

Rezoning Application: 25-1338
Zoning Hearing Master Date: December 15, 2025
BOCC Land Use Meeting Date: February 10, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: David Edmunds
FLU Category: CMU-12
Service Area: Urban
Site Acreage: 0.9
Community Plan Area: East Lake/Orient Park
Overlay: None



Introduction Summary:

The applicant requests to rezone property from RSC-6 MH (Residential, Single-Family Conventional-Mobile Home Overlay) to PD (Planned Development) to allow for 10 dwelling units in five two-family structures.

Zoning:	Existing	Proposed
District(s)	RSC-6-MH	PD
Typical General Use(s)	Single-Family Residential Conventional or Mobile Home	Two-Family Residential Conventional
Acreage	0.9	0.9
Density/Intensity	6 units per acre	11 units per acre
Mathematical Maximum*	5 dwelling units	10 dwelling units

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-6-MH	PD
Lot Size / Lot Width	7,000 sf / 70'	3,948 sf / 32.9'
Setbacks/Buffering and Screening	25' Front 25' Rear 7.5' Sides	25' Front 20' Rear 7' Sides
Height	35'	35'

Additional Information:

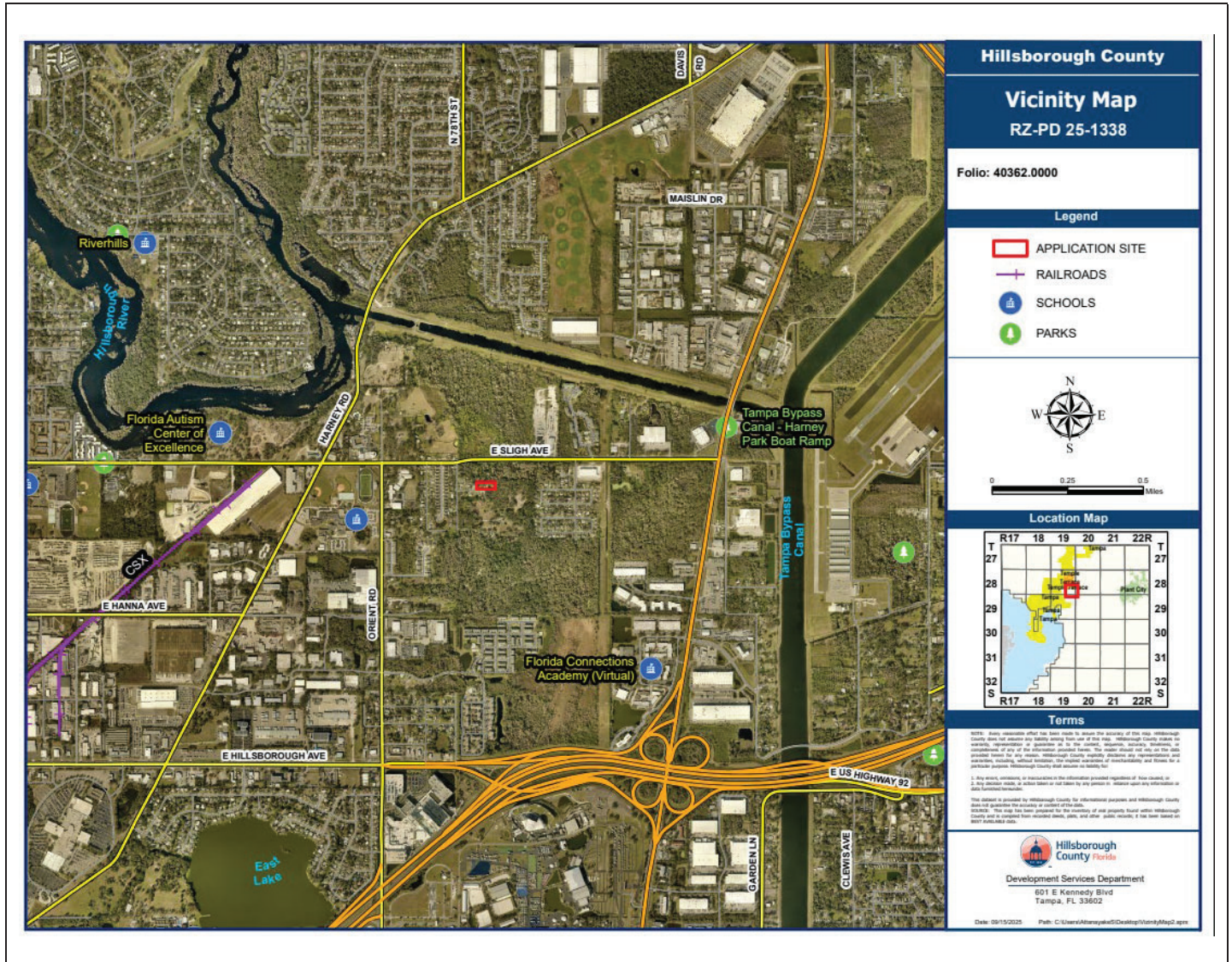
PD Variation(s)	None requested as part of this application
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

