

**BOCC Land Use Meeting Date:**

August 12, 2025

Hillsborough  
County Florida

Development Services Department

## 1.0 APPLICATION SUMMARY

Applicant: Coastal Construction Group, FL  
(dba Latitude27 Development)

FLU Category: CMU-12

Service Area: Urban

Site Acreage: 16.9 acres

Community Plan Area: East Lake/Orient Park

Overlay:           None

Request      Minor Modification to PD 19-0284



## Existing Approvals:

PD 19-0284 rezoned an area of +/-16.9 acres in size, from ASC-1 to PD to allow for 95 single-family units (40 detached and 55 townhomes).

Proposed PRS 25-0570: The proposed minor modification requests to modify turn lane and sidewalk requirements, the maximum number of units, and layout changes.

Existing Approval(s):	Proposed Modification(s):
(1) Westbound left turn lane on Sligh Avenue at 78 <sup>th</sup> Street for 95 units.	(1) No westbound left turn lane on Sligh Avenue at 78 <sup>th</sup> Street for 89 units.
(2) Internal sidewalks required.	(2) No sidewalks required along south side of southernmost internal roadway, or along the east side of the easternmost internal roadway (per Design Exception request).
(3) Improve 78 <sup>th</sup> Street to a TS-7 Typical Section roadway.	(3) 10-foot wide travel lanes in lieu of 12-feet; Miami curbing in lieu of roadside ditch; 5-foot wide sidewalk along east side of 78 <sup>th</sup> Street; no sidewalk along the west side of 78 <sup>th</sup> Street; 2-3 foot sidewalk placement from ROW north and south of project access (per Design Exception request).
(4) Maximum of 95 units (40 detached, 55 attached)	(4) Maximum of 89 units (38 detached, 51 attached)

(5) Townhomes limited to 4 attached units in southeast corner of PD.	(5) Townhomes limited to 6 attached units in southeastern corner of PD.
(6) Stormwater located in northwestern, western, eastern, and southern areas of the PD.	(6) Stormwater ponds located in the western, eastern and northern areas of the PD.
(7) Four 5-unit townhome buildings and four single-family detached lots within the northwest area of PD. Additionally, one 4-unit townhome building in the southwestern area of PD.	(7) Three 5-unit townhome buildings and two single-family detached lots within the northwest area of PD. Additionally, recreation area in the southwestern area of PD.

**Additional Information:**

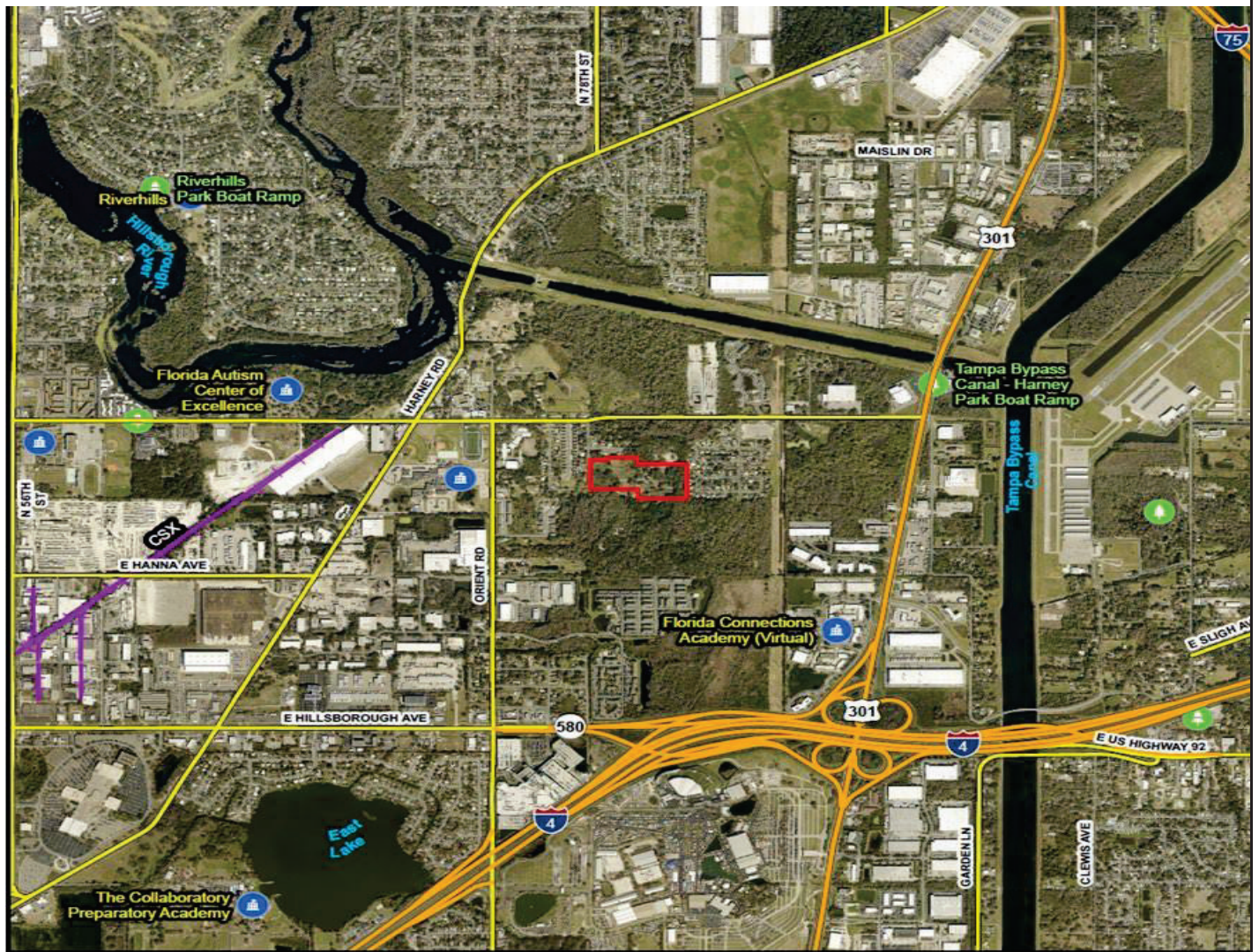
PD Variation(s):	None Requested
Waiver(s) to the Land Development Code:	None Requested.

<b>Planning Commission Recommendation:</b> N/A	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
---	---



## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



#### Context of Surrounding Area

The site is on the east side of 78th Street 660 feet south of E. Sligh Ave. The area is developed with single-family residential in each direction, agricultural single family to the north and south and a mobile home overlay to the west. Given that the FLU Category of Community Mixed Use (CMU-12) the area and existing zonings, various lot sizes are present. Major roadways include I-4 to the south and US 301 to the east. The parcel is located within East Lake-Orient Park Community Plan.



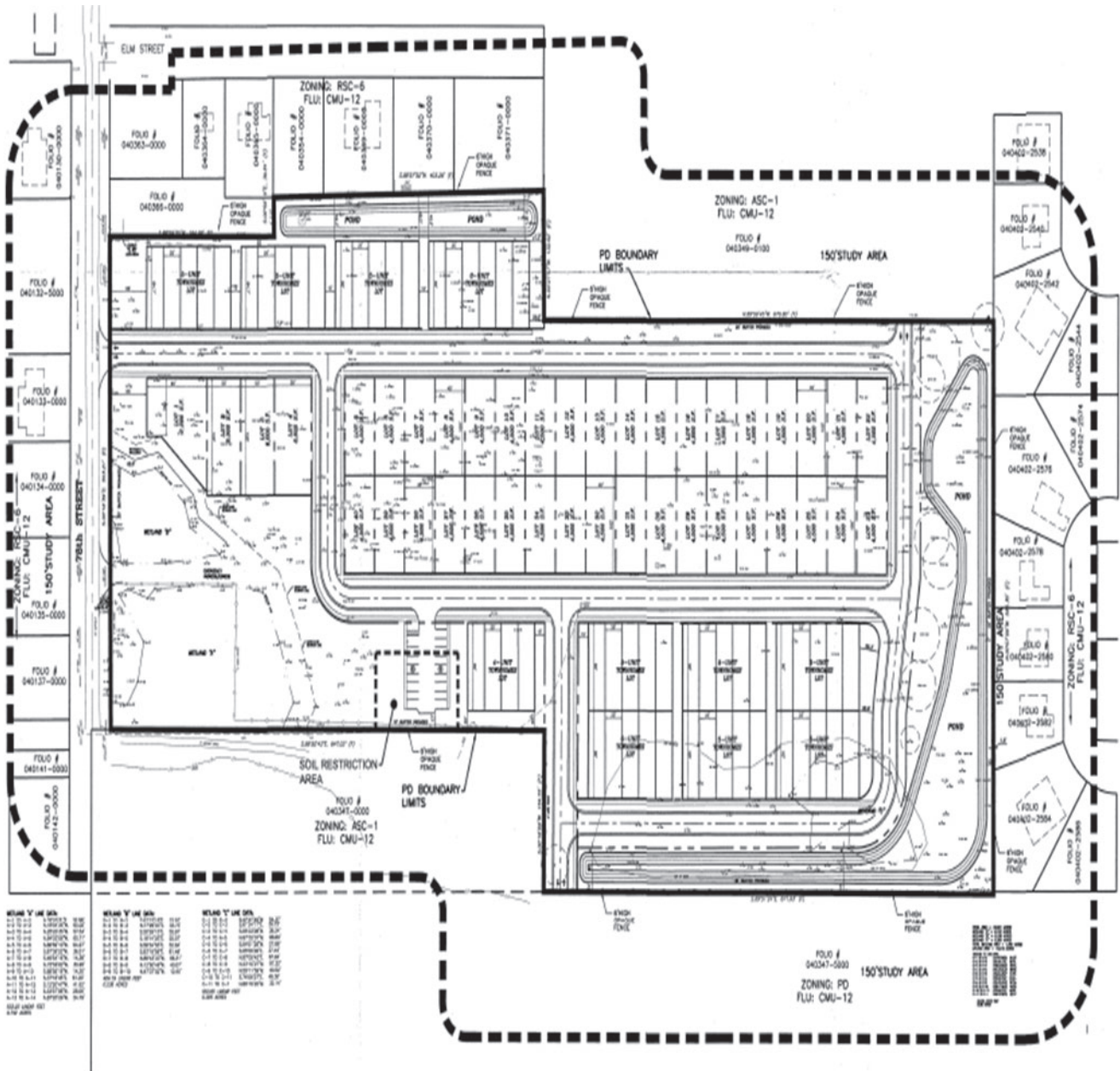
## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.2 Immediate Area Map



