what external connectivity they are proposing. The applicant needs

to describe that they are proposing the east/west public roadway running adjacent to multiple parcels to their north, which will act as a continuous series of opportunity for future connection (subject to review and approval of the County and compliance with applicable LDC regulations). They should also describe how they are connecting to the reciprocal connection along their southern boundary (to the stubout provided within 21-0959). They should also describe how the Brigman Ave. and Roosevelt St. roadways being proposed (assuming that is the applicant's intent) will provide opportunities for future extension to the north (by others) and connections/extensions to the east (by others).

5. The applicant is proposing preservation of right-of-way in lieu of the provision of roadways required per Sec. 3.23.08 of the LDC. In order to construct those roadways (assuming that is the intent), it would require dedication and conveyance of the rights-of-way to the County.
6. The applicant is proposing a "roundabout or stop controlled intersection" at the intersection of the east/west and north/south roadways within the site; however, the geometry shown by the applicant did not draw a roundabout. Also, a roundabout would take up considerable extra right-of-way, resulting in additional wetland impacts which are not shown on the PD site plan. If the applicant desires to include a roundabout option, then the conceptual layout should show that option (desires to Transportation Technical Manual TD-4 (2) standards, as it has the greatest right-of-way needs and would require reconfiguration of the single-family development parcels and likely necessitate additional wetland impacts.
7. The applicant requested a Design Exception; however, it is unclear why such request was necessary (staff had discussed alternative options at the sufficiency/subsequent meetings). Also, the applicant did not provide an evaluation of available right-of-way and address other factors necessary to demonstrate the ability to request a Design Exception pursuant to Sec. 3.23.09, nor did they perform an analysis of the Essential Elements of the roadway. Regardless, the applicant failed to submit the Design Exception during the sufficiency review process as required pursuant to the Development Review Procedure Manual (DRPM). Instead the applicant submitted them on the day they were to be found approvable (as further described below). Irrespective of process and procedural violations (which are not insignificant), and in addition to the fact that such late submittal deprives the public and County staff of adequate time to review and consider such documents, it also deprived the County Engineer of adequate time to review make findings as to whether or not it could be found approvable.
8. The applicant submitted the request more than 82 days after the date they should have submitted the request, 40 days after the latest possible date they would be permitted to do so under current rules and procedures, and on the same day that the County Engineer is to make required findings. As noted above, the applicant failed to obtain findings of approvability for the submitted Design Exception by the revised plan deadline (March 5th) for the hearing date being targeted, in accordance with current rules/procedures. Sole authority to adjudicate AV and DE requests lie with the County Engineer. Pursuant to current policies and procedures, most transportation related AVs and DEs must be processed concurrently with PD modification requests. Staff advises the applicant that reviews can take up to 30 days to process, and that it is the applicant's responsibility to ensure that findings are issued by the required deadlines.
9. Applicant is proposing a rear loaded product type with a 0-foot front setback. It is unclear what Typical Section internal project roadways are proposed to be constructed to, although the Typical Lot Detail indicates a 50-foot section with no sidewalk strip (apparently indicating a TS-3 will be used). If a TS-3 typical section, a 0-foot setback would not be supported given the need for a 2-foot grass strip between the sidewalk and any fences, landscaping or other vertical

structures. Also, a 10-foot utility easement occurs outside of the right-of-way per TS-3 and other typical sections. The applicant needs to address how utilities will be provided if not in the traditional manner (and buildings cannot be constructed over public utilities). The applicant is encouraged to adopt a 10-foot minimum to 15-foot maximum setback and show the utility strip.

