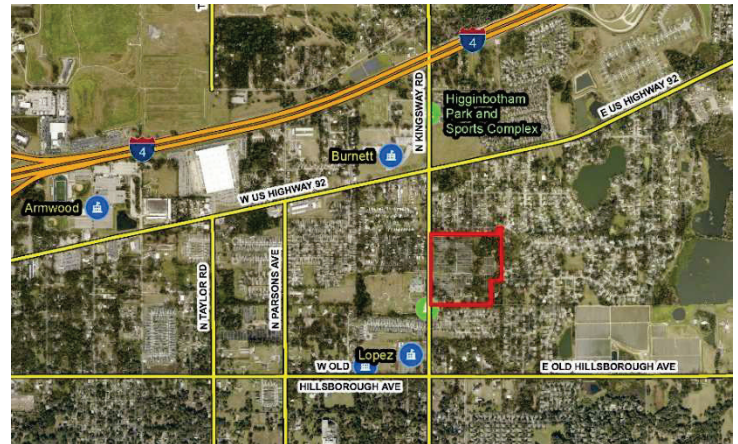


Rezoning Application: PD 25-0274**Zoning Hearing Master Date:** June 16, 2025**BOCC Land Use Meeting Date:** August 12, 2025**Hillsborough
County Florida****Development Services Department****1.0 APPLICATION SUMMARY****Applicant:** KB Homes**FLU Category:** RES-4**Service Area:** Urban**Site Acreage:** 37.2**Community
Plan Area:** Seffner Mango**Overlay:** None**Introduction Summary:**

The applicant is requesting to rezone the property from AS-1, RSC-6, and RSC-4 to Planned Development (PD) to allow for the development of 140 single-family, conventional dwellings. A private road located along the southern 35 feet of the original property area is being removed from the rezoning application through the certified parcel process prior to approval of this PD. The subject property is currently developed for agricultural and single-family use. All existing structures are required to be removed prior to redevelopment.

Zoning	Existing			Proposed
Districts	AS-1	RSC-6	RSC-4	PD
Typical General Uses	Single-Family Residential/ Agricultural	Single-Family Residential (Conventional Only)	Single-Family Residential (Conventional Only)	Single-Family Residential
Acreage	33.88	0.12	3.24	37.2
Density/Intensity	1 unit per acre	6 units per acre	4 units per acre	3.76 units per acre
Mathematical Maximum*	33 units	0 units	12 units	140 units

*number represents a pre-development approximation

Development Standards	Existing			Proposed	
District	AS-1	RSC-6	RSC-4	PD	
Lot Size	1 acre	7,000 SF	10,000	4,400	5,500
Lot Width (ft.)	150	70	75	40 (< 50)	50 (min.)
Setbacks Buffering & Screening(NA)	Front: 50' Sides: 15' Rear: 50'	Front: 25' Sides: 7.5' Rear: 25'	Front: 25' Sides: 7.5' Rear: 25'	Front: 10'*** Sides: 5' Rear: 15' Pools: 10'	Front: 10'*** Sides: 5' Rear: 15' Pools: 10'
Height	50'	35'	35'	35'	35'

***The entrance side of garage structures must be setback at least 20 feet for front yards and 20 feet for front yards functioning as side yards.