#### Adjacent Zonings and Uses

Location:	Zoning:	Density/F.A.R.	Permitted Use:	Existing Use:
North	RSC-6 MH PD 24-0124	RSC-6: 6 DU/acre PD: 6.21 DU/acre	RSC-6: Single-family residential PD: Single-family residential townhomes, Two-family attached residential	RSC-6: Single-family residential PD: Vacant
South	ASC-1 PD 80-0090	ASC-1: 1 DU/acre PD: 5.6 DU/acre	ASC-1: Single-family residential (Conventional Only)	ASC-1: Single-family residential Vacant/PD 80-0090
East	RSC-6	RSC-6: 6 DU/acre	Single-family residential (Conventional Only)	Single-family residential
West	RSC-6 (MH)	6 DU/acre	Single-family residential	Vacant, Single-family residential





[illegible]

**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
N 78 <sup>th</sup> St	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements Proposed <input checked="" type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other

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

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	803	55	71
Proposed	752	52	67
Difference (+/-)	-51	-3	-4

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

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

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

Notes:

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

Road Name/Nature of Request	Type	Finding
Internal Roadway (limited portions of)	Design Exception Requested	Approvable with Conditions
78 <sup>th</sup> St north of project site	Design Exception Requested	Approvable with Conditions

Notes:

**4.0 Additional Site Information & Agency Comments Summary**

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Off-Site Improvement Determination Deferred Fully <input type="checkbox"/> Partially <input type="checkbox"/> <input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Report.

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

INFORMATION/REVIEWING AGENCY	OBJECTIONS	CONDITIONS REQUESTED	ADDITIONAL INFORMATION/COMMENTS
<b>Environmental:</b>			
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> N/A <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environmental Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <div style="display: flex; justify-content: space-between;"> <div> <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             </div> <div> <input type="checkbox"/> Significant Wildlife Habitat  <input type="checkbox"/> Coastal High Hazard Area  <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor  <input type="checkbox"/> Adjacent to ELAPP property  <input type="checkbox"/> Other: _____             </div> </div>			
<b>Public Facilities:</b>			
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exception Requested <input checked="" type="checkbox"/> Off-site Improvements Required	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Utilities Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Hillsborough County School Board</b> Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees</b>  No comments.			
<b>Comprehensive Plan:</b>			
<b>Planning Commission</b> <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



## 5.0 IMPLEMENTATION RECOMMENDATION

### 5.1 Compatibility

The proposed PD is compatible with surrounding areas. Adjacent zoning districts permit residential uses, similar to the proposed Planned Development district. Residential neighborhoods nearby are a mix of 70 and 60 feet wide lots. Also in the vicinity, apartment complexes exist today to the northeast. Townhome development currently further to the south, within the CMU-12 FLU designation areas. Overall residential density of the site will be 5.6 DU per acre, well below the maximum allowed, which is 12 DU per acre. The proposed density will be more in accordance with the established density of nearby residential neighborhoods.

The proposed residential project will have lot development standards similar to nearby residential sites. The adjacent PD (80-0090) to the south is approved today for 3 phases, with a total of 400 single-family lots with zero lot line and front/rear setbacks of 20 feet. Residential density for the development is 4.8 DU per acre. The residential neighborhood to the east is zoned RSC-6 and is developed today with a density below 6 DU per acre. Other lots surrounding the site north and west are zoned RSC-6 with some having a mobile home overlay. The setbacks proposed for the detached single-family lots for the subject project are the same as those found in the RSC-6 district.

In general, the area is developed with single-family detached homes, and some attached units exist near, south of the subject site. The proposed request is compatible with the predominant residential pattern of the immediate area since its density has been maintained well below the maximum allowed. The proposed mix of single-family detached and townhome units represents an appropriate transition from the existing single-family residential development pattern of the immediate area to higher density projects contemplated by the Comprehensive Plan of Hillsborough County.

The layout changes due to stormwater modifications will place more separation along the northern boundary and less separation along the southern boundary. Property adjacent to the northern boundary is zoned PD 24-0124 and presently provided with a 20-foot side buffer. PD 24-0124 is currently undeveloped, and the southern boundary is approved for primarily for a stormwater pond, roadway and landscape buffers. Property adjacent to the southern boundary is zoned 80-0090 and undeveloped; and approved for single-family and two-family units. All three PDs are proposed to have vehicular connections.

Staff has not identified any compatibility issues regarding this request.

### 5.2 Recommendation

Based upon the above considerations, staff finds the request **is APPROVABLE, subject to conditions.**

The application was continued from the July 22, 2025 BOCC Land Use Meeting in response to transportation questions/concerns raised regarding traffic, access, roadway safety, connectivity, and roadway improvements. The enclosed review comment from Transportation Review staff includes information responsive to those questions/concerns.

## 6.0 PROPOSED CONDITIONS

Staff finds the request Approvable, subject to the following conditions listed below, and based on the general site plan submitted April 11, 2025.

1. The project shall be developed with ~~40~~ 38 single-family conventional detached units and ~~55~~ 51 single-family conventional attached units. The maximum number of residential units shall not exceed ~~95~~ 89. Interim use of passive agriculture shall be permitted.
2. Individual residential lots shall be developed in accordance with the following:

Minimum lot area:	4,500 square feet
Minimum lot width:	45 feet
Minimum building height	35 feet
Minimum front yard setback:	25 feet
Minimum side yard setback:	7.5 feet
Minimum rear yard setback:	25 feet
Maximum lot coverage:	65 percent

The following shall apply for lots less than 50 feet in width:

- 2.1 2-story lots shall comply with the following:
  - 2.1.1 Each unit shall provide a 2-car garage.
  - 2.1.2 The garage door shall not exceed 60% pf the unit's façade length.
  - 2.1.3 A driveway a minimum of 18 feet in width shall be provided.
  - 2.1.4 All 2-story lots shall provide a transition between the first and second floor to break up the façade by using one or more of the following:
    - a) A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
    - b) A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.
    - c) A change in materials between the first and second floors.

- 2.2 1-story and 2-story units shall

All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home.

The alternating pattern may be adjusted at corner lots as necessary.



- 2.2.1. Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.
- 2.2.2 Each unit's primary entrance door shall face the roadway.
- 2.2.3 Garages shall be permitted to extend a maximum of 5 feet in front of the front façade if an entry feature over the primary entrance facing the street is provided. The garage setback shall meet the minimum front yard setback of 20 feet. The entry feature shall be at least 5 feet in depth, unless otherwise stated. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch, or other architectural feature. If the garage extends less than 5 feet from the front façade, the depth of the entry feature may be reduced accordingly and shall not at any point be permitted to be located at a setback that exceeds the garage façade setback. If no entry feature is provided, the garage shall not be placed closer to the street than any portion of the front facade.