10. With respect to the rear alleys and based on the indicated pavement width of 10-feet, the applicant is proposing a one-way alley system. Driveways must be a minimum of 20-feet in length and are not permitted to encroach into the alley right-of-way for one-way alleys (since cars would otherwise hang into the travel way and block the narrow passageway, and/or would be unable to back out given insufficient room for backing movements given the proximity of other driveways in the driveway dense environment of an attached townhome project). The applicant must change driveway/setback graphics accordingly, and is encouraged to utilize two-way alley ways (16 feet of pavement within a 26 foot right-of-way in order to ensure proper backing movements). Alternatively, the applicant can propose alternative standards which address all of these concerns through the Design Exception process (provided they are not inconsistent with specified LDC requirements for alleyways as found in Sec. 3.23.08.F.).
11. The applicant has not provided a typical lot detail for those sections of the project where two-way alleyways are required. Staff notes that the location of one-way and two-way alleyways should be designated on the site plan for reference.
12. Please revise note 10, as it appears inconsistent with certain provisions of the Wimauma Downtown Overlay District. Roadway configuration of Roosevelt Rd. and Brigman Ave. can not be modified (and should not necessarily be considered internal). The east/west roadway similarly needs to run alongside the northern project boundary to allow opportunities for adjacent properties to complete the grid and make connections to the roadway in the future. If the east/west roadway is shifted south, then the applicant needs to dedicate additional lands between the roadway and northern property boundary in order to avoid creating a “spite strip”. While some flexibility internally can be provided, the note needs to make clear the above-described parameters.
13. Please revise site plan note 11 to indicate whether always are intended be publicly maintained or will be privately with a public access easement (reference LDC Sec. 3.23.09.F.) Also, not all roadway segments may qualify for public maintenance, consistent with Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan. Please revise the note to indicate, where a roadway does not qualify for dedication as a public roadway pursuant to the above referenced policy, then the roadway will be privately maintained (with a public access easement dedicated and conveyed to the County).

PROJECT SUMMARY AND TRIP GENERATION

The applicant is requesting to rezone a +/- 49.16 ac. parcel, from Agricultural Rural (AR) to Planned Development (PD). The applicant is requesting approval of 80 single-family detached dwelling units and 136 rowhouse dwelling units. The site is located within the Wimauma Downtown Overlay District (WDOD).

As required by the Development Review Procedures Manual (DRPM), the applicant submitted trip generation and site access analysis; however, the analysis did not analyze the proper number/type of dwelling units and is inconsistent with the applicant’s current development proposal. Staff has prepared a comparison of the number of trips potentially generated under the existing and proposed zoning

designations, generally consistent with the applicant's transportation analysis, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 11th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
9 Single-Family Detached Dwelling Units (ITE LUC 210)	110	8	11

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
80 Single-Family Detached Dwelling Units (ITE Code 210)	822	61	81
136 Rowhouse Units (ITE LUC 215)	986	65	78
Subtotal:	1,808	126	159

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Net Peak Hour Trips	
		AM	PM
Difference	(+) 1,698	(+) 118	(+) 148

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Primary access to the site for the proposed project will be West Lake Dr. Additionally, an adjacent PD is responsible for making improvements to West Lake Dr. consistent with its approved PD zoning conditions and the Design Exception which was approved concurrently with that project. Additional access options may or may not exist in the future, as further discussed below.

West Lake Dr. is a 2-lane, undivided, substandard, collector roadway characterized by +/- 20-21 feet of pavement in average condition. The roadway lies within a variable width right-of-way (between +/- 45 and +/- 60 feet in width) along the project's frontage. There are +/- 5-foot-wide sidewalks along portions of the west side of West Lake Dr. in the vicinity of the proposed project. There are no bicycle facilities on West Lake Dr. in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

Staff is unable to fully evaluate site access and connectivity given the issues outlined in the rationale for objection hereinabove.

DESIGN EXCEPTION REQUEST – SUBSTANDARD ROAD

A design exception request was submitted as noted in the rationale for objection section hereinabove. This request was not submitted in accordance with current rules and procedures (both generally and with respect to the Wimauma Downtown Overlay District). As such, no summary can be provided as the request has not yet been reviewed.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Information for West Lake Dr. was not included in the 2020 Hillsborough County LOS report. As such, LOS information for the facility cannot be provided.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
West Lake Dr.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other - TBD
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	110	8	11
Proposed	1,808	126	159
Difference (+/-)	(+) 1,698	(+) 118	(+) 148

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

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

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
West Lake Dr./ Substandard Road	Design Exception Requested	Not Yet Reviewed
	Choose an item.	Choose an item.
Notes: The Design Exception was not submitted in accordance with processes and procedures, including special provisions within the LDC governing Substandard Roads in the Wimauma Downtown Overlay District.		

Transportation Comment Sheet

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Staff objects for multiple reasons as contained in the staff report. Recommended conditions will be provided once these issues have been addressed.