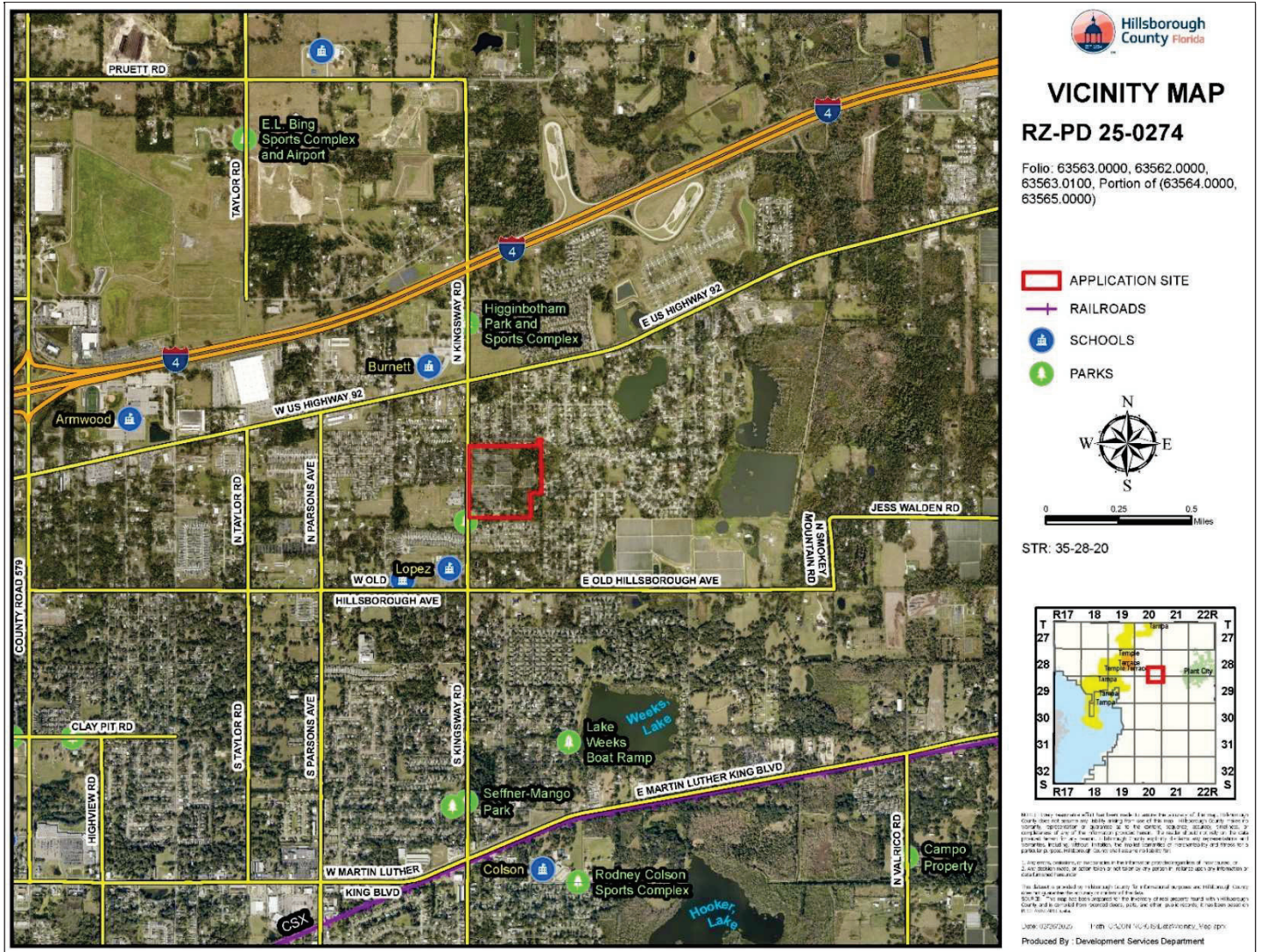
Additional Information

PD Variations	None requested as part of this application
Waivers 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