3. Development standards for the attached units shall be as follows:

Minimum lot area:	2,117 square feet
Minimum lot width:	25 feet
Maximum building height:	35 feet
Minimum front yard setback:	25 feet
Minimum side yard setback:	10 feet between buildings
Minimum rear yard setback:	15 feet
Maximum lot coverage:	70 percent

- 3.1 The 3 townhome buildings located at the northwest corner of the PD shall be limited to 5 units. The townhomes located at the ~~southwest~~ southeast corner shall be limited to ~~4~~ 6 units.

4. Buffer and screening shall be required as follows:

- a) 55 feet, Type B screening, along the west, adjacent to 78<sup>th</sup> Street.
- b) 10 feet, Type B screening, along the northwest PD line.
- c) 40 feet along the north, as shown on the General Site Plan. Retention ponds may be located within this buffer.
- d) 20 feet, Type B screening, along the southwest PD line. Buffer and screening shall not be required where wetlands are present.

All buffer areas shall not be platted as part of individual lots and shall be owned and maintained by the developer, homeowner's association or similar entity.

5. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued does not itself serve to justify any impact to wetlands and does not grant any implied or vested right to environmental approvals.
6. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11 Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
7. Prior to the issuance of any building or land alteration permits or other development, the approved wetland/other surface water (OSW) line must be incorporated into the site plan. The wetland/OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
8. Final design of buildings, stormwater retention areas, and ingresses/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
9. A Soil Restriction Area (SRA) shall be located along the southwest PD boundary, as shown in the General Site Plan, approximately 400 feet east of the western PD line and shall be a minimum of 130 feet wide by 80 feet deep.
  - 9.1 No residential lots shall be placed over or adjacent to the SRA. A minimum distance of at least 25 feet shall be maintained from the closest townhome lot line.
  - 9.2 The SRA shall be covered by a common area (lawn/open space) and a parking lot providing a minimum of 16 parking spaces for visitors and community residents.
  - 9.3 All areas surrounding the SRA shall consist of common open space.
10. The developer shall develop and submit an Engineer Controls and Maintenance Plan (ECMP) for the soil/pavement cover associated with the Soil Restriction Area. Review of the ECMP by the EPC's Waste Management Division and the EPC's written acknowledgment of the ECMP's adequacy shall be obtained prior to Preliminary Plat approval. The Engineering Controls shall be constructed and implemented in accordance with the design reviewed by the EPC.
11. The project shall be required to connect to Public Water and Sewer. Groundwater usage shall be prohibited.
12. Location of stormwater ponds shall be as generally depicted on the General Site Plan. Detention ponds shall be placed in a manner that storm water is directed away from the SRA.
13. The SRA shall be identified in the preliminary plat and construction plans. A note shall be added indicating reference to zoning conditions for EPC and Stormwater review.



14. The applicant shall be allowed one access point on N. 78th Street. The general design and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations.
15. The applicant shall provide ~~cross-access~~ a vehicular and pedestrian connection to the adjacent northern ~~parcel~~ PD 24-0124 (folio# 40349.0100).
16. The applicant shall provide ~~cross-access~~ a vehicular and pedestrian connection to the adjacent southern PD 80-0090.
17. ~~The developer shall construct a westbound left turn lane on Sligh Avenue at the Intersection of 78th Street.~~ If RZ 25-0570 is approved, the County Engineer will approve a Design Exception (dated June 27, 2025) which was found approvable by the County Engineer (on July 3, 2025) for a +/- 975-footlong section of N 78th Street (as shown on the PD site plan). Specifically, within this section, the developer shall construct a 5-foot sidewalk on the east side of N 78th Street along the project's frontage north to the intersection with Sligh Avenue, within a +/-54.5-foot-wide right of way, consistent with the Design Exception.
18. If RZ 25-0570 is approved, the County Engineer will approve a Design Exception (dated July 2, 2025) which was found approvable by the County Engineer (on July 3, 2025) for a limited number of areas along the eastern boundary of the internal roadway and the southern boundary of the internal roadway (as shown on the PD site plan). Specifically, within this section, the developer shall construct a 5-foot sidewalk on the west side of the easternmost internal roadway and on the north side of the southernmost internal roadway, consistent with the Design Exception.
- ~~18~~19. The developer shall construct a 5-foot sidewalk along the project's frontage on N. 78th Street ~~as well~~ internal roadways.
- ~~19~~20. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- ~~20~~21. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
22. 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 5.05.07.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.

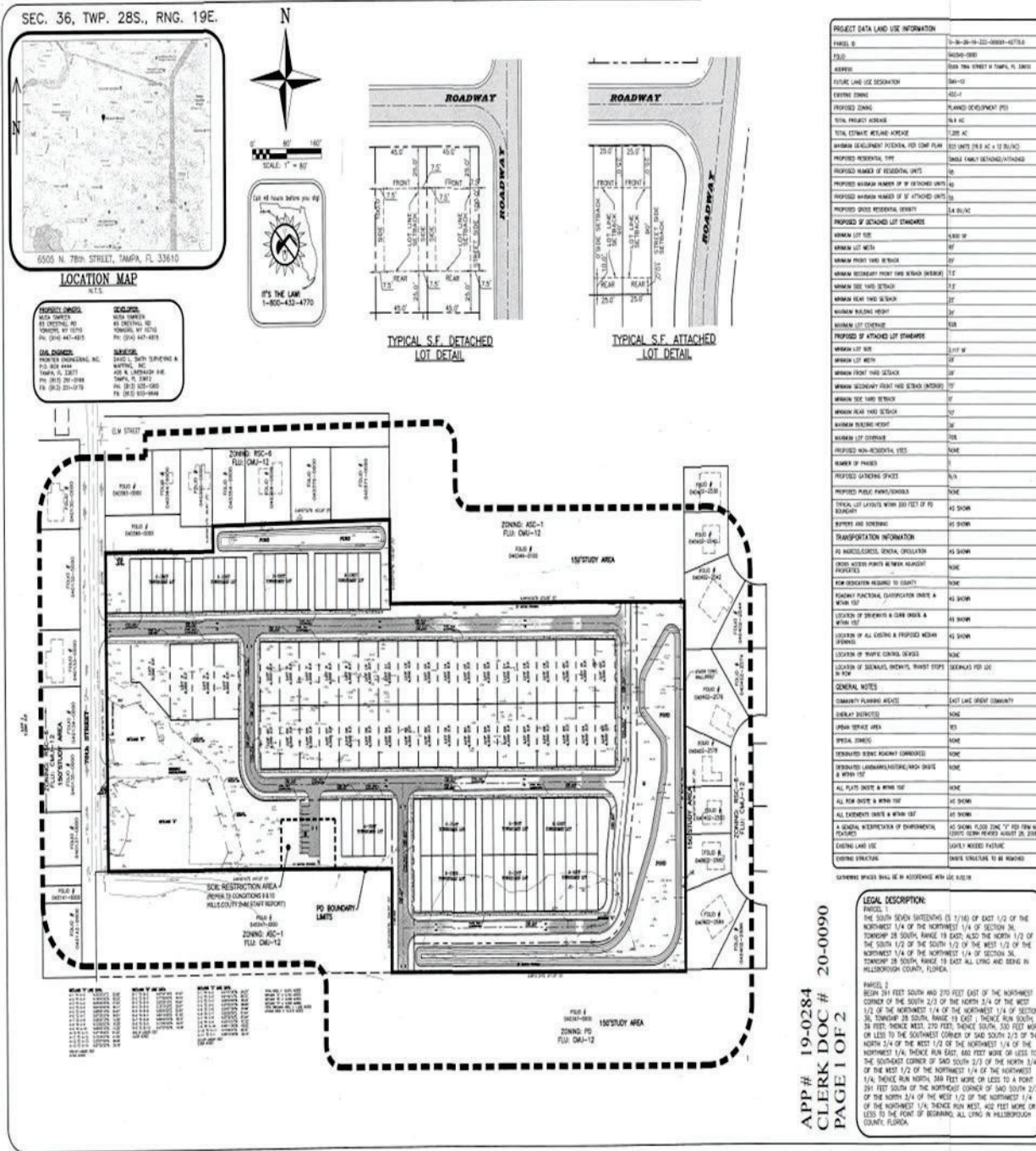


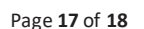
## 7.0 ADDITIONAL INFORMATION

N/A

## 8.0 Site Plans (Full)

## 8.1 Approved Site Plan (Full)







---

## 8.0 FULL TRANSPORTATION REPORT

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 7/3/2025

*Revised for Continuance: 7/31/2025*

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EL

PETITION NO: PRS 25-0570

- ☐ 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

#### Revised Conditions

14. The applicant shall provide ~~cross access~~ a vehicular and pedestrian connection to the adjacent northern PD 24-0124 parcel (folio# 40349.0100).
15. The applicant shall provide ~~cross access~~ a vehicular and pedestrian connection to the adjacent southern PD 80-0090.
- ~~16. The developer shall construct a westbound left turn lane on Sligh Avenue at the intersection of 78<sup>th</sup> Street.~~
17. The developer shall construct a 5-foot sidewalk along the project's frontage on N 78<sup>th</sup> Street ~~as well internal roadways~~.