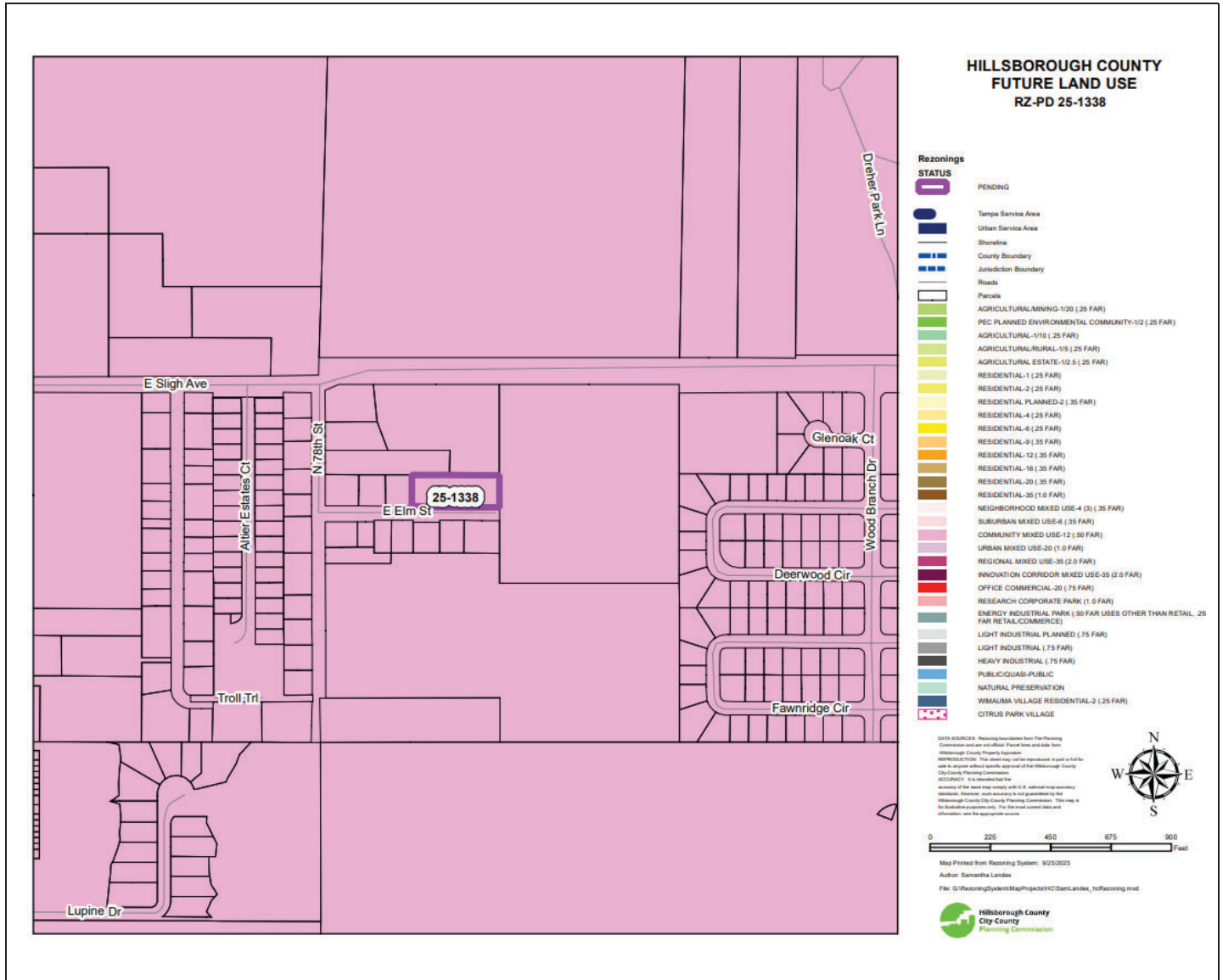


Context of Surrounding Area:

The site is located on Elm Street, east of N. 78th Street and south of E. Sligh Avenue within the East Lake-Orient Road community. The general area consists of residential uses (single family detached, two-family attached and single-family attached). Tampa Bay Technical High School is located approximately 0.32 miles to the west on the south side of Sligh Avenue. US Hwy 301 North and the Tampa Bypass Canal are located east of the site.

