

**Rezoning Application:** RZ-PD 24-0146

**Zoning Hearing Master Date:** February 20, 2024

**BOCC Land Use Meeting Date:** April 9, 2024

**1.0 APPLICATION SUMMARY**

**Applicant:** HBWB Development Services, LLC

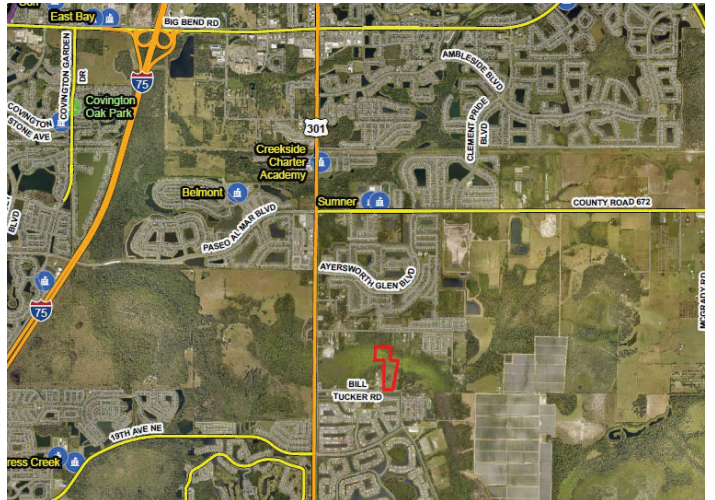
**FLU Category:** Residential – 4 (RES-4)

**Service Area:** Urban

**Site Acreage:** 24.5 Acres

**Community  
Plan Area:** Apollo Beach

**Overlay:** None



**Introduction Summary**

The applicant is requesting to rezone approximately 24.5 acres from AR to PD to accommodate the development of 44 single-family detached lots. The subject property is located within the Apollo Beach Community Planning area, along the north side of Bill Tucker Road approximately 0.55 miles east of the S US Highway 301.

Zoning	Existing	Proposed
District	AR	PD
Typical General Use(s)	Single-Family Residential (Mobile Home only)	Single-Family Residential
Acreage	24.5	24.5
Density/Intensity	1 unit per 5 acres	1.8 units per acre
Mathematical Maximum*	4 units	44 units

\*number represents a pre-development approximation

Development Standards	Existing	Proposed
District	AR	PD
Lot Size / Lot Width	5 Acres / 150'	4,400 sf / 40'
Setbacks/Buffering and Screening	Front: 50' Rear: 50' Sides: 25'	Front: 20' Front, functioning as a side: 15'* Rear: 15' Sides: 5' Front, functioning as a side: 15'
Height	50'	35', up to 2 stories

\*Front facing garages shall be setback at least 20 feet. Side facing-loading garages shall be permitted a 10-foot front setback.

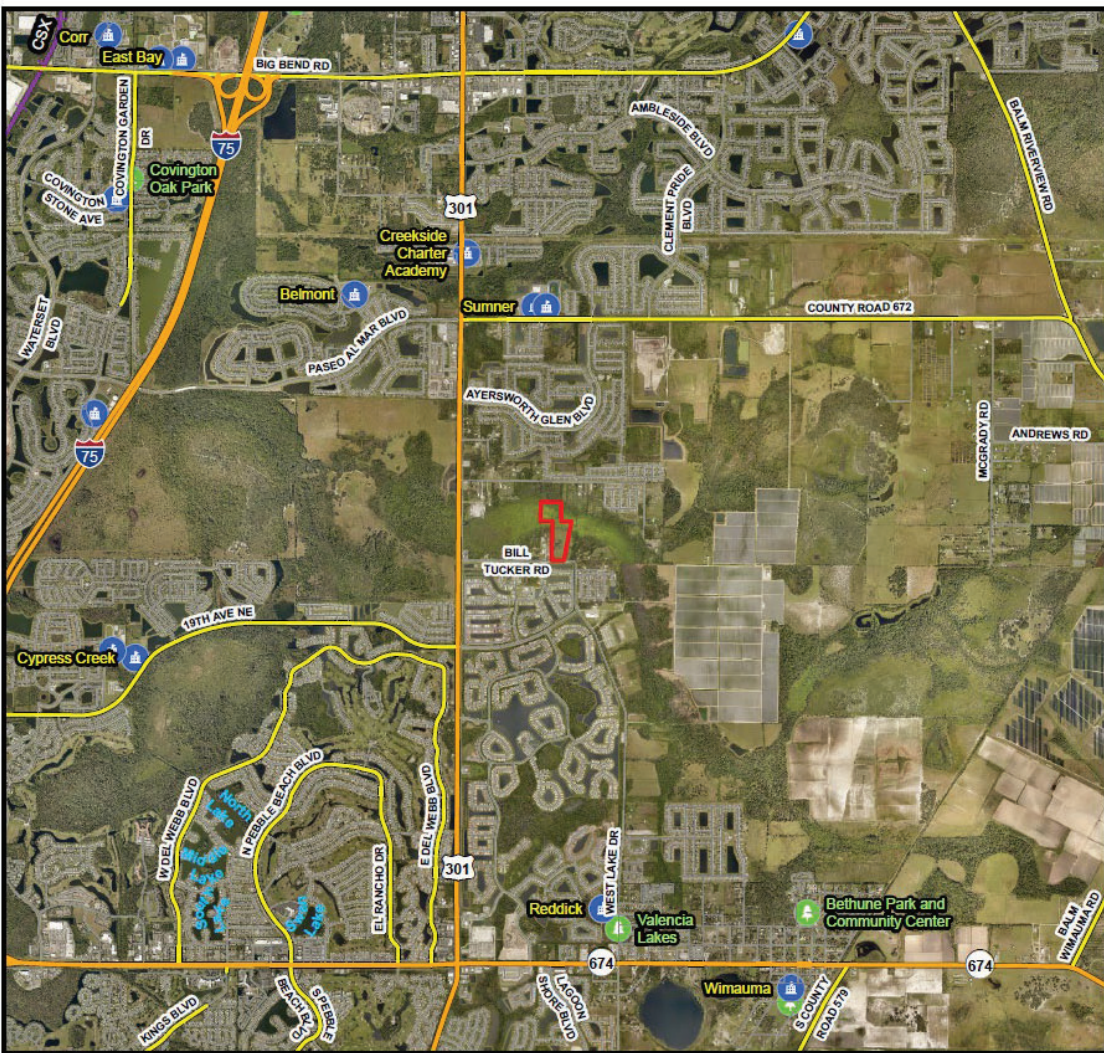
**Additional Information:**

PD Variations	None requested as part of this application
Waivers to the Land Development Code	None requested as part of this application