#### New Conditions

- If RZ 25-0570 is approved, the County Engineer will approve a Design Exception (dated June 27, 2025) which was found approvable by the County Engineer (on July 3, 2025) for a +/- 975-footlong section of N 78<sup>th</sup> Street (as shown on the PD site plan). Specifically, within this section, the developer shall construct a 5-foot sidewalk on the east side of N 78<sup>th</sup> Street along the project's frontage north to the intersection with Sligh Avenue, within a +/-54.5-foot-wide right of way, consistent with the Design Exception.
- If RZ 25-0570 is approved, the County Engineer will approve a Design Exception (dated July 2, 2025) which was found approvable by the County Engineer (on July 3, 2025) for a limited number of areas along the eastern boundary of the internal roadway and the southern boundary of the internal roadway (as shown on the PD site plan). Specifically, within this section, the developer shall construct a 5-foot sidewalk on the west side of the easternmost internal roadway and on the north side of the southernmost internal roadway, consistent with the Design Exception.

### PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to a +/- 16.9-acre parcel currently zoned Planned Development (PD) 19-0284. The existing PD is

approved with entitlements which permit 95 units; 40 single-family detached units and 55 single-family attached (townhome) units. The applicant is proposing to reduce the number of units to 89; 38 single-family detached units and 51 single-family attached (townhome) units reducing the transportation impacts to support the removal of the condition requiring a westbound left turn lane on Sligh Avenue at the intersection of N 78<sup>th</sup> Street, proposing installation of sidewalks along the eastern right of way line for N 78<sup>th</sup> Street to address substandard roads, and proposing sidewalk installation for internal private roads on both sides of the roadway except in areas along the southernmost and easternmost internal roadways where sidewalks will be installed on only one side of the road, as shown on the PD site plan.

### **Trip Generation Analysis**

Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

#### **Approved Uses:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 40 single-family detached dwelling units (ITE LUC 210)	434	32	42
PD, 55 single-family attached dwelling units (ITE LUC 215)	369	23	29
Total	803	55	71

#### **Proposed Uses:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 38 single-family detached dwelling units (ITE LUC 210)	414	31	40
PD, 51 single-family attached dwelling units (ITE LUC 215)	338	21	27
Total	752	52	67

#### **Trip Generation Difference:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	-51	-3	-4

### **INFORMATION FOR CONTINUANCE**

At the July 22, 2025, Board of County Commissioners (BOCC) Meeting, this case was continued to the August 12, 2025, BOCC meeting for the purposes of addressing issues raised by citizens and BOCC members. At the meeting, citizens and Commissioners commented of various aspects of the case. The information below is provided in response to those questions/comments/concerns.

#### **Concern Regarding Traffic and Access**

At the meeting, a citizen expressed concern over the traffic that will be added to Elm Street.



The subject Planned Development (PD) takes access from N 78<sup>th</sup> Street and maintains the previously approved connectivity to the north through PD 24-0124 (approved for 71 units: 14 single-family attached and 57 single-family detached) and provides a stubout to the south to provide the potential for a future pedestrian and emergency access connection to PD 80-0090 (approved for 400 single-family detached units). PD 80-0090 takes access from Wood Branch Drive; however, staff notes that any vehicular access to the subject PD beyond an emergency connection would require a modification of the adjacent PD to the south (i.e. 80-0090).

The PD directly adjacent and to the north, which was approved via file number 24-0124 at the September 10, 2024 meeting, was approved with its primary access from Sligh Avenue and anticipated the addition of 4 peak hour trips via a secondary connection to Elm Street. The PD which is the subject of this request does not take access to Elm Street, nor is the connectivity between the two PDs anticipated to add additional trips to either Elm Street or 78<sup>th</sup> Street. Rather, staff believes that the connectivity between the two PDs will reduce traffic from 78<sup>th</sup> Street by providing an alternative pathway to Sligh Ave.

#### Concern Regarding Roadway Safety

At the hearing, a citizen expressed additional concerns regarding vehicular crashes on Sligh Avenue.

Using the Crash Data Management System (CDMS), Transportation Staff reviewed the past five years of crash data (January 1, 2020, through December 31, 2024) which returned eight crashes in that timeframe at or near the intersection of N 78<sup>th</sup> Street and Sligh Avenue. Staff did not identify an abnormal crash pattern at this intersection, given the volume of traffic which utilizes Sligh Avenue. No crashes were reported on N 78<sup>th</sup> Street.

At the hearing, the citizen also expressed concerns regarding pedestrian safety, specifically children who walk to the bus stop at the intersection of N 78<sup>th</sup> Street and Sligh Avenue.

Both Sligh Avenue and N 78<sup>th</sup> Street are substandard roads as they lack the design elements, such as sidewalks, required by the applicable typical sections. As a part of the substandard road review for this request, the applicant has submitted a Design Exception (DE) for improvements to N 78<sup>th</sup> Street. As a part of that DE, the developer will be required to install a sidewalk on the east side of N 78<sup>th</sup> Street from the southern project boundary to the intersection of N 78<sup>th</sup> Street and Sligh Avenue.

Additionally, the developer of the adjacent project, PD 24-0124, had a DE approved for substandard road improvements on Sligh Avenue which requires sidewalks to be installed on the south side of Sligh Avenue from their eastern project boundary west for approximately 1,300 linear feet. The addition of these sidewalks will provide safe pedestrian infrastructure for pedestrians in general as well as school children.

#### Concern Regarding Connectivity and Roadway Improvements

A Commissioner expressed concerns regarding the cumulative transportation impacts of the subject site and the two adjoining PDs (PD 25-0570, PD 24-0124 & PD 80-0090) and the mitigation measures thereof.

While the subject PD's analysis did not include trips from the adjacent PD, staff rereviewed the case and stands by its findings as a worst-case scenario. Staff noted that the adjacent PD 24-0124's traffic added a minimal number of trips to N 78<sup>th</sup> Street via Elm Street. Staff also noted that even with the addition of that traffic, turn lane warrants per Sec. 6.04.04.D. of the LDC would not be

triggered. Furthermore, staff believes that based on the specific design of the two projects, the cross connectivity between the PDs is likely to result in much more traffic going north from the subject PD through the adjacent PD than would coming south from the adjacent PD through the subject PD (given that all traffic other than hyper local trips ultimately end up at Sligh Avenue), which is the only point of connection to the larger regional network. As such, overall project traffic on N 78th Street is anticipated to be lower once all projects build out; however, given that there are different ownership interests and the County cannot control when or if another developer chooses to move forward, staff analyzed the project from the worst-case scenario of all traffic coming to/from N 78<sup>th</sup> Street via the existing approved connection. Transportation Staff did not require either PD to study the potential transportation impacts from PD 80-0090.

Since PD 80-0090 does not currently require a connection to the subject PD, the transportation impacts were not required to be studied along with this request. PD 80-0090 would be permitted to connect to the subject site for emergency access only unless a modification to PD 80-0090 was requested. Should PD 80-0090 request a full vehicular connection, the applicant would be required to analyze the transportation impacts for the modified access, as well as any improvements that would be triggered as a result.

The interconnection from the subject site to PD 24-0124 was required to provide connectivity pursuant to LDC Sec. 6.02.01.A. and was planned to provide a secondary option for residents to get out onto Sligh Avenue. At the meeting a citizen noted a tree that had fallen during a hurricane that blocked the roadway. The provided interconnections between these projects not only give alternative means of access to residents but also provide access in case of emergencies as the one noted by the citizen.

In summary, the current PD modification request does not propose to change the existing approved connections to the abutting PDs north and south of the subject site but will slightly reduce the transportation impacts due to the reduction in residential units.

#### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The subject property has frontage on N 78<sup>th</sup> Street, a 2-lane, undivided, substandard Hillsborough County maintained, local rural roadway. The roadway is characterized by +/- 20 feet 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 +/- 50 feet of the right of way. N 78th Street is not planned be widened on the MPO's 2045 Long Range Transportation Plan. N 78th Street is currently identified as a substandard road because the roadway does not comply with the County's current Hillsborough County Transportation Technical Manual's (TTM) typical section for a two-lane rural local road (TS-7).

#### **REQUESTED DESIGN EXCEPTION: Private Roadways Internal to the Subdivision**

The applicant's EOR submitted (on June 27, 2025) a Design Exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the proposed internal typical section (TS-3). On July 3, 2025, the County Engineer found the Design Exception approvable. As such, no sidewalks will be required along the south side of the southernmost internal roadway, nor will they be required along the east side of the easternmost internal roadway.

The County Engineer has reviewed the request and found it approvable.