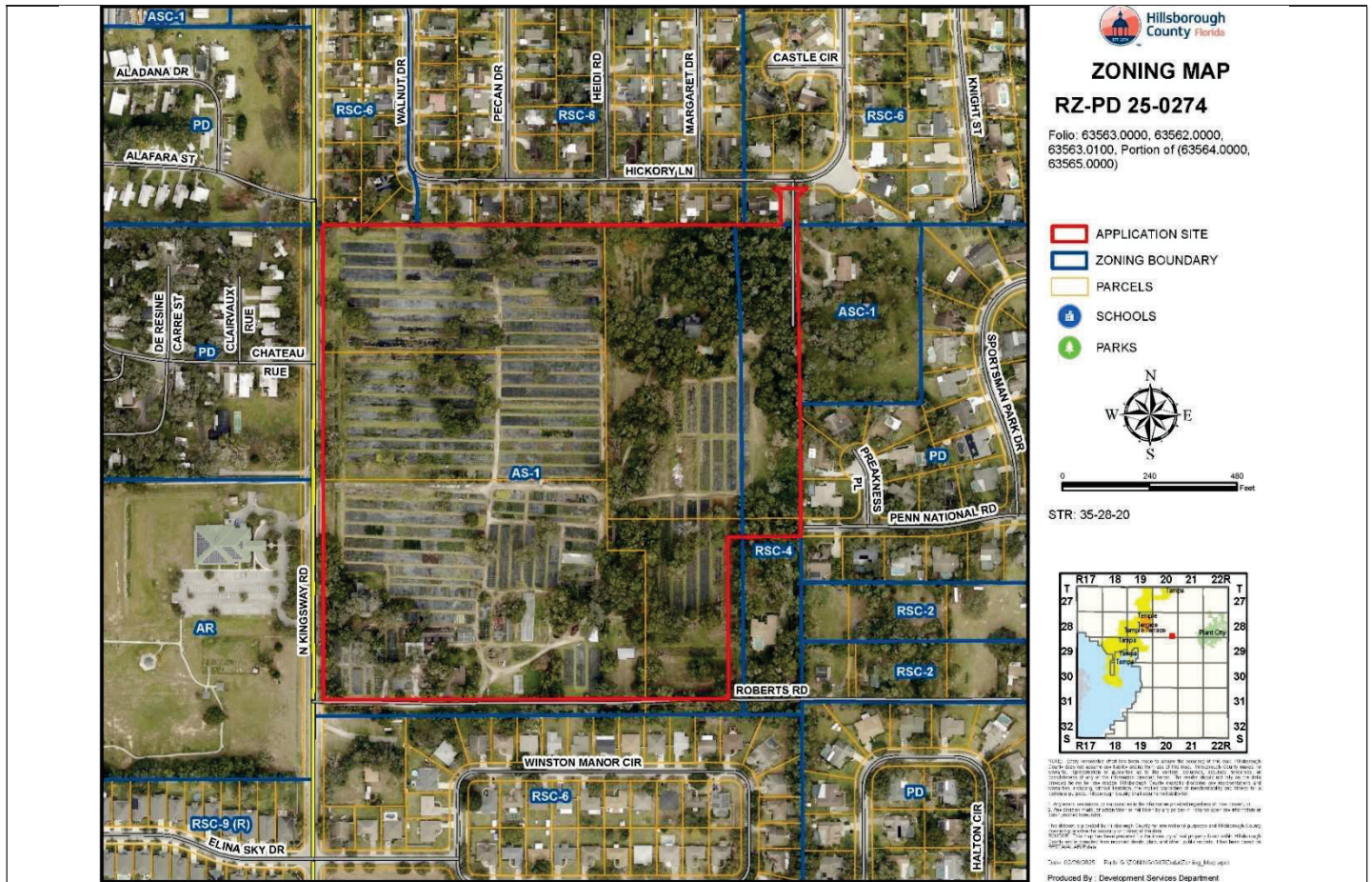


Context of Surrounding Area:

The subject property is located along the east side of Kingsway Road, approximately 0.6 miles south of Interstate-4, between US Highway 92 and Old Hillsborough Avenue. The area is primarily developed for single-family residential use with lots sizes ranging from 6,000 square feet to 3.8 acres. Other uses in the area include a public library and a public elementary school.