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map



### VICINITY MAP

RZ-PD 24-0146

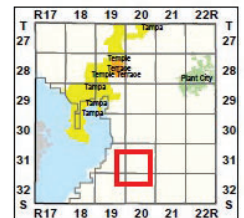
Folio: 77938.0020, 77951.0000, 77951.0075

- ▭ APPLICATION SITE
- + RAILROADS
- Ⓢ SCHOOLS
- Ⓢ PARKS



0 2,000 4,000 Feet

STR: 29-31-20



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Date: 11/09/2023 Path: G:\CONV\GIS\Chal\Vicinity\_Map.aprx  
Produced By: Development Services Department

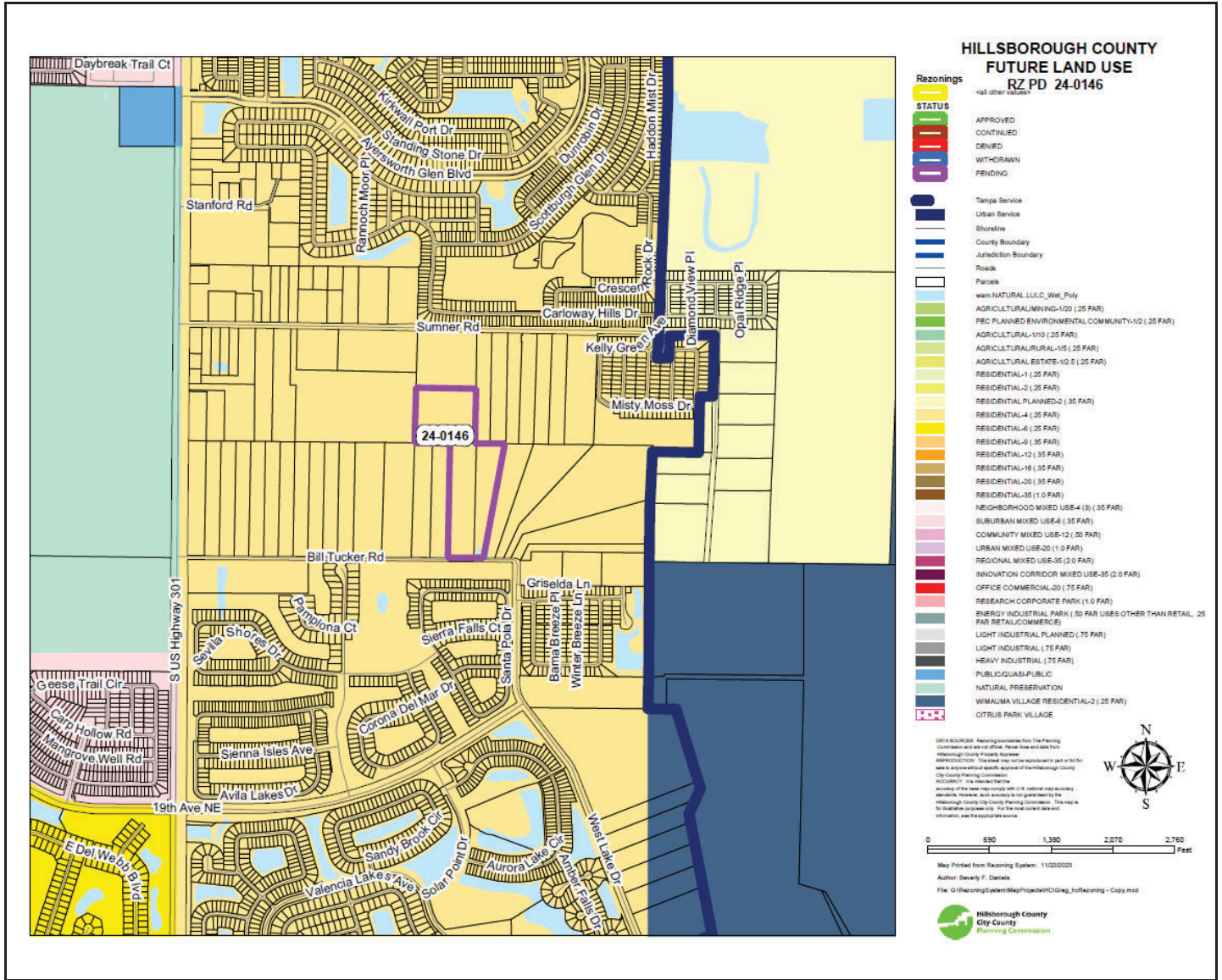
### Context of Surrounding Area:

Development in the general vicinity is primarily consists of single-family, residential, aquaculture, and undeveloped lands.