#### **REQUESTED DESIGN EXCEPTION: N 78<sup>th</sup> Street**

Given that N 78<sup>th</sup> Street is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception Request for N 78<sup>th</sup> Street (dated April 24, 2025, and revised June

27, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer approved a Roadway Design Exception (on July 3, 2025) authorizing deviations from the TS-7 Typical Section (for 2-lane, Undivided, Local Rural Roads) including:

- The developer shall be permitted to utilize 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section; and,
- A minimum 5-foot sidewalk shall be provided along the eastern right of way line for N 78<sup>th</sup> Street; and,
- The sidewalk from the project access north to Sligh Avenue shall be placed a minimum of 2 feet from the eastern right of way line; and,
- In lieu of a roadside ditch from the project access north to Sligh Avenue, the developer shall be permitted to utilize Miami curbing along the eastern side of N 78<sup>th</sup> Street's pavement; and,
- The sidewalk from the project access to the southern property line shall be placed a minimum of 3 feet from the eastern right of way line; and,
- No sidewalk shall be required along the west side of N 78<sup>th</sup> Street.

The County Engineer has reviewed the request and found it approvable.

#### **SITE ACCESS**

The applicant is proposing one full access driveway connection to N 78<sup>th</sup> Street.

In support of the elimination of the previously required westbound left turn lane on Sligh Avenue at the intersection of N 78<sup>th</sup> Street, the applicant reduced the number of proposed residential units from 95 to 89. With this request, the applicant submitted a revised transportation analysis for the currently proposed 38 single-family detached and 51 single-family attached (townhomes) residential units.

Hillsborough County's LDC Sec. 6.04.04.D.1 requires a left turn lane for projects generating 20 or more left turning movements per hour on a two-lane collector roadway. The transportation analysis submitted with this zoning modification identifies the left turning volume in the highest peak hour is 11 vehicles per hour (vph). Due to the reduction in units, the project no longer warrants the construction of a westbound left turn lane on Sligh Avenue at the intersection of N 78<sup>th</sup> Street.

#### **CONNECTIVITY**

The project is adjacent to an 11.43-acre PD (24-0124) to the north and an 82.11-acre PD (80-0090) to the south, both of which are approved for residential development. The project is approved to stub out to adjacent parcels to reciprocate the future pedestrian and vehicular connectivity consistent with the County LDC, Sec. 6.02.01. connectivity requirements. The existing subdivision east of the project site prevents interconnectivity to this site.

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

N 78<sup>th</sup> Street is not a regulated roadway and was not included in the 2020 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.

The roadway level of service provided for Sligh Avenue is for information purposes only.

<b>Generalized Level of Service</b>
-------------------------------------

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>LOS Standard</b>	<b>Peak Hr. Directional LOS</b>
Sligh Avenue	Orient Road	U.S. Highway 301	D	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)



**CURRENTLY  
APPROVED**

FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: RZ-PD 19-0284 ELOP  
MEETING DATE: November 12, 2019  
DATE TYPED: November 12, 2019

Approval of the request, subject to the conditions listed, is based on the revised general site plan submitted August 28, 2019.

1. The project shall be developed with 40 single-family conventional detached units and 55 single-family conventional attached units. Maximum number of residential units shall not exceed 95. Interim use of passive agriculture shall be permitted.

2. Development standards for the detached units shall be as follows:

Minimum lot area:	4,500 square feet
Minimum lot width:	45 feet
Maximum building height:	35 feet
Minimum front yard setback:	25 feet
Minimum side yard setback:	7.5 feet
Minimum rear yard setback:	25 feet
Maximum lot coverage:	65 percent

The following shall apply for lots less than 50 feet in width:

- 2.1 2-story Lots shall comply with the following:

- 2.1.1 Each unit shall provide a 2-car garage.

- 2.1.2 The garage door shall not exceed 60% of the unit's façade length.

- 2.1.3 A driveway a minimum of 18 feet in width shall be provided.

- 2.1.4 All 2-story units shall provide a transition between the first and second floor to break up the façade by using one or more of the following:

- a) A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.

- b) A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.

- c) A change in materials between the first and second floors.

- 2.2 1-story and 2-story shall comply with the following:

All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.

- 2.2.1 Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.

- 2.2.2 Each unit's primary entrance door shall face the roadway.



2.2.3 Garages shall be permitted to extend a maximum of 5 feet in front of the front façade if an entry feature over primary entrance facing the street is provided. The garage setback shall meet the minimum front yard setback of 20 feet. The entry feature shall be at least 5 feet in depth, unless otherwise stated. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch, or other architectural feature. If the garage extends less than 5 feet from the front façade, the depth of the entry feature may be reduced accordingly and shall not at any point be permitted to be located at a setback that exceeds the garage façade setback. If no entry feature is provided, the garage shall not be placed closer to the street than any portion of the front façade.

3. Development standards for the attached units shall be as follows:

Minimum lot area:	2,117 square feet
Minimum lot width:	25 feet
Maximum building height:	35 feet
Minimum front yard setback:	25 feet
Minimum side yard setback:	10 feet between buildings
Minimum rear yard setback:	15 feet
Maximum lot coverage:	70 percent

3.1 The 3 townhome buildings located at the northwest corner of the PD shall be limited to 5 units. The townhome building located at the southwest corner shall be limited to 4 units.

4. Buffer and screening shall be required as follows:

- a) 55 feet, Type B screening, along the west, adjacent to 78th Street.
- b) 10 feet, Type B screening, along the northwest PD line.
- c) 40 feet along the north, as shown on the General Site Plan. Retention ponds may be located within this buffer.
- d) 20 feet, Type B screening, along the southwest PD line. Buffer and screening shall not be required where wetlands are present.

All buffer areas shall not be platted as part of individual lots and shall be owned and maintained by the developer, homeowner's association or similar entity.

5. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
6. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.



FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: RZ-PD 19-0284 ELOP  
MEETING DATE: November 12, 2019  
DATE TYPED: November 12, 2019

7. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
8. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
9. A Soil Restriction Area (SRA) shall be located along the southwest PD boundary, as shown in the General Site Plan, approximately 400 feet east of the western PD line and shall be a minimum of 130 feet wide by 80 feet deep.
  - 9.1 No residential lots shall be placed over or adjacent to the SRA. A minimum distance of at least 25 feet shall be maintained from the closest townhome lot line.
  - 9.2 The SRA shall be covered by a common area (lawn/open space) and a parking lot providing a minimum of 16 parking spaces for visitors and community residents.
  - 9.3 All areas surrounding the SRA shall consist of common open space.
10. The developer shall develop and submit an Engineer Controls and Maintenance Plan (ECMP) for the soil/pavement cover associated with the Soil Restriction Area. Review of the ECMP by the EPC's Waste Management Division and the EPC's written acknowledgment of the ECMP's adequacy shall be obtained prior to Preliminary Plat approval. The Engineering Controls shall be constructed and implemented in accordance with the design reviewed by the EPC.
11. The project shall be required to connect to Public Water and Sewer. Groundwater usage shall be prohibited.
12. Location of stormwater ponds shall be as generally depicted on the General Site Plan. Detention ponds shall be placed in a manner that storm water is directed away from the SRA.
13. The SRA shall be identified in the preliminary plat and construction plans. A note shall be added indicating reference to zoning conditions for EPC and Stormwater review.
14. The applicant shall be allowed one access point on N. 78th Street. The general design and location of the access point(s) shall be regulated by the Hillsborough County Access Management regulations.
15. The applicant shall provide cross access the adjacent northern parcel (folio# 40349.0100).
16. The applicant shall provide cross access the adjacent southern PD 80-0090.
17. The developer shall construct a westbound left turn lane on Sligh Avenue at the Intersection of 78th Street.
18. The developer shall construct a 5-foot sidewalk along the project's frontage on N. 78th Street as well internal roadways.



FINAL CONDITIONS  
OF APPROVAL

PETITION NUMBER: RZ-PD 19-0284 ELOP  
MEETING DATE: November 12, 2019  
DATE TYPED: November 12, 2019

---

19. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
20. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.



# **AGENCY COMMENTS**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 7/3/2025

*Revised for Continuance: 7/31/2025*

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: EL

PETITION NO: PRS 25-0570

- ☐ 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

#### Revised Conditions

14. The applicant shall provide ~~cross access~~ a vehicular and pedestrian connection to the adjacent northern PD 24-0124 parcel (folio# 40349.0100).
15. The applicant shall provide ~~cross access~~ a vehicular and pedestrian connection to the adjacent southern PD 80-0090.
- ~~16. The developer shall construct a westbound left turn lane on Sligh Avenue at the intersection of 78<sup>th</sup> Street.~~
17. The developer shall construct a 5-foot sidewalk along the project's frontage on N 78<sup>th</sup> Street ~~as well internal roadways~~.