2.0 LAND USE MAP SET AND SUMMARY DATA

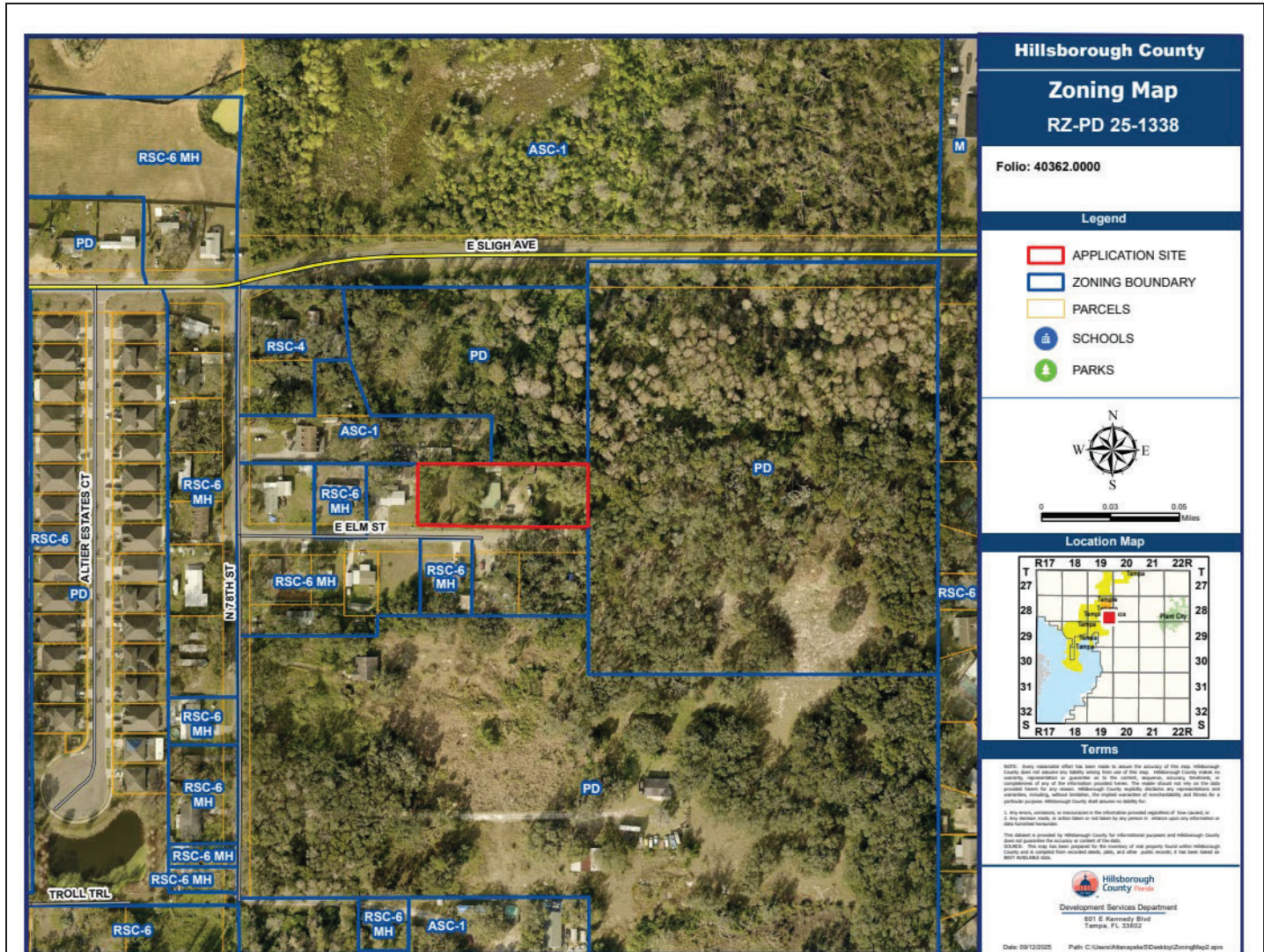
2.2 Future Land Use Map



Subject Site Future Land Use Category:	CMU-12
Maximum Density/F.A.R.:	12 units per acre
Typical Uses:	Agricultural, residential, commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects

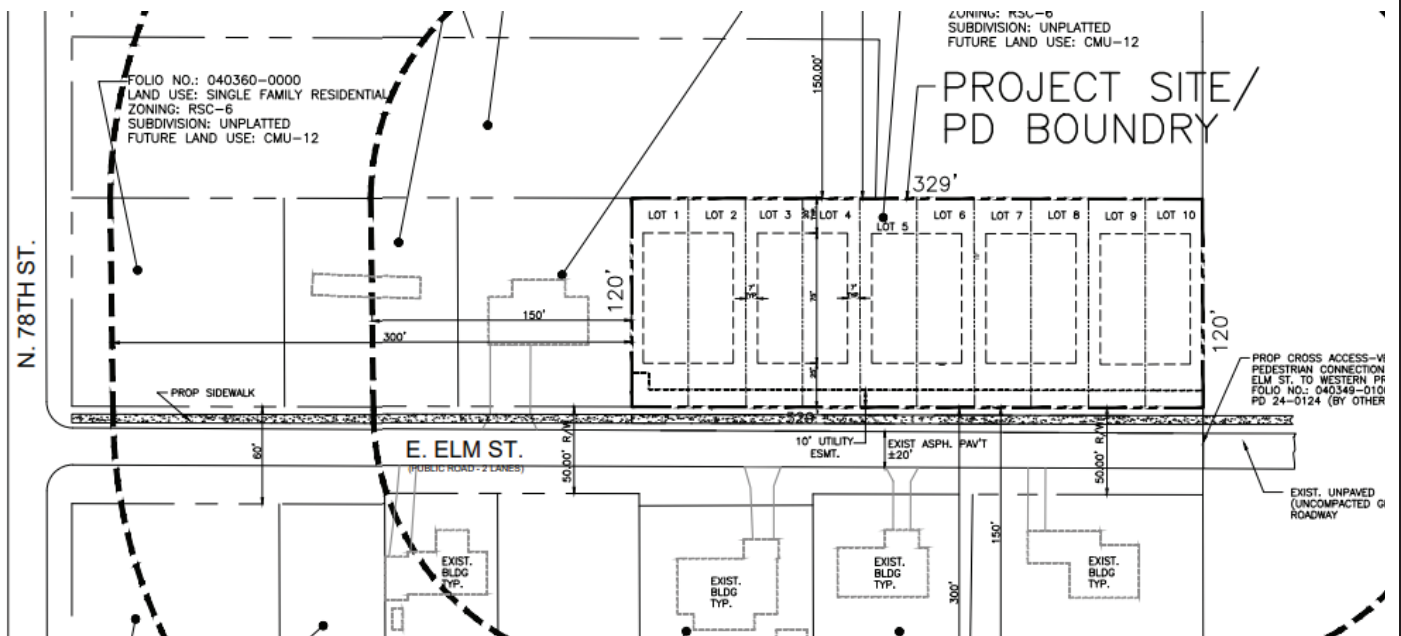
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	ASC-1 PD 24-0789	ASC-1: 1 unit per acre PD: 8.16 units per acre	ASC-1: Single-Family Detached Conventional PD: Single-Family Attached	ASC-1 Single-Family Residential PD: Vacant
South	RSC-6 MH	6 units per acre	Single-Family Residential Detached Conventional or Mobile Home	Single-Family Residential
East	PD 24-0124	11 units per acre	Single-Family Residential Attached and Detached	Vacant
West	RSC-6 MH	6 units per acre	Single-Family Residential Detached Conventional or Mobile Home	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA**2.4 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)