2.0 LAND USE MAP SET AND SUMMARY DATA

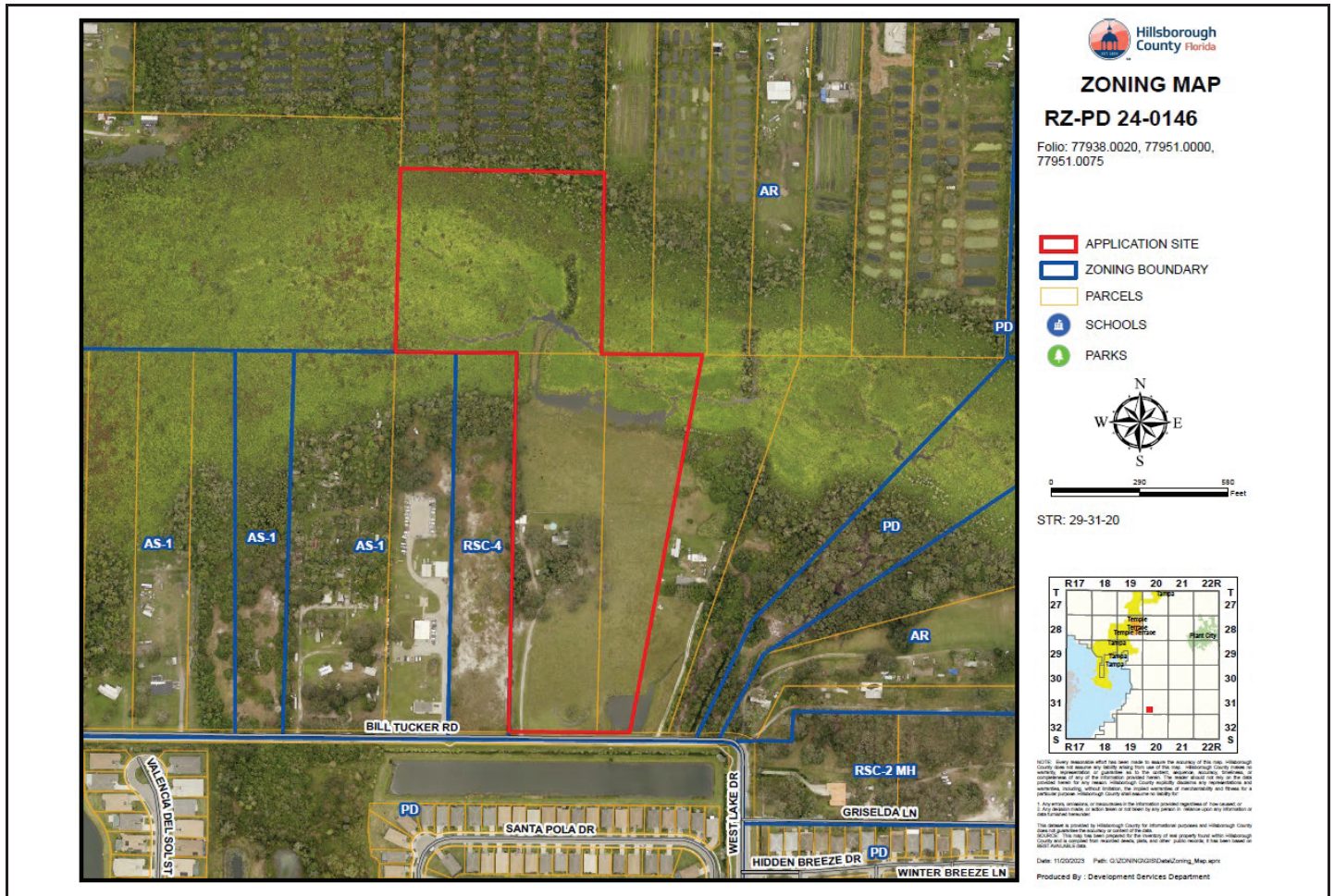
2.2 Future Land Use Map



Subject Site Future Land Use Category	RES-4
Maximum Density/FAR	4.0 dwellings per gross acre/FAR: 0.25 up to 175,000 SF
Typical Uses	Residential, suburban scale neighborhood commercial, office, and multi-purpose.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.3 Immediate Area Map



#### Adjacent Zonings and Uses

Location	Zoning	Maximum Density/ FAR Permitted by Zoning District	Allowable Use	Existing Use
North	AR	1 DU per 5 Acres/NA	Agriculture, Agriculture Related, and Single Family	Undeveloped
South	PD 89-0097	3.26 DU per Acre/ FAR: 0.25	Single-Family, Attached; Single-Family, Detached; Multifamily; Pleasure Craft and RV Storage; Commercial; and Office	Single-Family, Detached
East	AR	1 DU per 5 Acres/NA	Agriculture, Agriculture Related, and Single Family	Single Family
				Undeveloped
				Aquaculture
West	AR	1 DU per 5 Acres/NA	Agriculture, Agriculture Related, and Single Family	Single Family and Undeveloped
	RSC-4	4 DU per Acre/NA	Single-Family, Conventional	Undeveloped
	AS-1	1 DU per Acre/NA	Agriculture, Single Family	Utility (Spectrum)





**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
Bill Tucker Road	County Collector - Urban	Choose an item. Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

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

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	52	4	6
Proposed	474	35	46
Difference (+/-)	+422	+31	+41

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

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

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

Notes:

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

Road Name/Nature of Request	Type	Finding
Bill Tucker Road/ Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.

Notes:



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

<b>INFORMATION/REVIEWING AGENCY</b>				
<b>Environmental</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
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 Management.	<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	
Environmental Services	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Wetlands/Other Surface Waters</li> <li><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</li> <li><input type="checkbox"/> Wellhead Protection Area</li> <li><input type="checkbox"/> Surface Water Resource Protection Area</li> <li><input type="checkbox"/> Potable Water Wellfield Protection Area</li> <li><input checked="" type="checkbox"/> Significant Wildlife Habitat</li> <li><input type="checkbox"/> Coastal High Hazard Area</li> <li><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</li> <li><input type="checkbox"/> Adjacent to ELAPP property</li> <li><input type="checkbox"/> Other _____</li> </ul>				
<b>Public Facilities</b>	<b>Comments Received</b>	<b>Objections</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<b>Transportation</b> <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See staff report
<b>Service Area/ Water &amp; Wastewater</b> <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input 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	Proposed development would exceed existing reserve capacity.
<b>Hillsborough County School Board</b> Adequate <input checked="" type="checkbox"/> K-5 <input checked="" 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 checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Impact/Mobility Fees: Single-Family, Detached (fee estimate based on 2000 square feet)</b> Mobility:            \$ 9,183 * 44 = \$404,052 Parks:                \$ 2,145 * 44 = \$ 94,380 School:               \$ 8,227 * 44 = \$361,988 Fire:                  \$ 335 * 44 = \$ 14,740 Total per House: \$19,890 * 44 = \$875,160				
<b>Comprehensive Plan</b>	<b>Comments Received</b>	<b>Findings</b>	<b>Conditions Requested</b>	<b>Additional Information/Comments</b>
<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	

## 5.0 IMPLEMENTATION RECOMMENDATIONS

### 5.1 Compatibility

Based on the relative scope of the single-family subdivisions in the area that are developed at similar densities and with similar development standards, the expanse of wetlands that separates the potential development from the lower density properties to the north, and the proposed compact building envelop of the subject property, staff finds the proposed planned development zoning district compatible with the existing uses, zoning districts, and development pattern in the area.

### 5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions.



## 6.0 PROPOSED CONDITIONS

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 31, 2024.

1. The project shall be developed with up to 44 single-family conventional detached residential units.

2. Development standards shall be as follows:

Minimum lot area:	4,400 square feet
Minimum lot width:	40 feet, interior lot; 50 feet, corner lot
Maximum building height:	35 feet (2-stories)
Minimum front yard:	20 feet*,
Minimum front yards functioning as side yards:	15 feet for front yards functioning as side yards*. Front facing/loading garage setbacks for a front yard functioning as a side yard shall be 20 feet minimum.
Minimum side yard setback:	5 feet
Minimum rear yard setback:	15 feet**
Maximum lot coverage:	40 percent (from site data table)

\* Covered front porches shall be permitted a minimum front yard of 15 feet. Garages shall be placed at least five feet further from the street than the front plane of the principal building, excluding covered porch if present. Side facing/loading garages shall be permitted a minimum front yard setback of 10 feet, and shall have a minimum driveway length of 20 feet from the right-of-way to the garage entry. Primary structures may encroach into the front setback towards the curve of the right of way, on corner lots, up to 10 feet from the right of way providing line-of-site requirements are being met. No portion of the garage may be located nearer to the front -property line than the remainder of the principal structure.