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**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date March 25, 2024 Report Prepared March 13, 2024	Petition: PD 23-0918 Folio: 79523.0000 <i>East side of West Lake Drive and south of Brigman Avenue</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan	Wimauma
Rezoning Request	Rezoning from Agricultural Rural (AR) to Planned Development (PD) to develop a maximum of 72 single family detached units and 144 rowhouse units with the utilization of a flex
Parcel Size (Approx.)	49.16 ± acres
Street Functional Classification	West Lake Drive– County Collector Brigman Avenue – Local
Locational Criteria	N/A
Evacuation Area	None



Context

- The subject site is located on approximately 49.16 ± acres on the east side of West Lake Drive and south of Brigman Avenue. The subject property is within the Urban Service Area (USA) and within the limits of the Wimauma Community Plan.
- The subject site has a Future Land Use designation of Residential-4 (RES-4), which allows the consideration of residential, suburban scale neighborhood commercial, office uses and multi-purpose projects. Non-residential uses are required to meet established locational criteria for specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The subject site is surrounded by RES-4 to the north, east, and south, and Residential-6 (RES-6) to the west. Further east of the site is designated as Wimauma Village Residential-2 (WVR-2).
- The subject site is classified as agricultural land with Agricultural Rural (AR) zoning. There is AR zoning to the east, and Planned Development (PD) zoning to the north, west, and south. Surrounding the site is mainly agricultural uses and single family homes.
- Rezoning from Agricultural Rural (AR) to Planned Development (PD) to develop a maximum of 72 single family detached units and 144 rowhouse units with the utilization of a Flex.

Compliance with Comprehensive Plan:

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

Future Land Use Element

Urban Service Area

Objective 1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Policy 1.2: Minimum Density

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

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

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements

affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor, and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Policy 7.3: *The land use category boundaries may be considered for interpretation as flexible boundaries in accordance with the Flex Provision as follows:*

Through application of the flex provision, the land use category boundaries shall be deemed to extend beyond the precise line to include property adjoining or separated by a man made or natural feature from the existing boundary line.

The line may be relocated a maximum of 500 feet from the existing land use boundary of the adopted Land Use Plan Map. Right-of-Way is not included in the measurement of the 500 foot flex.

No new flexes can be extended from an existing flexed area.

All flexes must be parallel to the land use category line.

Flexes are not permitted in the Rural Area or in areas specified in Community Plans.v Flexes are also not permitted from the Urban Service Area into the Rural Area. All flexes in the Rural Area approved prior to July 2007 are recognized and are not to be considered non-conforming.

Flexes to increase residential density are not permitted in the Coastal High Hazard Area.

Flexes are not permitted from a municipality into the unincorporated county.

A flex must be requested as part of planned development or site plan oriented rezoning application. Major Modification to approved zoning that changes the intensity, density or the range of uses will require that the previous flex request be re-evaluated for consistency and a new flex request may be required.vi

Applicants requesting a flex must provide written justification that they meet the criteria for a flex as outlined below.

The Board of County Commissioners may flex the plan category boundary to recognize or grant a zoning district which is not permitted in the land use category but lies within the distance of a conforming land use category, as described above. Prior to the determination by the Board of County Commissioner, the staff of the Planning Commission shall make a recommendation on the consistency of the request with the Comprehensive Plan.

Policy 7.4: *The criteria for consideration of a flex request are as follows:*

The availability and adequacy of public facilities to serve the proposed development accommodated by the flex;

The compatibility with surrounding land uses and their density and intensity;

The utilization of the flex furthers other goals, objectives and policies of the Future Land Use Element.

Relationship to Land Development Regulations

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Environmental Considerations

Objective 13: *New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.*

Policy 13.3: Environmentally Sensitive Land Credit

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

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

Policy 13.2: *In an effort to assist projects preserving upland significant and essential wildlife habitat and for the purpose of calculating density and intensity, a 100% density transfer may be allowed.*

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

Neighborhood/Community Development

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

Policy 16.1: Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:

- a) locational criteria for the placement of non-residential uses as identified in this Plan,
- b) limiting commercial development in residential land use categories to neighborhood scale;
- c) requiring buffer areas and screening devices between unlike land uses;

Policy 16.2: Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering, and screening techniques and control of specific land uses.

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

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

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

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

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

Environmental and Sustainability Section (E&S)

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

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

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

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

Livable Communities Element

Wimauma Village Community Plan

2. Parks, Recreation, and Conservation – Protect and enhance Wimauma’s natural environment

- Require open space to be established as a focal point of new subdivisions with 50 or more dwelling units

6. Housing and Neighborhoods

- Discourage gated subdivisions in order to foster an economically integrated community
- Encourage housing to accommodate a diverse population and income level

5. Transportation – Ensure a balanced transportation system that reflects the community’s character and provides for options including walking, bicycling and transit

- Outside of the existing platted portion of Wimauma, through streets shall be established approximately every 1,320 feet, except where prohibited by environmentally sensitive lands

Staff Analysis of Goals Objectives and Policies:

The subject site is located on approximately 49.16 ± acres on the east side of West Lake Drive and south Brigman Avenue. The subject property is within the Urban Service Area (USA) and within the limits of the Wimauma Community Plan. The applicant requests to rezone the subject site from AR to PD to develop a maximum of 72 single family dwelling units and 144 rowhouse units with the utilization of a Flex.