3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
E Elm Street	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input checked="" type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	46	4	5
Proposed	69	5	5
Difference (+/-)	+23	+1	No Change

*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		None	None	
South	X	None	None	Meets LDC
East		None	None	
West		None	None	

Notes:

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input 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 checked="" type="checkbox"/> Other _____ Airport Height Zone _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" 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	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" 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

The site is located within an area approved for various housing types – single-family detached conventional, single-family detached mobile home, single-family attached (townhome) and two-family attached. Property to the north is approved for 3-story four and three unit attached housing (townhomes), while property to the east is approved for a mixture of single-family attached (townhome) and two-family attached. Both adjacent PDs will provide Land Development Code required buffering and screening to the subject site. The proposed development standards are comparable to the RSC-6 development standards found to the south and west.

Staff finds the proposed development to be compatible with the surrounding area.

5.2 Recommendation

Support, subject to proposed conditions of approval.

6.0 PROPOSED CONDITIONS

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 19, 2025.

1. The site shall be limited to a maximum of 10 dwelling units in five two-family attached dwelling structures.
2. Development standards shall be as follows:

Minimum Lot Size:	3,948 sf
Minimum Lot Width:	32.9 ft
Minimum Front Yard Setback:	25 ft
Minimum Rear Yard Setback:	20 ft
Minimum Side Yard Setback:	7 ft (external property line)
Maximum Building Height:	35 feet
3. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. The site plan may be modified from the Certified Site Plan to avoid tree removal.
4. 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.
5. 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.
6. The project shall take access to E Elm Street. Each residential unit shall be permitted one (1) driveway connection to E Elm Street.
7. The developer shall construct a sidewalk along the north side of E Elm Street from the project's easternmost boundary to the intersection of E Elm Street and N 78th Street.
8. 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.
9. In the event there is a conflict between a zoning condition of approval, as stated herein, and any written or graphic notation on the general site plan, the more restrictive requirement shall apply.
10. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