#### New Conditions

- If RZ 25-0570 is approved, the County Engineer will approve a Design Exception (dated June 27, 2025) which was found approvable by the County Engineer (on July 3, 2025) for a +/- 975-footlong section of N 78<sup>th</sup> Street (as shown on the PD site plan). Specifically, within this section, the developer shall construct a 5-foot sidewalk on the east side of N 78<sup>th</sup> Street along the project's frontage north to the intersection with Sligh Avenue, within a +/-54.5-foot-wide right of way, consistent with the Design Exception.
- If RZ 25-0570 is approved, the County Engineer will approve a Design Exception (dated July 2, 2025) which was found approvable by the County Engineer (on July 3, 2025) for a limited number of areas along the eastern boundary of the internal roadway and the southern boundary of the internal roadway (as shown on the PD site plan). Specifically, within this section, the developer shall construct a 5-foot sidewalk on the west side of the easternmost internal roadway and on the north side of the southernmost internal roadway, consistent with the Design Exception.

### PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a minor modification, also known as a Personal Appearance (PRS) to a +/- 16.9-acre parcel currently zoned Planned Development (PD) 19-0284. The existing PD is

approved with entitlements which permit 95 units; 40 single-family detached units and 55 single-family attached (townhome) units. The applicant is proposing to reduce the number of units to 89; 38 single-family detached units and 51 single-family attached (townhome) units reducing the transportation impacts to support the removal of the condition requiring a westbound left turn lane on Sligh Avenue at the intersection of N 78<sup>th</sup> Street, proposing installation of sidewalks along the eastern right of way line for N 78<sup>th</sup> Street to address substandard roads, and proposing sidewalk installation for internal private roads on both sides of the roadway except in areas along the southernmost and easternmost internal roadways where sidewalks will be installed on only one side of the road, as shown on the PD site plan.

### **Trip Generation Analysis**

Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

#### **Approved Uses:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 40 single-family detached dwelling units (ITE LUC 210)	434	32	42
PD, 55 single-family attached dwelling units (ITE LUC 215)	369	23	29
Total	803	55	71

#### **Proposed Uses:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 38 single-family detached dwelling units (ITE LUC 210)	414	31	40
PD, 51 single-family attached dwelling units (ITE LUC 215)	338	21	27
Total	752	52	67

#### **Trip Generation Difference:**

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	-51	-3	-4

### **INFORMATION FOR CONTINUANCE**

At the July 22, 2025, Board of County Commissioners (BOCC) Meeting, this case was continued to the August 12, 2025, BOCC meeting for the purposes of addressing issues raised by citizens and BOCC members. At the meeting, citizens and Commissioners commented of various aspects of the case. The information below is provided in response to those questions/comments/concerns.

#### **Concern Regarding Traffic and Access**

At the meeting, a citizen expressed concern over the traffic that will be added to Elm Street.



The subject Planned Development (PD) takes access from N 78<sup>th</sup> Street and maintains the previously approved connectivity to the north through PD 24-0124 (approved for 71 units: 14 single-family attached and 57 single-family detached) and provides a stubout to the south to provide the potential for a future pedestrian and emergency access connection to PD 80-0090 (approved for 400 single-family detached units). PD 80-0090 takes access from Wood Branch Drive; however, staff notes that any vehicular access to the subject PD beyond an emergency connection would require a modification of the adjacent PD to the south (i.e. 80-0090).

The PD directly adjacent and to the north, which was approved via file number 24-0124 at the September 10, 2024 meeting, was approved with its primary access from Sligh Avenue and anticipated the addition of 4 peak hour trips via a secondary connection to Elm Street. The PD which is the subject of this request does not take access to Elm Street, nor is the connectivity between the two PDs anticipated to add additional trips to either Elm Street or 78<sup>th</sup> Street. Rather, staff believes that the connectivity between the two PDs will reduce traffic from 78<sup>th</sup> Street by providing an alternative pathway to Sligh Ave.

#### Concern Regarding Roadway Safety

At the hearing, a citizen expressed additional concerns regarding vehicular crashes on Sligh Avenue.

Using the Crash Data Management System (CDMS), Transportation Staff reviewed the past five years of crash data (January 1, 2020, through December 31, 2024) which returned eight crashes in that timeframe at or near the intersection of N 78<sup>th</sup> Street and Sligh Avenue. Staff did not identify an abnormal crash pattern at this intersection, given the volume of traffic which utilizes Sligh Avenue. No crashes were reported on N 78<sup>th</sup> Street.

At the hearing, the citizen also expressed concerns regarding pedestrian safety, specifically children who walk to the bus stop at the intersection of N 78<sup>th</sup> Street and Sligh Avenue.

Both Sligh Avenue and N 78<sup>th</sup> Street are substandard roads as they lack the design elements, such as sidewalks, required by the applicable typical sections. As a part of the substandard road review for this request, the applicant has submitted a Design Exception (DE) for improvements to N 78<sup>th</sup> Street. As a part of that DE, the developer will be required to install a sidewalk on the east side of N 78<sup>th</sup> Street from the southern project boundary to the intersection of N 78<sup>th</sup> Street and Sligh Avenue.

Additionally, the developer of the adjacent project, PD 24-0124, had a DE approved for substandard road improvements on Sligh Avenue which requires sidewalks to be installed on the south side of Sligh Avenue from their eastern project boundary west for approximately 1,300 linear feet. The addition of these sidewalks will provide safe pedestrian infrastructure for pedestrians in general as well as school children.

#### Concern Regarding Connectivity and Roadway Improvements

A Commissioner expressed concerns regarding the cumulative transportation impacts of the subject site and the two adjoining PDs (PD 25-0570, PD 24-0124 & PD 80-0090) and the mitigation measures thereof.

While the subject PD's analysis did not include trips from the adjacent PD, staff rereviewed the case and stands by its findings as a worst-case scenario. Staff noted that the adjacent PD 24-0124's traffic added a minimal number of trips to N 78<sup>th</sup> Street via Elm Street. Staff also noted that even with the addition of that traffic, turn lane warrants per Sec. 6.04.04.D. of the LDC would not be

triggered. Furthermore, staff believes that based on the specific design of the two projects, the cross connectivity between the PDs is likely to result in much more traffic going north from the subject PD through the adjacent PD than would coming south from the adjacent PD through the subject PD (given that all traffic other than hyper local trips ultimately end up at Sligh Avenue), which is the only point of connection to the larger regional network. As such, overall project traffic on N 78th Street is anticipated to be lower once all projects build out; however, given that there are different ownership interests and the County cannot control when or if another developer chooses to move forward, staff analyzed the project from the worst-case scenario of all traffic coming to/from N 78<sup>th</sup> Street via the existing approved connection. Transportation Staff did not require either PD to study the potential transportation impacts from PD 80-0090.

Since PD 80-0090 does not currently require a connection to the subject PD, the transportation impacts were not required to be studied along with this request. PD 80-0090 would be permitted to connect to the subject site for emergency access only unless a modification to PD 80-0090 was requested. Should PD 80-0090 request a full vehicular connection, the applicant would be required to analyze the transportation impacts for the modified access, as well as any improvements that would be triggered as a result.

The interconnection from the subject site to PD 24-0124 was required to provide connectivity pursuant to LDC Sec. 6.02.01.A. and was planned to provide a secondary option for residents to get out onto Sligh Avenue. At the meeting a citizen noted a tree that had fallen during a hurricane that blocked the roadway. The provided interconnections between these projects not only give alternative means of access to residents but also provide access in case of emergencies as the one noted by the citizen.

In summary, the current PD modification request does not propose to change the existing approved connections to the abutting PDs north and south of the subject site but will slightly reduce the transportation impacts due to the reduction in residential units.

#### **TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

The subject property has frontage on N 78<sup>th</sup> Street, a 2-lane, undivided, substandard Hillsborough County maintained, local rural roadway. The roadway is characterized by +/- 20 feet 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 +/- 50 feet of the right of way. N 78th Street is not planned be widened on the MPO's 2045 Long Range Transportation Plan. N 78th Street is currently identified as a substandard road because the roadway does not comply with the County's current Hillsborough County Transportation Technical Manual's (TTM) typical section for a two-lane rural local road (TS-7).

#### **REQUESTED DESIGN EXCEPTION: Private Roadways Internal to the Subdivision**

The applicant's EOR submitted (on June 27, 2025) a Design Exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the proposed internal typical section (TS-3). On July 3, 2025, the County Engineer found the Design Exception approvable. As such, no sidewalks will be required along the south side of the southernmost internal roadway, nor will they be required along the east side of the easternmost internal roadway.

The County Engineer has reviewed the request and found it approvable.