\*\* Minimum rear setback of 5 feet for accessory structures and 3 feet for pool enclosures

3. Site development shall provide at a minimum the following:

- 4.1 Each unit shall provide a 2-car garage and driveway a minimum of 16 feet in width.
- 4.2 All driveways shall be provided in an alternating pattern on the left or right side of the unit's front façade.
- 4.3 Homes shall not have the same driveway location left or right side as the as the adjacent home. The alternating pattern may be adjusted at corner lots as necessary.
- 4.4 Street trees may include alternating pattern of shade and ornamental trees, subject to review by Natural Resources staff.
- 4.5 Side facing garage facades shall be architecturally finished with the same material/style as the main dwelling and shall have at least two windows.

4. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.

5. The project shall be served by, and limited to, one vehicular access connection to Bill Tucker Road.

6. Internal project roadways shall be privately owned and maintained and shall not be gated.

7. If PD 24-0146 is approved, the County Engineer will approve a Design Exception request (dated February 8, 2024) which was found approvable by the County Engineer (on February 9, 2024) for the Bill Tucker Road substandard road improvements. As Bill Tucker Road is a substandard collector roadway, the developer will be required to make certain improvements to Bill Tucker Road consistent with the Design Exception. Specifically, prior to or concurrent

with the initial increment of development, the developer shall construct (in addition to the sidewalk required along its Bills Tucker Road frontage pursuant to the Hillsborough County Land Development Code (LDC)):

- 8.1 A minimum 5-foot-wide sidewalk for a distance of +/- 1,970 ft. along the south side of Bill Tucker Road (between the existing sidewalk and the sidewalk on US 301)
- 8.2 Provide a mid-block crossing on Bill Tucker Road at the project access. The design, location, and installation timing of the mid-block crossing will be determined by Hillsborough County Public Works during construction review.
8. 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.
9. 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.
10. 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).
11. 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.
12. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
13. An evaluation of the property supports the presumption that listed animal species may occur or have restricted activity zones throughout the property. Pursuant to the Hillsborough County Land Development Code (LDC), a wildlife survey of any endangered, threatened or species of special concern in accordance with the Florida Fish and Wildlife Conservation Commission Wildlife Methodology Guidelines shall be required. This survey information must be provided upon submittal of the preliminary plans through the Land Development Code's Site Development or Subdivision process. Essential Wildlife Habitat as defined by the LDC must be addressed, if applicable, in consideration with the overall boundaries of this rezoning request. The site plan may be modified from the Certified Site Plan to avoid impacting listed species.
14. An evaluation of the property identified the potential existence of significant wildlife habitat as delineated on the Hillsborough County Significant Wildlife Habitat Map. The potential for upland significant wildlife habitat within the boundaries of the proposed application shall require the site plan submitted through the Hillsborough County Land Development Code's Site Development or Subdivision review process to identify its existence by type (mesic or xeric) and location and how the Land Development Code preservation provision for upland significant wildlife habitat will be addressed. The site plan may be modified from the Certified Site Plan to preserve significant wildlife habitat.
15. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas. This statement should be identified as a condition of the rezoning.



- 16. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Planning and Growth Management Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
- 17. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 18. The construction and location of any proposed environmental impacts are not approved by this correspondence but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 19. If the notes and/or graphic on the site plan 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. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

<b>Zoning Administrator Sign Off:</b>	 J. Brian Grady Mon Feb 12 2024 16:25:31
<p><b>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN &amp; BUILDING REVIEW AND APPROVAL.</b></p> <p>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.</p>	

**APPLICATION NUMBER: RZ-PD 24-0146**

ZHM HEARING DATE: February 20, 2024

BOCC LUM MEETING DATE: April 9, 2024

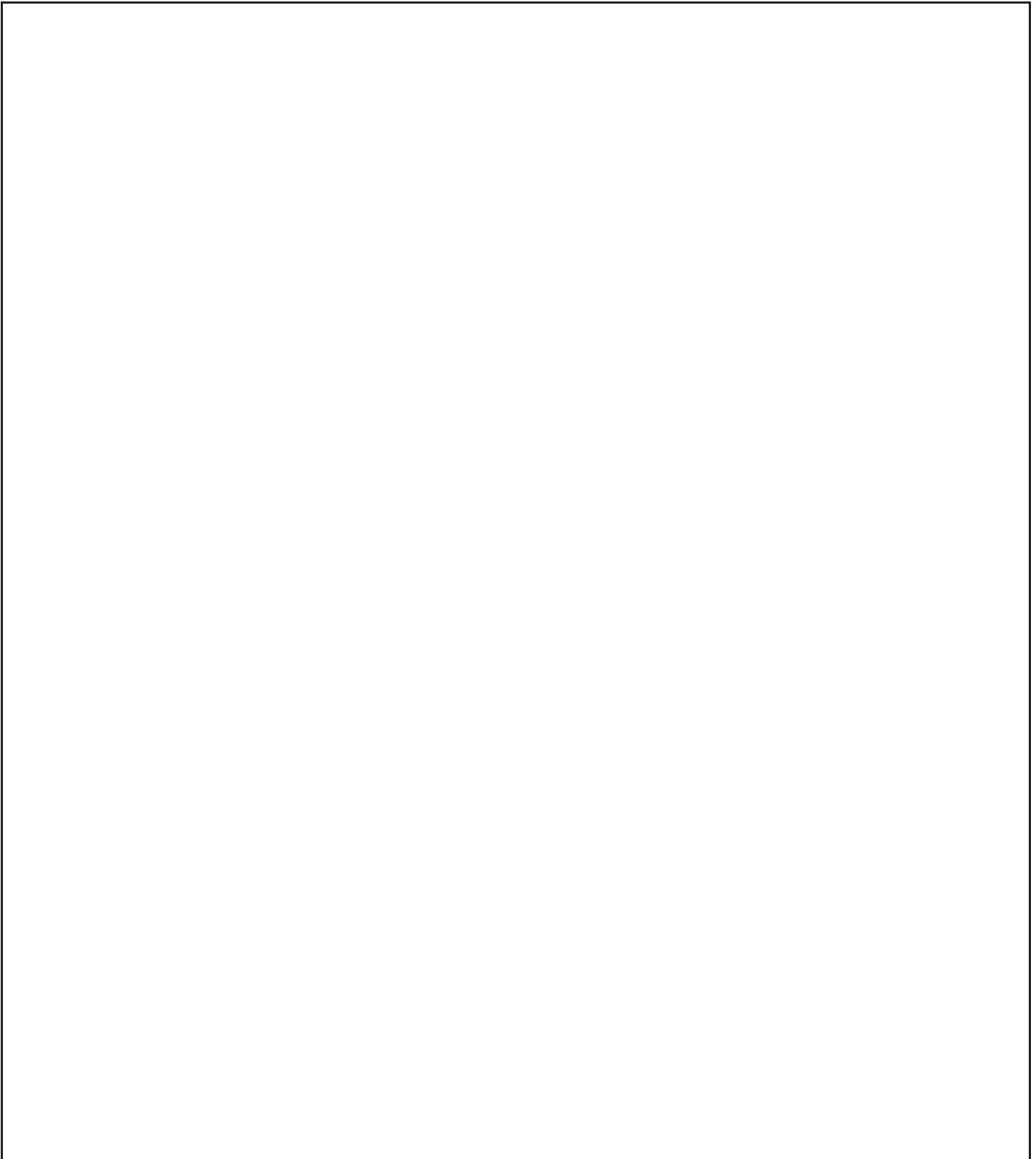
Case Reviewer: Planner Sam Ball

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## **7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS**