The subject property is designated Residential-4 (RES-4) on the Future Land Use Map. The intent of the RES-4 Future Land Use category is to designate areas that are suitable for low density residential development. In addition, suburban scale neighborhood commercial, office, multi-purpose and mixed-use projects serving the area may be permitted, subject to the Goals, Objectives, and Policies of the Future Land Use Element, as well as applicable development regulations and conforming to established locational criteria for specific land use. The proposed use is consistent with the Residential-4 Future Land use classification.

The subject property is in the Urban Service Area, where 80% or more of new growth is to be directed per the Comprehensive Plan. The proposal meets the intent of Objective 1 and Policies 1.2 and 1.4 of the Future Land Use Element of the Comprehensive Plan (FLUE) by providing growth within the Urban Service Area. Policy 1.2 talks about developments within the USA and in categories allowing 4 units per acre or greater must meet least 75% minimum density of the Future Land Use Category. The minimum density for the subject site is 157 dwelling units and the applicant is proposing 216 dwelling units which meets the minimum density required for properties within the RES-4 Future Land Use.

Policy 13.3 indicates how to calculate properties with wetlands. The property has 10 acres of wetlands and environmental sensitive areas which are considered less than 25 % of the site. Therefore density calculations shall be for the entire site and not limited to upland area.

The applicant is requesting a Flex of the RES-6 Future Land Use category from the east on 9.7 acres of the subject site. PC staff has reviewed the request for consistency with Flex Policies 7.3 and 7.4, and has determined that the Flex is properly applied. Though the proposed 216 dwelling units exceed the maximum permitted in the RES-4 Future Land Use category, the request is found consistent and compatible with the surrounding development pattern. Overall, the proposed 216 residential units meets Policies 1.2, 1.4, 7.3, 7.4 and 13.3 of the Comprehensive Plan.

The subject property is surrounded by predominately agricultural uses and low density, single family neighborhoods in the RES-4 and RES-6 Future Land Use designations. The application is consistent with Objective 16, and Policies 16.2, 16.3 and 16.8 of the Future Land Use Element (FLUE) as well as Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC). The applicant is proposing an internal circulation and street stub-outs to connect adjacent neighborhoods together while also being sensitive to the environmentally sensitive land on site. This meets the intent of FLUE Policy 16.7 and Wimauma Community Plan Goal 5.

The EPC Wetlands Division has reviewed the proposed site plan that was submitted into Optix. The EPC has determined that a resubmittal is not necessary for the site plan's current configuration. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 and associated policies in the E&S.

At the time of filing this report, final transportation and zoning comments were not yet available in Optix. Therefore, the Planning Commission Staff finding did not take them into consideration for the analysis of this request.

The request is consistent with Goal 2 of the Wimauma Community Plan, as there is a large focus on open spaces which include a community gathering space, wetland conservation area, retention areas, and the significant wildlife habitat preservation area. The request is consistent with Goal 6 of the Wimauma Village Community Plan as the proposal fosters an economically integrated community by not being gated and provides housing to accommodate a diverse population and income level by providing various style residential units.

Overall, staff finds that the proposed development is compatible with the existing development pattern found within the surrounding area.

Recommendation

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

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ PD 23-0918

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

wam NATURAL LULC_Wet_Poly

AGRICULTURAL/MINING-120 (.25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL/RURAL-1/5 (.25 FAR)

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

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

LIGHT INDUSTRIAL PLANNED (.75 FAR)

LIGHT INDUSTRIAL (.75 FAR)

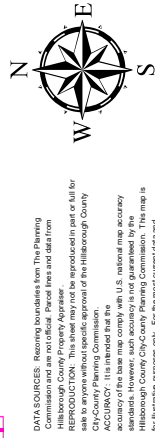
HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASI-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is not a guarantee of any kind and is not to be used as a basis for any legal action. It is intended to provide a visual representation of the proposed rezoning. The map is not a guarantee of any kind and is not to be used as a basis for any legal action. It is intended to provide a visual representation of the proposed rezoning. The map is not a guarantee of any kind and is not to be used as a basis for any legal action. It is intended to provide a visual representation of the proposed rezoning.

Map Printed from Rezoning System: 8/23/2023

Author: Beverly F. Daniels

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