#### **REQUESTED DESIGN EXCEPTION: N 78<sup>th</sup> Street**

Given that N 78<sup>th</sup> Street is a substandard local roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception Request for N 78<sup>th</sup> Street (dated April 24, 2025, and revised June

27, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer approved a Roadway Design Exception (on July 3, 2025) authorizing deviations from the TS-7 Typical Section (for 2-lane, Undivided, Local Rural Roads) including:

- The developer shall be permitted to utilize 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes typically required by the Hillsborough County Transportation Technical Manual's (TTM) TS-7 Typical Section; and,
- A minimum 5-foot sidewalk shall be provided along the eastern right of way line for N 78<sup>th</sup> Street; and,
- The sidewalk from the project access north to Sligh Avenue shall be placed a minimum of 2 feet from the eastern right of way line; and,
- In lieu of a roadside ditch from the project access north to Sligh Avenue, the developer shall be permitted to utilize Miami curbing along the eastern side of N 78<sup>th</sup> Street's pavement; and,
- The sidewalk from the project access to the southern property line shall be placed a minimum of 3 feet from the eastern right of way line; and,
- No sidewalk shall be required along the west side of N 78<sup>th</sup> Street.

The County Engineer has reviewed the request and found it approvable.

#### **SITE ACCESS**

The applicant is proposing one full access driveway connection to N 78<sup>th</sup> Street.

In support of the elimination of the previously required westbound left turn lane on Sligh Avenue at the intersection of N 78<sup>th</sup> Street, the applicant reduced the number of proposed residential units from 95 to 89. With this request, the applicant submitted a revised transportation analysis for the currently proposed 38 single-family detached and 51 single-family attached (townhomes) residential units.

Hillsborough County's LDC Sec. 6.04.04.D.1 requires a left turn lane for projects generating 20 or more left turning movements per hour on a two-lane collector roadway. The transportation analysis submitted with this zoning modification identifies the left turning volume in the highest peak hour is 11 vehicles per hour (vph). Due to the reduction in units, the project no longer warrants the construction of a westbound left turn lane on Sligh Avenue at the intersection of N 78<sup>th</sup> Street.

#### **CONNECTIVITY**

The project is adjacent to an 11.43-acre PD (24-0124) to the north and an 82.11-acre PD (80-0090) to the south, both of which are approved for residential development. The project is approved to stub out to adjacent parcels to reciprocate the future pedestrian and vehicular connectivity consistent with the County LDC, Sec. 6.02.01. connectivity requirements. The existing subdivision east of the project site prevents interconnectivity to this site.

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

N 78<sup>th</sup> Street is not a regulated roadway and was not included in the 2020 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.

The roadway level of service provided for Sligh Avenue is for information purposes only.

<b>Generalized Level of Service</b>
-------------------------------------

<b>Roadway</b>	<b>From</b>	<b>To</b>	<b>LOS Standard</b>	<b>Peak Hr. Directional LOS</b>
Sligh Avenue	Orient Road	U.S. Highway 301	D	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)



## COMMISSION

Gwendolyn "Gwen" W. Myers CHAIR  
Harry Cohen VICE-CHAIR  
Chris Boles  
Donna Cameron Cepeda  
Ken Hagan  
Christine Miller  
Joshua Wostal



## DIRECTORS

Janet D. Lorton EXECUTIVE DIRECTOR  
Elaine S. DeLeeuw ADMIN DIVISION  
Sam Elrabi, P.E. WATER DIVISION  
Diana M. Lee, P.E. AIR DIVISION  
Michael Lynch WETLANDS DIVISION  
Rick Muratti, Esq. LEGAL DEPT  
Steffanie L. Wickham WASTE DIVISION

### AGENCY COMMENT SHEET

REZONING	
<b>HEARING DATE:</b> May 13, 2025	<b>COMMENT DATE:</b> March 14, 2025
<b>PETITION NO.:</b> 25-0570	<b>PROPERTY ADDRESS:</b> 6505 N 78 <sup>th</sup> St., Tampa
<b>EPC REVIEWER:</b> Dessa Clock	<b>FOLIO #:</b> 040349-0000
<b>CONTACT INFORMATION:</b> (813) 627-2600 x 1158	<b>STR:</b> 36-28S-19E
<b>EMAIL:</b> <a href="mailto:clockd@epchc.org">clockd@epchc.org</a>	
<b>REQUESTED ZONING:</b> Minor Modification to PD	
FINDINGS	
<b>WETLANDS PRESENT</b>	YES
<b>SITE INSPECTION DATE</b>	N/A
<b>WETLAND LINE VALIDITY</b>	SWFWMD ERP valid through December 2, 2025
<b>WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)</b>	Wetlands located generally in the western portion of the property
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"><li>• Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.</li><li>• The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.</li><li>• Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/</li></ul>	

*Environmental Excellence in a Changing World*

**Environmental Protection Commission - Roger P. Stewart Center**  
3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - [www.epchc.org](http://www.epchc.org)

OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

**INFORMATIONAL COMMENTS:**

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The site plan depicts an offsite sidewalk that may impact a portion of Wetland Conservation Area A and B. A Miscellaneous Activities in Wetlands (MAIW) authorization was previously issued for a boardwalk through the wetland areas. Please be advised, this authorization may need to be modified for the new proposed sidewalk (boardwalk) location.
- The site plan depicted impacts to Wetland C that were previously determined to qualify for EPC Noticed Exemption.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

dc/cb

ec: [musas4@hotmail.com](mailto:musas4@hotmail.com), [adam@latitude27development.com](mailto:adam@latitude27development.com), [frontierengineering@yahoo.com](mailto:frontierengineering@yahoo.com)



## Agency Review Comment Sheet

**NOTE:** Wellhead Resource Protection Areas (WRPA), Potable Water Wellfield Protection Areas (PWWPA), and Surface Water Resource Protection Areas (SWRPA) reviews are based on the most current available data on the Hillsborough County maps, as set forth in Part 3.05.00 of the Land Development Code.

**TO:** Zoning Review, Development Services      **REQUEST DATE:** 3/11/2025

**REVIEWER:** Kim Cruz, Environmental Supervisor      **REVIEW DATE:** 3/25/2025

**PROPERTY OWNER:** USA Slaughterhouse, LLC, Musa Simreen, Mgr.      **PID:** 25-0570

**APPLICANT:** Coastal Construction Group, FL (dba Latitude 27 Development)

**LOCATION:** 5145 Bonita Dr. Wimauma, FL 33598

**FOLIO NO.:** 40349.0000

### AGENCY REVIEW COMMENTS:

At this time, according to the Hillsborough County BOCC approved maps adopted in the Comprehensive Plan, the site is not located within a Wellhead Resource Protection Area (WRPA), Potable Water Wellfield Protection Area (PWWPA) and/or Surface Water Resource Protection Area (SWRPA), as defined in Part 3.05.00 of the Hillsborough County Land Development Code (LDC).

At this time, Hillsborough County EVSD has no objections to the applicant's request.

**WATER RESOURCE SERVICES  
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

---

**PETITION NO.:** PRS 25-0570

**REVIEWED BY:** Clay Walker, E.I.

**DATE:** 3/10/2025

**FOLIO NO.:** 40349.0000

---

**WATER**

- ☒ The property lies within the City of Tampa Water Service Area. The applicant should contact the provider to determine the availability of water service.
- ☐ A \_\_\_ inch water main exists ☐ (adjacent to the site), ☐ (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**WASTEWATER**

- ☒ The property lies within the City of Tampa Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- ☐ A \_\_\_ inch wastewater force main exists ☐ (adjacent to the site), ☐ (approximately \_\_\_ feet from the site) \_\_\_\_\_. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- ☐ Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include \_\_\_\_\_ and will need to be completed by the \_\_\_\_\_ prior to issuance of any building permits that will create additional demand on the system.

**COMMENTS:** \_\_\_\_\_.



## AGENCY REVIEW COMMENT SHEET

---

**TO: ZONING TECHNICIAN, Planning Growth Management**

**DATE:** 07-14-2025

**REVIEWER:** Jan Kirwan, Conservation and Environmental Lands Management

**APPLICANT:** Timothy Healy

**PETITION NO:** 25-0570

**LOCATION:** 6505 N 78<sup>th</sup> st Tampa

**FOLIO NO:** 40349.0000

**SEC:** 36 **TWN:** 28 **RNG:** 19

---

- ☒ This agency has no comments.
- ☐ This agency has no objection.
- ☐ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached conditions.

COMMENTS: \_\_\_\_\_.



# **PARTY OF RECORD**

**Rivas, Keshia**

---

**From:** JAY MUFFLY <jaymuffly@msn.com>  
**Sent:** Wednesday, July 23, 2025 10:48 AM  
**To:** Hearings  
**Subject:** PRS 25-0570  
**Attachments:** E Sligh Ave and N 78th Street.pdf; N 78th Street and E Elm Street Area.pdf; PRS 25-0570 Area Arial.pdf; Orient Road, E. Sligh Ave., 78th ST. Area.pdf

**External email:** Use caution when clicking on links, opening attachments or replying to this email.

**Subject:** PRS 25-0570

To: Hearings

From: Jay Muffly  
102 5<sup>th</sup> Ave SE  
Lutz, FL 33549

This letter is on behalf of my daughter's family.