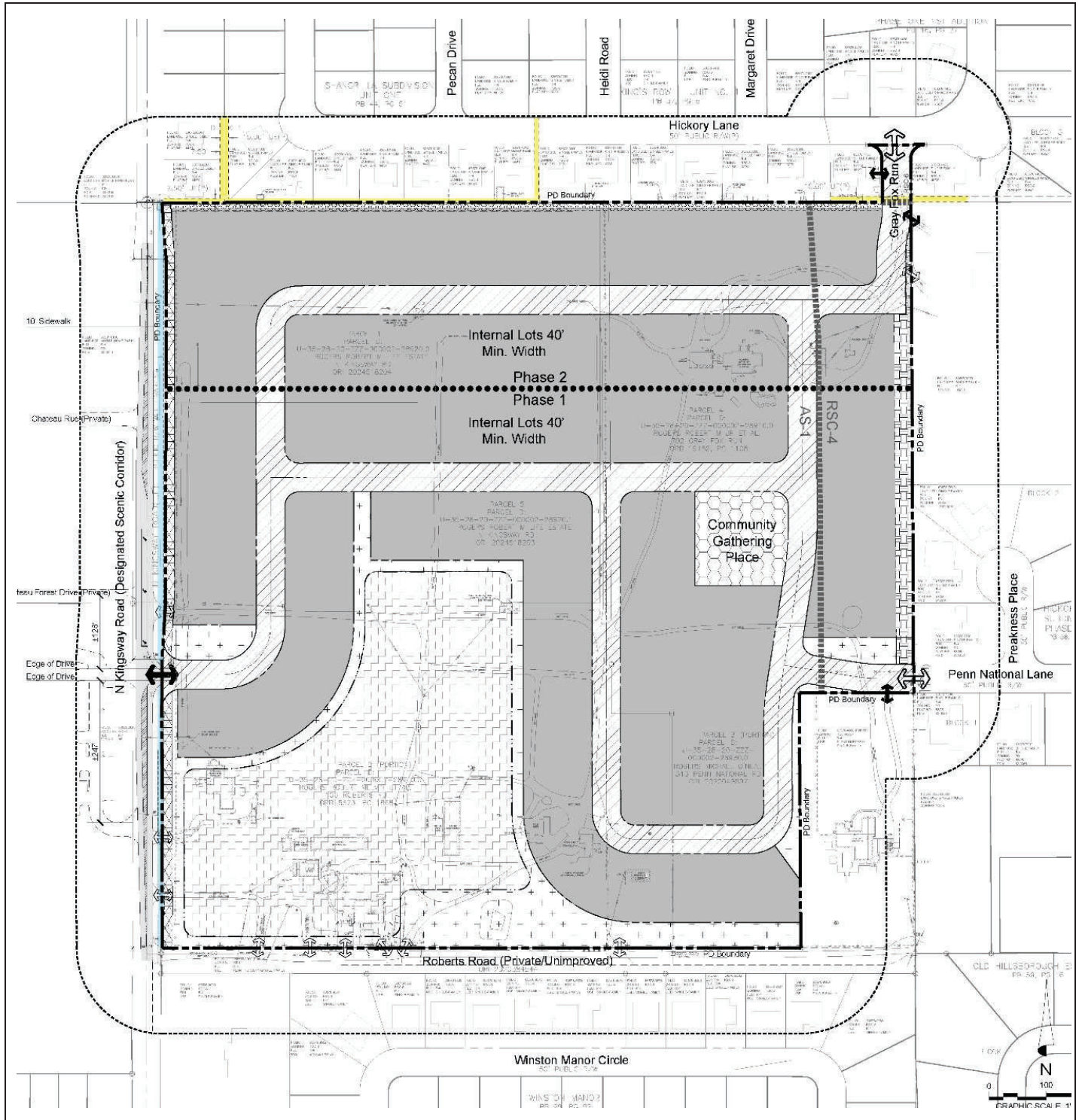
2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning	Allowable Use	Existing Use
North	RSC-6	6 units per acre	Single-Family Residential (Conventional Only)	Dwelling, Single-Family Conventional
South	RSC-6	6 units per acre	Single-Family Residential (Conventional Only)	Dwelling, Single-Family Conventional
	RSC-4	4 units per acre	Single-Family Residential (Conventional Only)	Dwelling, Single-Family Conventional
East	PD 82-0051	2.36 units per acre	Single-Family Residential (Conventional Only)	Dwelling, Single-Family Conventional
	ASC-1	1 unit per acre	Agricultural & Single-Family Residential (Conventional Only)	Dwelling, Single-Family Conventional
West	AR	1 unit per 5 acres	Single-Family Residential & Agricultural	Public Library
	PD 82-0310	6.3 units per acre	Mobile Home & RV Park	Mobile Home & RV Park (107 lots)

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
Kingsway Rd	County Collector - 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 <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Penn National Rd.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Hickory Ln.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	550	39	50
Proposed	1,320	101	136
Difference (+/-)	+770	+62	+86

*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		Vehicular & Pedestrian	None	Meets LDC
South		Vehicular & Pedestrian	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West	X	None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Kingsway Rd./Substandard Road	Design Exception Requested	Approvable
Kingsway Rd./ Access Spacing	Administrative Variance Requested	Approvable
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental:				
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	
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	
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 & Environmental 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	
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 checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input 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	See report
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input 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	
Impact/Mobility Fees: Urban Mobility, Northeast Parks/Fire: Single Family Detached. Estimate is based on 2,000 SF Mobility: \$ 9,183 * 140 = \$1,285,620 Parks: \$ 2,145 * 140 = \$ 300,300 School: \$ 8,227 * 140 = \$1,151,780 Fire: \$ 335 * 140 = \$ 46,900 Total per House: \$19,890 * 140 = \$2,784,600				

ZHM HEARING DATE: June 16, 2025
BOCC LUM MEETING DATE: August 12, 2025

Case Reviewer: Sam Ball

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input 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

Staff finds that the proposed development standards comply with the intent of the RSC-10 standards of the LDC. The number of 40-foot-wide lots is limited to 44, and the 40-foot lots are configured in a way that each one would front lots having at least 50 feet of width. The 40-foot lots are required to be at least 110 feet deep, which is sufficient to allow for a garage to be setback at least 20 feet from the front property line to allow for off-street parking. The 40-foot lots are restricted to an area that is surrounded by building envelopes that require 50-foot lots and the 40-foot lots will not be visible from the public rights-of-way or neighboring properties. Based on the proposed use and development standards, staff finds the proposed Planned Development compatible with the existing zoning 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

Prior to Certification, the applicant shall revise the General Notes #33 as follows: "Access to the east is proposed via Penn National Road. Access to the north is proposed via Gray Fox Run, which is proposed to become a public road." [Replace the words "cross access" with "access". Cross access is not the same as access and is not applicable to residential subdivisions.]