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







**APPLICATION NUMBER: RZ-PD 24-0146**

ZHM HEARING DATE: February 20, 2024

BOCC LUM MEETING DATE: April 9, 2024

Case Reviewer: Planner Sam Ball

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

## AGENCY REVIEW COMMENT SHEET

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TO: Zoning Technician, Development Services Department

DATE: 2/9/2024

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Apollo Beach/ South

PETITION NO: PD RZ 24-0146

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

### **CONDITIONS OF APPROVAL**

1. Notwithstanding anything herein these conditions or on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
2. The project shall be served by, and limited to, one (1) vehicular access connection to Bill Tucker Road.
3. Internal project roadways shall be privately owned and maintained and shall not be gated.
4. If PD 240146 is approved, the County Engineer will approve a Design Exception request (dated February 8, 2024) which was found approvable by the County Engineer (on February 9, 2024) for the Bill Tucker Road substandard road improvements. As Bill Tucker Road is a substandard collector roadway, the developer will be required to make certain improvements to Bill Tucker Road consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct (in addition to the sidewalk required along its Bill Tucker Road frontage pursuant to the Hillsborough County Land Development Code):
  - a. A minimum 5-foot-wide sidewalk for a distance of +/- 1,970 ft. along the south side of Bill Tucker Road (between the existing sidewalk and the sidewalk on US 301)
  - b. Provide a mid-block crossing on Bill Tucker Road at the project access. The design, location, and installation timing of the mid-block crossing will be determined by Hillsborough County Public Works during construction review.

### **PROJECT SUMMARY AND ANALYSIS**

The applicant is requesting to rezone three parcels, totaling +/- 24.28 ac., from Agricultural Rural (AR) to Planned Development (PD). The proposed PD is seeking entitlements to permit up to 44 single-family detached dwelling units.

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

Existing Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR, 4 single-family detached dwelling units (ITE LUC 210)	52	4	5

Proposed Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 44 single-family detached dwelling units (ITE LUC 210)	474	35	46

Trip Generation Difference:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Difference</b>	<b>+422</b>	<b>+31</b>	<b>+41</b>

**TRANSPORTATION INFRASTRUCTURE SERVING THE SITE**

Bill Tucker Road is a 2-lane, undivided, substandard, Hillsborough County-maintained collector roadway. The roadway is characterized by +/- 10-foot travel lanes. Bills Tuckers lies within +/- 50ft of right of way in the immediate vicinity of the proposed project. There are +/- sidewalks on the south side of the roadway in the vicinity of the proposed project.

**SITE ACCESS AND CONNECTIVITY**

The applicant is proposing one (1) access connection to serve the proposed project to Bill Tucker Road. Staff had initially required additional stub outs to the eastern and western project boundaries based on with LDC Sec. 6.02.01.A.15. The applicant has since submitted a detailed justification for why those stub outs cannot be made based on existing environmental constraints surrounding the project site. The Applicant is not proposing any cross-access stub-outs to the north due to the existence of wetlands near Bullfrog Creek on the northern portion of the Site. The Applicant is not proposing any cross-access to the east or west for similar environmental constraints that characterize the surrounding area. Specifically, to the west of the site is vacant land with visible wetlands in the northern portion, which becomes more pronounced moving further west. The Site and the adjacent properties to the east and west lie within a “crescent” of environmentally sensitive lands (comprised of wetlands, floodplain, significant wildlife habitat, and ELAPP properties), which preclude a road network between the subject site and surrounding properties and the general surrounding area on the other side of such wetlands. Section 6.02.01.A.15 requires that street stub outs be provided to logically extend a street system into the surrounding area to ensure future street connections. Based on the included justification, staff does not object to stub outs not being included on-site.

The applicant is proposing ungated, privately maintained roadways. Staff notes this is the only option available to the project under Policy 4.1.4 of the Mobility Element of the Hillsborough County Comprehensive Plan, given surrounding development patterns, environmental features, etc.

Site access facilities on Bill Tucker Road are not warranted pursuant to Sec. 6.04.04.D. of the LDC.

**TRANSIT FACILITIES**

Consistent with Sections 6.02.17 and 6.03.09 of the LDC, transit facilities are not required for the subject project.



## **DESIGN EXCEPTION REQUEST – BILL TUCKER ROAD SUBSTANDARD ROAD**

As Bill Tucker Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dated February 8, 2024) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on February 9, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-lane Rural Local and Collector Roadways) include:

1. The roadway will be permitted to remain (except as otherwise provided for in the conditions proposed hereinabove) in a minimum 50-foot-wide right-of-way in lieu of the 96 feet required pursuant to TS-7;
2. The developer will be permitted to maintain the existing 10-foot-wide travel lanes in lieu of the 12-foot-wide travel lanes required by TS-7; and,

As stated in the request, the developer is proposing to construct (in addition to the sidewalk required along its Bill Tucker Road frontage pursuant to the Hillsborough County Land Development Code):

- a. A minimum 5-foot-wide sidewalk for a distance of +/- 1,970 ft. along the south side of Bill Tucker Road (between the existing sidewalk and the sidewalk on US 301)
- b. Provide a mid-block crossing on Bill Tucker Road at the project access. The design, location, and installation timing of the mid-block crossing will be determined by Hillsborough County Public Works during construction review.

If PD 24-0146 is approved, the County Engineer will approve the Design Exception request.

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

Bill Tucker Road was not included in the Hillsborough County Level of Service Report. As such, 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
Bill Tucker Road	County Collector - Urban	Choose an item. Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	52	4	6
Proposed	474	35	46
Difference (+/-)	+422	+31	+41

\*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		None	None	Meets LDC
South	X	None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Bill Tucker Road/ Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

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 type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Staff Report.

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**From:** Williams, Michael <WilliamsM@hcfl.gov>

**Sent:** Friday, February 9, 2024 2:56 PM

**To:** Steven Henry <shenry@lincks.com>

**Cc:** Kami Corbett <kami.corbett@hwhlaw.com>; Ball, Fred (Sam) <BallF@hcfl.gov>; Steady, Alexander <SteadyAl@hcfl.gov>; Perez, Richard <PerezRL@hcfl.gov>; Tirado, Sheida <TiradoS@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>; PW-CEIntake <PW-CEIntake@hcfl.gov>

**Subject:** FW: RZ PD 24-0146 - Design Exception Review

**Importance:** High

Steve,

I have found the attached Design Exception (DE) for PD 24-0146 APPROVABLE.