J. Brian Grady

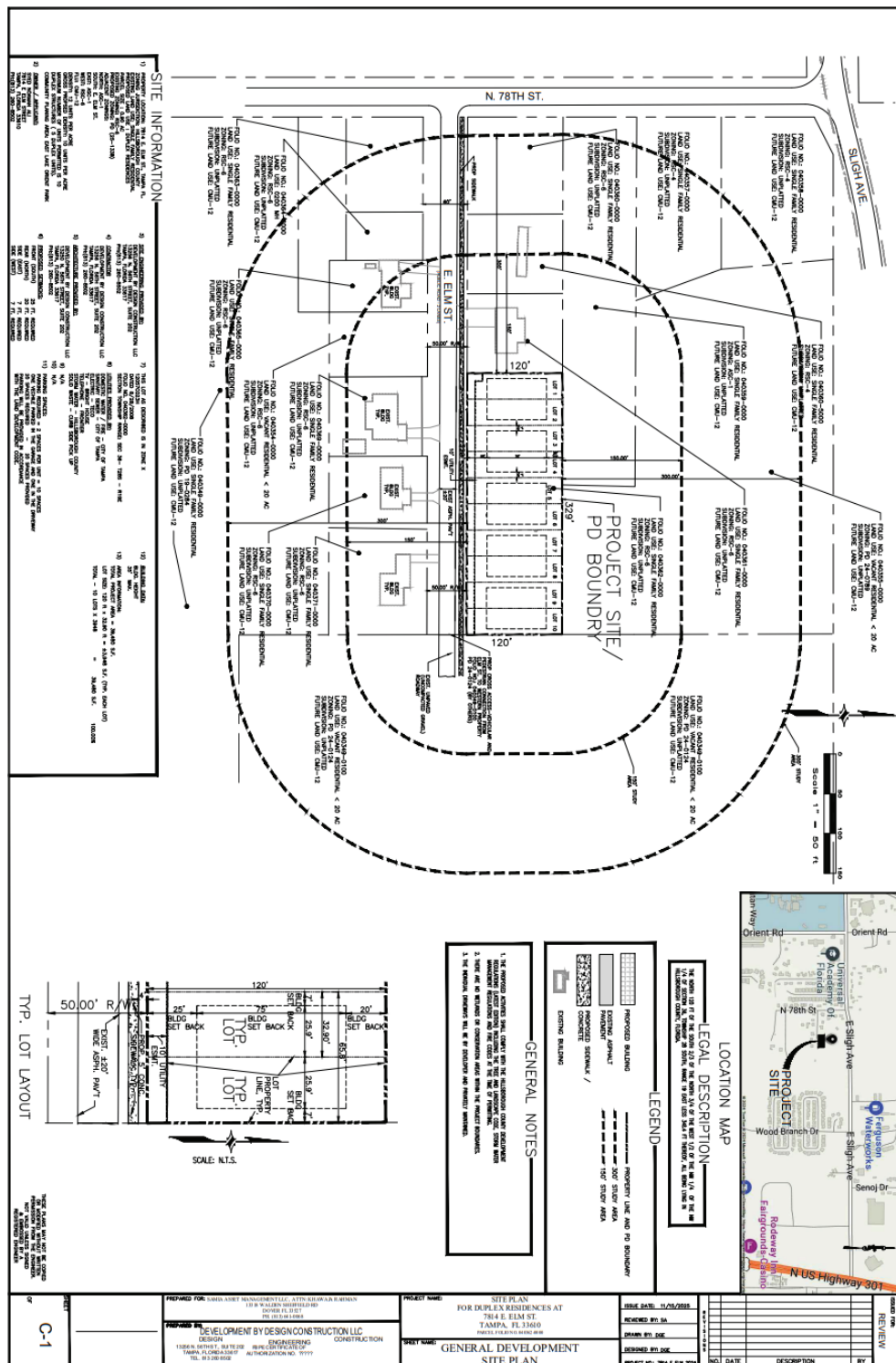
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

None.

8.0 PROPOSED SITE PLAN (FULL)



APPLICATION NUMBER: PD 25-1338

ZHM HEARING DATE: December 15, 2025

BOCC LUM MEETING DATE: February 10, 2026

Case Reviewer: James Baker, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 12/05/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: East Lake Orient Park

PETITION NO: PD 25-1338

- ☐ 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

- The project shall take access to E Elm Street. Each residential unit shall be permitted one (1) driveway connection to E Elm Street.
- The developer shall construct a sidewalk along the north side of E Elm Street from the project's easternmost boundary to the intersection of E Elm Street and N 78th Street.
- 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.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone from Residential, Single-Family Conventional (RSC-6) to a Planned Development (PD) on approximately 0.9 acres for the development of 5 duplex structures with a maximum of 10 dwelling units. The subject site is located on the north side of E Elm Street approximately 330 feet east of N 78th Street.

Trip Generation Analysis

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation letter, and a detailed site access analysis was not required. Staff prepared a comparison of the trips potentially generated under the existing zoning and the proposed zoning, utilizing a generalized worst-case scenario. The information below is based on data from the Institute of Transportation Engineer's *Trip Generation Manual, 12th Edition*.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-6, Single-Family Detached/5 dwelling units (ITE Code 210)	46	4	5

Proposed Use:

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

PD, Single-Family Attached/10 dwelling units (ITE Code 215)	69	5	5
--	----	---	---

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+23	+1	No Change

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

E Elm Street is a 2-lane, substandard local roadway. It is characterized by +/- 20 feet of pavement in average condition, no sidewalks, paved shoulders, or curb and gutter within the vicinity of the project and lies within a +/- 50-foot-wide right of way. The roadway pavement appears to stop +/- 100 feet before the terminus of E Elm Street.