William and Robin Rodriguez, 6802 N. 78<sup>th</sup> Street Tampa, FL 33610.

Our concern is traffic and public safety. In 2024 you approved RZ-PD 24-0124 located 7819 E Elm Street (E. Elm Street dead ends into N 78<sup>th</sup> street in front of my daughter's house) that has 71 Dwelling units, now we have PRS 25-0570 located at 6505 N. 78<sup>th</sup> Street it has 89 Dwelling units. We are concerned about traffic and safety getting out of 78<sup>th</sup> Street onto Sligh Avenue, it is a dangers intersection now with the jog in the Sligh Ave. and the speeding cars. You have to be very careful exiting 78<sup>th</sup> Street. People are consistently running off the road at this jog in the roadway. (see attachment Sligh Ave & 78<sup>th</sup> Street). This is a very bad intersection for line of sight. If they are not going to have turn lanes, then at least a flashing Traffic Light night work for traffic calming. **Please be proactive on our roads, traffic safety and pedestrian safety.** Our next concern is the children that play in the neighborhood. They ride their bicycles and walk up and down the street. They also have to walk the road to go to and from the School Bus. Please look at the other aerals of the area.

Thank you for your consideration of this problem.

Jay Muffly

# E Sligh Ave and N 78th Street

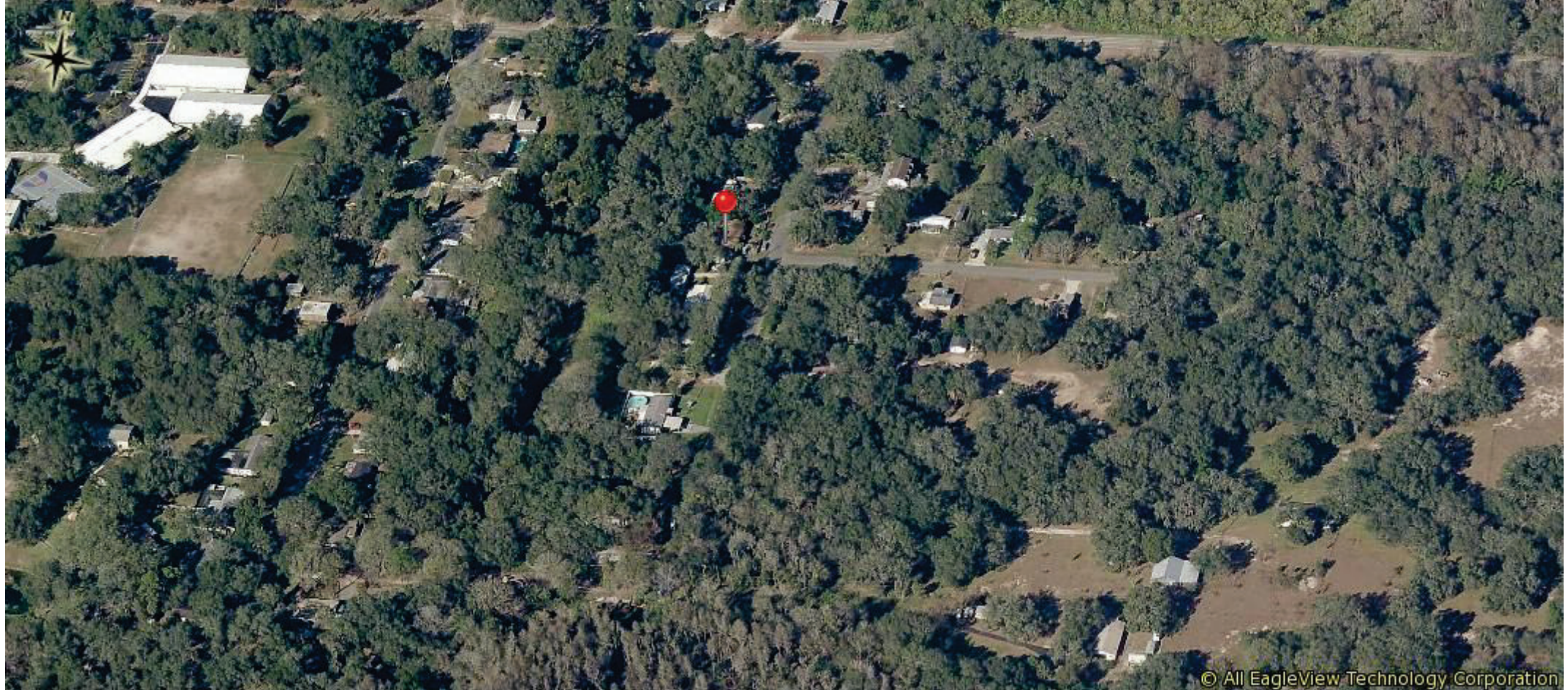
Received 07-23-25  
Development Services





# N 78th Street and E Elm Street Area

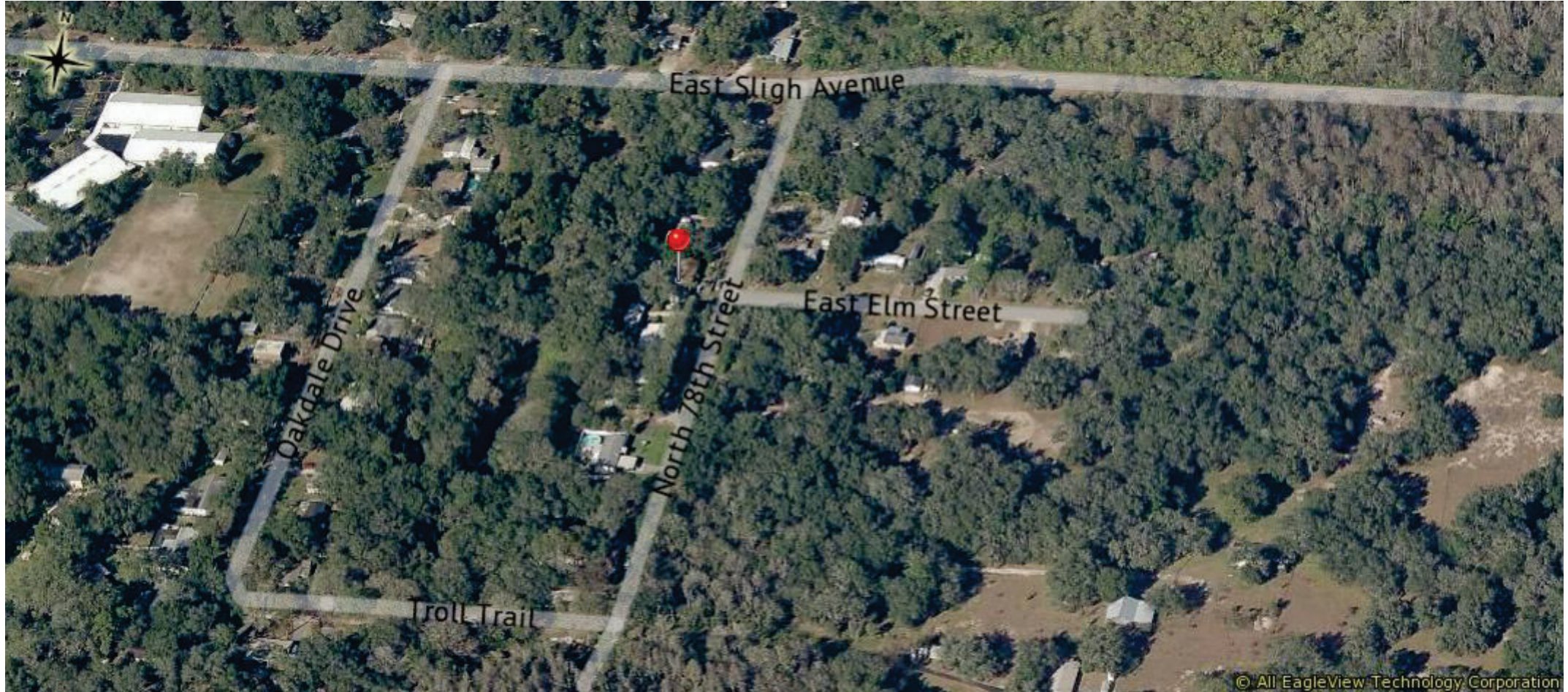
Received 07-23-25  
Development Services





# PRS 25-0570 Area Arial

Received 07-23-25  
Development Services





# Orient Road, E. Sligh Ave., N. 78th Street Area

Received 07-23-25  
Development Services