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

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

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

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

Mike

**Michael J. Williams, P.E.**  
**Director, Development Review**



## County Engineer

Development Services Department

---

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

## Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

---

**From:** Tirado, Sheida <[TiradoS@hcfl.gov](mailto:TiradoS@hcfl.gov)>

**Sent:** Friday, February 9, 2024 2:12 PM

**To:** Williams, Michael <[WilliamsM@hcfl.gov](mailto:WilliamsM@hcfl.gov)>

**Cc:** Steady, Alexander <[SteadyAl@hcfl.gov](mailto:SteadyAl@hcfl.gov)>; De Leon, Eleonor <[DeLeonE@hcfl.gov](mailto:DeLeonE@hcfl.gov)>

**Subject:** RZ PD 24-0146 - Design Exception Review

**Importance:** High

Hello Mike,

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

[shenry@lincks.com](mailto:shenry@lincks.com)

[kami.corbett@hwhlaw.com](mailto:kami.corbett@hwhlaw.com)

[ballf@hcfl.gov](mailto:ballf@hcfl.gov)

[steadyal@hcfl.gov](mailto:steadyal@hcfl.gov)

[perezrl@hcfl.gov](mailto:perezrl@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE** *(she/her/hers)*

**Transportation Review Manager**

Development Services Department

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P: (813) 276-8364  
E: [tirados@hcfl.gov](mailto:tirados@hcfl.gov)  
W: <https://hcfl.gov/>

## Hillsborough County

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**LINCKS & ASSOCIATES, INC.**

February 8, 2024

Mr. Michael Williams, PE  
County Engineer Development Review Director  
Hillsborough County  
601 East Kennedy Blvd., 20<sup>th</sup> Floor  
Tampa, FL 33602

Re: Bill Tucker Road  
PD 24-0146  
Folio 077951.0000  
077951.0075  
077938.0020  
Lincks Project No. 23136

The purpose of this letter is to request a Design Exception to the Hillsborough County Transportation Technical Manual per Section 1.7.2 to meet Land Development Code Section 6.04.03L for Bill Tucker Road from US 301 to the project access.

The developer proposes to rezone the property to PD to allow 44 Single Family Homes.

Table 1 provides the trip generation for the proposed project. The proposed PD plan is included in the Appendix of this letter.

According to the Hillsborough County Roadway Functional Classification Map, Bill Tucker Road is classified as a collector roadway. The subject site is within the Hillsborough County Urban Service Area.

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Bill Tucker Road from the project access to US 301. The segment of Bill Tucker Road currently has the following characteristics:

- Two (2) lane rural roadway
- Ten (10) foot lanes
- No paved shoulders
- The existing right of way is approximately 50 feet
- Sidewalk on the south side for approximately 1,775 feet of the total 3,150 feet of the subject segment of Bill Tucker Road.

The following provides a summary of the existing road compared to the elements of TS-7:

- 1) Lane Width – TS-7 has 12 foot lanes. The existing roadway has 10 foot lanes.

5023 West Laurel Street  
Tampa, FL 33607  
813 289 0039 Telephone  
8133 287 0674 Telefax  
[www.Lincks.com](http://www.Lincks.com) Website

**24-0146**

Mr. Mike Williams  
February 8, 2024  
Page 2

- 2) Shoulders – TS-7 has 8 foot shoulder with 5 feet paved. The existing roadway has no paved shoulders.
- 3) Sidewalk – TS-7 has 5 foot sidewalk on both sides of the road. There is sidewalk along the approximately 1,775 feet of the total 3,150 feet on the south side.
- 4) Drainage Ditches – TS-7 has road side ditches on both sides of the road. There are minimal to no ditches on the roadway.
- 5) Right of Way - TS-7 has 96 feet of right of way. The existing road has 50 feet of right of way.

Due to limited right of way along the subject segment of the roadway, the following improvements are proposed:

1. Sidewalk – Construct approximately 1,970 feet of the missing segment of sidewalk along the south side of Bill Tucker Road, south of the project, to connect the sidewalk to US 301, as shown in Figure 1.
2. Pedestrian Crossing – Provide a mid-block crossing on Bill Tucker Road at the project access. The design, location and installation timing of the mid-block crossing will be determined by Hillsborough County Public Works during construction review.

Figure 1 illustrates the limits of the proposed sidewalk.

Based on the above, it is our opinion, the proposed improvements to Bill Tucker Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.



Mr. Mike Williams  
February 8, 2024  
Page 3

Please do not hesitate to contact us if you have any questions or require any additional information.

Best Regards,

Steven J Henry  
President  
Lincks & Associates, Inc.  
P.E. #51555



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

- Disapproved**
- Approved**
- Approved with Conditions**

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

**Sincerely,**

**Michael J. Williams  
Hillsborough County Engineer**

TABLE 1  
TRIP GENERATION (1)

<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>		<u>PM Peak Hour</u> <u>Trip Ends</u>	
				<u>In</u>	<u>Out</u>	<u>In</u>	<u>Out</u>
Single Family	210	44 DU's	474	9	26	29	17
					<u>Total</u>	<u>Total</u>	<u>Total</u>
					35	46	46

(1) Source: ITE Trip Generation Manual, 11<sup>th</sup> Edition, 2021.





NORTH  
nts

DATED: 11/20/23

PROJECT

BILL TUCKER RD.

U.S. 301

EXISTING SIDEWALK

PROPOSED SIDEWALK  
(1370 FT)

FIGURE 1  
PROPOSED IMPROVEMENTS



APPENDIX



PD PLAN







HILLSBOROUGH COUNTY ROADWAY  
CLASSIFICATION MAP



# HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



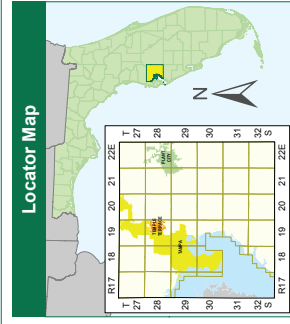
## Legend

- Functional Classifications  
Authority, Classification
- State, Principal Arterial
  - State, Arterial
  - Hillsborough, Arterial
  - Hillsborough, Collector
  - Urban Service Area Boundary
  - City Limits

The Hillsborough County Roadway Functional Map will be used in all matters in the Hillsborough County Land Development Code (LDC) that relate to functional classification of roads. Some, but not all, examples of those matters are as follows:

PART 3.02.00 INTERSTATE-75 PLANNED DEVELOPMENT DISTRICTS  
PART 3.03.00 STATE-94 PLANNED DEVELOPMENT DISTRICTS  
PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS  
PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES  
PART 6.07.00 FENCES AND WALLS  
PART 7.01.00 ZONING REGULATIONS  
PART 12.01.00 DEFINITIONS  
OTHER PARTS OF THE LDC NOT LISTED ABOVE.