SITE ACCESS & CONNECTIVITY

The project is proposed to have individual driveway access connections to E Elm Street to serve each residential dwelling unit. Although the roadway is substandard, the project is not subject to substandard road improvements as the peak hour trips do not exceed 10 vehicular trips and the roadway meets the minimum life safety standards, i.e. 16-foot of pavement within a 20-foot clear zone.

The developer has committed to the off-site improvement of constructing a sidewalk along the entire north side of E Elm Street.

Currently E Elm Street ends at the easternmost boundary of the subject site. The adjacent property to the east (PD 24-0124) is approved for a full access connection to E Elm Street. This connection will provide alternative means of access for residents of both projects and will provide alternative access for both developments in the event an emergency blocked the primary access connection to either project. PD 24-0124 has an approved Design Exception for E Elm Street substandard roadway improvements requiring that development to pave the approximate 100-foot unpaved section of E Elm Street with a minimum pavement width of 20 feet.

If the E Elm Street access to PD 24-0124 were to be removed or prohibited, both developments would lose the benefit of alternative means of access, either daily or in the event of an emergency, and the subject site may be responsible for end-of-roadway treatments that could considerably reduce the site's developable area possibly reducing the unit yield.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

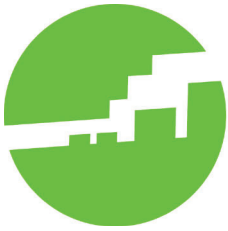
E Elm Street is not included in the 2024 Hillsborough County Level of Service (LOS) Report. As such, no LOS information for this roadway can be provided.

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

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS

E Sligh Avenue	Orient Road	U.S. Highway 301	D	C
----------------	-------------	---------------------	---	---

Source: [2024 Hillsborough County Level of Service \(LOS\) Report](#)



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: December 15, 2025 Report Prepared: December 4, 2025	Case Number: PD 25-1338 Folio(s): 40362.0000 General Location: South of Sligh Avenue East, east of 78 th Street North
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Community Mixed Use-12 (12 du/ga; 0.50 FAR)
Service Area	Urban
Community Plan(s)	East Lake-Orient Park
Rezoning Request	Residential Single Family Conventional (RSC-6) to Planned Development (PD) to develop 10 dwelling units (5 duplexes)
Parcel Size	+/- 0.91 acres
Street Functional Classification	Sligh Avenue – County Collector 78 th Street North – Local
Commercial Locational Criteria	Not applicable
Evacuation Area	Zone D

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Community Mixed Use-12	RSC-6	Single Family
North	Community Mixed Use-12	ASC-1 + PD	Vacant + Single Family
South	Community Mixed Use-12	RSC-6	Single-Family Residential
East	Community Mixed Use-12	PD	Vacant
West	Community Mixed Use-12	RSC-6	Single-Family Residential

Staff Analysis of Goals, Objectives and Policies:

The ± 0.91-acre subject site is located south of Sligh Avenue East and east of 78th Street North. The site is in the Urban Service Area and is within the limits of the East Lake-Orient Park Community Plan. The subject site has a Future Land Use (FLU) designation of Community Mixed-Use-12 (CMU-12), which allows for the consideration of agricultural, residential, commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects. The applicant is requesting to rezone the site to Planned Development to develop 10 dwelling units.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. Policy 3.1.3 requires all new developments to be compatible with the surrounding area, noting that "compatibility does not mean 'the same as.' Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." There are single-family uses surrounding the site, and west of 78th Street the area consists of high-density single-family homes. The proposal for 10 dwelling units meets the intent of FLUS Objective 1.1.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the CMU-12 Future Land Use category, which is intended for urban in intensity and density of uses. The CMU-12 FLU category allows for 12 dwelling units per gross acre. With 0.91 acres the site can be considered for up to 10 dwelling units ($0.91 \times 12 = 10.92$ dwelling units). The proposal aligns with the intent of Objective 2.2.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). County Transportation staff did not object to the proposed request; therefore, the subject site meets the intent of FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1, which require new development to be compatible with the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of single-family residential uses, all within the CMU-12 Future Land Use category. The proposed request aligns with this established pattern by introducing a residential development that mirrors the predominant character of the area. Residential-to-residential development is inherently compatible, particularly when the proposed density and scale are consistent with surrounding homes, as is the case here with proposed lot sizes of 120 feet X 65.80 feet. To further enhance compatibility with adjacent single-family residences, the proposal includes installation of a 6-foot vinyl fence around the perimeter. This buffer will help maintain privacy, reduce potential visual impacts, and reinforce the residential continuity of the area.