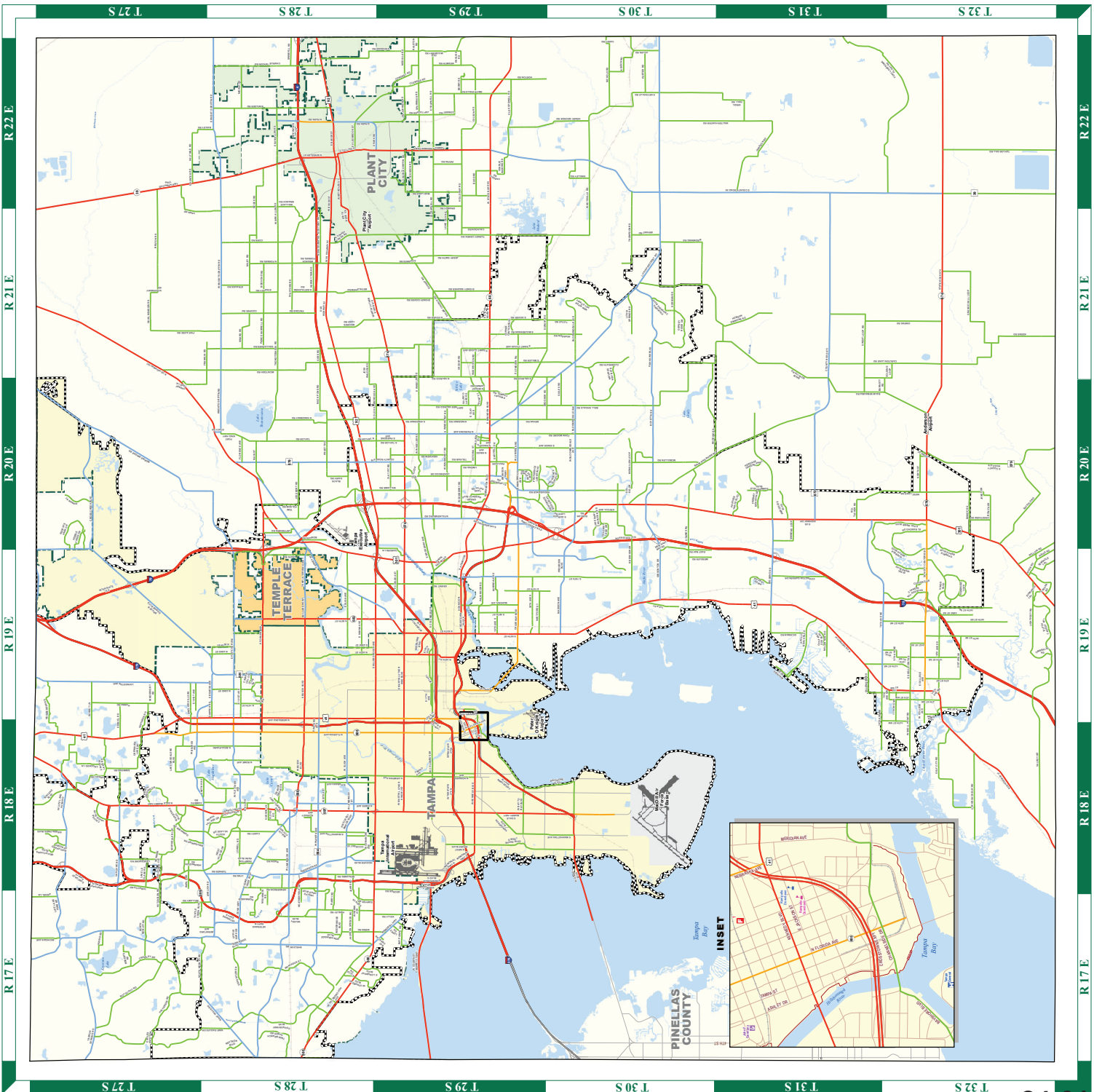
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighbourhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant, represent, or guarantee the accuracy of the information shown on this map. Hillsborough County does not enter expressed or implied, including, but not limited to, the implied warranties of merchantability and fitness for a particular purpose.

SOURCE: This map has been prepared for the inventory of road property lines within Hillsborough County and is not intended to be used for any other purpose. The information shown on this map is based on the best available information for verification of the information contained on this map.

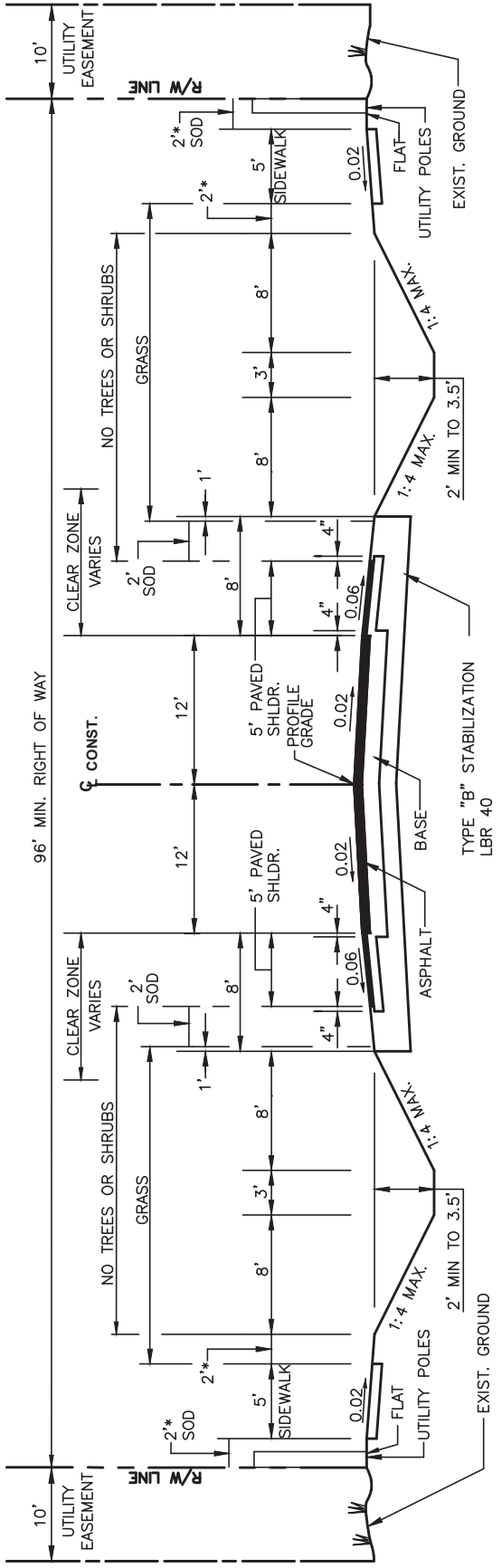
601 E. Kennedy Blvd  
Tampa, FL 33602  
(813) 272-5610  
printroom@hillsboroughcounty.org



TS-7



DRAWING NO. **TS-7**  
SHEET NO. 1 OF 1



**TYPICAL SECTION**

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- \* 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

**LOCAL & COLLECTOR RURAL ROADS  
(2 LANE UNDIVIDED)  
TYPICAL SECTION**



**TRANSPORTATION  
TECHNICAL  
MANUAL**

REVISION DATE:  
10/17





**Hillsborough County  
City-County  
Planning Commission**

<b>Unincorporated Hillsborough County Rezoning</b>	
<b>Hearing Date:</b> February 20, 2024  <b>Report Prepared:</b> February 8, 2024	<b>Petition: PD 24-0146</b>  <b>10906 Bill Tucker Road</b>  <i>North of Bill Tucker Road and east of U.S. Highway 301</i>
<b>Summary Data:</b>	
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	<b>Residential-4 (4 du/ga; 0.25 FAR)</b>
<b>Service Area</b>	<b>Urban</b>
<b>Community Plan</b>	Southshore Areawide Systems Plan
<b>Request</b>	Rezone from Agricultural Rural (AR) to Planned Development (PD) to develop 44 single family residential units
<b>Parcel Size (Approx.)</b>	24.5 +/- acres
<b>Street Functional Classification</b>	Bill Tucker Road – <b>County Collector</b> U.S. Highway 301 – <b>State Principal Arterial</b>
<b>Locational Criteria</b>	N/A
<b>Evacuation Area</b>	None



## **Context**

- The subject site is located north of Bill Tucker Road and east of U.S. Highway 301 on approximately 24.5 ± acres.
- The site is in the Urban Service Area and within the limits of the Southshore Areawide Systems Plan.
- The site has a Future Land Use designation of Residential-4 (RES-4), which allows for consideration of up to 4 dwelling units per gross acre and a maximum Floor Area Ratio (FAR) of 0.25. The intent of the RES-4 is to designate areas that are suitable for low density residential development. Typical uses in the RES-4 include residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Non-residential uses shall meet locational criteria for specific land use.
- The subject site is surrounded by Residential-4 (RES-4) on all sides. Wimauma Village Residential-2 (WVR-2) and Residential Planned-2 (RP-2) are located further to the east. Natural Preservation (N) and Suburban Mixed Use-6 (SMU-6) are located further west and southwest of the site.
- The subject site is currently agricultural land and is mainly surrounded by vacant land, agricultural uses, mobile homes, and single-family residential neighborhoods.
- The subject site is zoned Agricultural Rural (AR). It is mainly surrounded by AR zoning to the north and east, Planned Development (PD) zoning to the south and Agricultural, Single-Family-1 (AS-1) zoning to the west. There is one parcel of Residential, Single-Family Conventional-4 (RSC-4) zoning immediately west of the site.
- There are approximately 14.2 acres of wetlands on the site.
- The applicant requests to rezone from Agricultural Rural (AR) to Planned Development (PD) to develop 44 single family residential units.

## **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.

### **Land Use Categories**

**Objective 8:** The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.

**Policy 8.1:** The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.

### **Relationship to Land Development Regulations**

**Objective 9:** All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

**Policy 9.2:** 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

**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.

**Policy 16.10:** Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or

activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

## **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 (ESS)**

**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: SouthShore Areawide Systems**

### *Cultural/Historic Objective*

*The community desires to:*

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



4. *Maintain housing opportunities for all income groups.*
  - a. *Explore and implement development incentives throughout SouthShore that will increase the housing opportunities for all income groups, consistent with and furthering the goals, objectives and policies within the Comprehensive Plan Housing Element.*

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

The subject site is located north of Bill Tucker Road and east of U.S. Highway 301 on approximately 24.5 ± acres. The site is in the Urban Service Area and within the limits of the Southshore Areawide Systems Plan. The applicant requests to rezone from Agricultural Rural (AR) to Planned Development (PD) to develop 44 single family residential units. The subject site is mainly surrounded by vacant land, agricultural uses, mobile homes and single-family residential neighborhoods.

The subject site is in the Urban Service Area and per Objective 1 of the Future Land Use Element (FLUE), where 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that "Compatibility does not mean "the same as." Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." The proposed density in the RES-4 FLU designation is compatible with the existing character of development in the area. The site is surrounded by the RES-4, Wimauma Village Residential-2 (WVR-2), and Residential Planned-2 (RP-2) designations. The area mainly contains single family residential uses. The proposal is consistent with Policy 1.2 as it meets the 75% minimum density expected for the acreage of this site.

The proposal is consistent with Policy 1.2, and 13.3 as it relates to minimum density and environmental considerations. Per Policy 13.3, the site is over 25% wetlands and qualifies for a density credit. The allowable density has been calculated as follows: 10.3 acres uplands x 1.25 x 4 du/ac = 51 dwelling units maximum (38 units minimum at 75% of maximum). 44 dwellings are being proposed and the site is more than 25% wetlands; therefore, it is consistent with Policy 13.3. The Environmental Protection Commission Wetlands Division has reviewed the proposed site and has determined that a resubmittal is not necessary. 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 in the Environmental and Sustainability Section (ESS).

The proposed rezoning meets the intent of Objective 16 and policies 16.1, 16.2, 16.3, 16.7, 16.8 and 16.10. The proposal includes appropriate setbacks and buffers. In addition, the stormwater retention areas proposed within the development serve as a buffer and protects the environmentally sensitive land on the northern portion of site. The proposed density and lot sizes are reflective of the surrounding neighborhoods. The site plan appears to show an efficient system of internal circulation with main access off Bill Tucker Road. The applicant has indicated that cross access to adjacent properties is not feasible due to the environmentally sensitive land that surrounds the northern portion of the site. At the time of filing this report, there were no comments in Optix by the County's Transportation Review Section, therefore that was not taken into consideration during this analysis.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this area mainly contains single family

residential, mobile homes, vacant and agricultural land and therefore the proposed residential use is compatible with the surrounding development pattern.

The proposed rezoning meets the intent of the Southshore Areawide Systems Plan. The proposal provides housing opportunities for the community and clusters the development away from the environmentally sensitive land, which is consistent with Goals 1 and 4 outlined in the Cultural/Historic Objective of the Plan.

Overall, staff finds that the proposed residential development is consistent with policy direction in the Urban Service Area. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies in the *Unincorporated Hillsborough County Comprehensive Plan*. The request 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 the conditions proposed by the Development Services Department.