The subject site is within the limits of the East Lake-Orient Park Community Plan. One of the goals of the East Lake-Orient Park Community Plan is to ensure that new developments include pedestrian and bicycle access. The site is interconnected with adjacent single-family homes along Elm Street, which ensures convenient pedestrian connectivity and supports the Plan's emphasis on an accessible and well-linked neighborhood structure.

Overall, staff finds that the proposed use is an allowable use in the CMU-12, is compatible with the existing development pattern found within the surrounding area and does support the vision of the East Lake-Orient Park Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

Staff Identified Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan* Related to the Request:

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: Direct at least 80% of new population growth into the USA and adopted Urban expansion areas through 2045. Building permit activity and other similar measures will be used to evaluate this objective.

Relationship to the Future Land Use Map

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

Objective 2.1: *The Future Land Use Map is a regulatory tool governing the pattern of development in unincorporated Hillsborough County through the year 2045.*

Policy 2.1.1: *The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further described in Appendix A, that establish permitted land uses and maximum densities and intensities.*

Future Land Use Categories

Objective 2.2: *The Future Land Use Map (FLUM) Shall identify Land Use Categories, summarized in table 2.2 of the Future Land Use Element.*

Policy 2.2.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Compatibility

Policy 3.1.1: *Restrict incompatible land uses to protect established and planned neighborhoods and communities by utilizing planning principles that limit commercial development in residential Future Land Use categories. Commercial and mixed-use in residential Future Land Use categories shall be limited to neighborhood serving guided by the commercial locational criteria in Objective 4.7.*

Policy 3.1.2: *Gradual transitions of intensities and densities 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. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.*

Policy 3.1.3: *Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development*

Development

Policy 4.1.1: Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

Policy 4.1.2: Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

4.1.6: 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 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.

Neighborhood/Community Development

Objective 4.4: Neighborhood Protection – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.

Policy 4.4.1: Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:

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

Environmental Considerations

Objective 6.2: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan.

LIVABLE COMMUNITIES ELEMENT: EAST LAKE-ORIENT PARK

New development should include pedestrian and bicycle access.

In addition to the improvements identified in the Long Range Transportation Plan, the community desires the following improvements listed in order of priority:

1. *Provide improvements to the intersection of East Hillsborough Avenue and Orient Road.*
2. *Improve Harney Road from MLK Boulevard to US 301 as a four-lane enhanced roadway.*
3. *Improve Falkenburg Road from MLK Boulevard to US 92 as a four-lane enhanced roadway.*
4. *Improve US 92 from I-4 at Tampa By-Pass Canal to I-75 as a four-lane enhanced roadway.*
5. *Improve Orient Road from Sligh Avenue to Columbus Drive as a four-lane enhanced roadway with bike lanes.*
6. *Improve Sligh Avenue from 56th Street to US 301 as a four-lane enhanced roadway with bike lanes.*

HILLSBOROUGH COUNTY
FUTURE LAND USE
RZ-PD 25-1338

Rezoning
STATUS



PENDING

Tampa Service Area

Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

AGRICULTURAL/MINING-1/20 (.25 FAR)

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

AGRICULTURAL-1/10 (.25 FAR)

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

AGRICULTURAL ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (9) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)

OFFICE COMMERCIAL-20 (.75 FAR)

RESEARCH CORPORATE PARK (1.0 FAR)

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

LIGHT INDUSTRIAL PLANNED (.75 FAR)

LIGHT INDUSTRIAL (.75 FAR)

HEAVY INDUSTRIAL (.75 FAR)

PUBLIC/QUASH-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



Map Printed from Rezoning System: 9/25/2025
Author: Samantha Luridas
File: G:\Rezoning\System\MapProject\HCS\SamLuridas_HRRezoning.mxd