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 28, 2025.

1. Development is limited to 140 single-family detached dwellings as depicted on the general site plan.
2. Internal 40-foot-wide lots: lots having at least 40 feet of width and less than 50 feet of width, shall be limited to no more than 44 lots and shall comply with the following requirements:

- a. The internal 40-foot-wide lots shall only be permitted where shown on the general site plan;
- b. 40-foot-wide lots that are corner lots shall be at least 45 feet wide;
- c. Development standards shall be as follows:

Minimum lot area: 4,400 square feet

Minimum lot width (internal lots): 40 feet

Minimum lot width (corner lots): 45 feet

Maximum building height: 35 feet (2-stories)

Minimum front yard: 10 feet* (10 feet for front yards functioning as side yards when no access taken from front yard functioning as a side yard. Garage setback for a front yard functioning as a side yard shall be 20 feet minimum with a minimum 15-foot setback for the remainder of the structure).

Minimum side yard setback: 5 feet

Minimum rear yard setback: 15 feet**

Maximum lot coverage: 40 percent

Swimming pool setbacks: 10 feet** (side and rear)

* Side loading garages from the front yard shall be permitted a minimum front yard setback of 10 feet. The front facing façade of the side facing/loading garage shall be architecturally finished with the same material/style as the main dwelling and shall have at least two windows. Front porches shall be permitted a minimum front yard of 15 feet.

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

- d. The development of single-family lots having less than 50 feet of width shall provide the following:
 - 1) Each unit shall provide a 2-car garage; and
 - 2) The primary doorway/entrance shall front the street.

3. All other lots: lots having at least 50 feet of width shall comply with the following requirements:

Minimum lot area: 5,500 square feet

Minimum lot width (internal lots): 50 feet

Minimum lot width (corner lots): 55 feet

Maximum building height: 35 feet (2-stories)

Minimum front yard: 20 feet*, (10 feet for front yards functioning as side yards when no access taken from the front yard functioning as a side yard. Garage setbacks for a front yard functioning as a side yard shall be 20 feet minimum with a minimum 15-foot setback for the remainder of the structure)

Minimum side yard setback: 5 feet

Minimum rear yard setback: 15 feet**

Maximum lot coverage: 40 percent

Swimming pool setbacks: 10 feet** (side and rear)

* Side loading garages from the front yard shall be permitted a minimum front yard setback of 10 feet. The front facing façade of the side facing/loading garage shall be architecturally finished with the same material/style as the main dwelling and shall have at least two windows. Front porches shall be permitted a minimum front yard of 15 feet.

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

4. All perimeter lots, adjoining the project boundary, shall be a minimum of 50 feet by 110 feet.

5. Natural Resources staff identified numerous significant trees on the site including potential Grand Oaks. The site plan may be modified from the Certified Site Plan to avoid tree removal.

6. 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 Development Services Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.

7. 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.

8. 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.

9. 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 approval²⁵

10. The project shall be permitted an access connection on N Kingsway Road, Penn National Road and Hickory Lane, as shown on the PD site plan.

11. The developer shall construct a southbound left turn lane into the project access on N Kingsway Road with the initial increment of development.
12. The project shall allow for a minimum 50-foot wide vehicular and pedestrian access connection to the eastern boundary with folio #63555.0000 for the existing residential use and any future residential subdivision, generally where shown on the PD site plan. Notwithstanding anything shown on the PD site plan or herein conditions of approval to the contrary, no intervening common area or other parcel (i.e. "spite strip") shall be platted between the project's internal roadway and folio #63555.0000 such that it would prevent the existing access or a future minimum 50-foot wide vehicular and pedestrian access to be taken.
13. The project shall allow for a minimum 50-foot wide vehicular and pedestrian access connection to the remaining portion of parcel folio#63564.0000, not included in the PD rezoning, for the existing use and any future residential subdivision, generally where shown on the PD site plan. Notwithstanding anything shown on the PD site plan or herein conditions of approval to the contrary, no intervening common area or other parcel (i.e. "spite strip") shall be platted between the project's internal roadway and said portion of folio #63564.0000 such that it would prevent the existing access or a future minimum 50-foot wide vehicular and pedestrian access to be taken.
14. If PD 25-0274 is approved, the County Engineer will approve the Design Exception (dated February 26, 2025), which was found approvable on June 9, 2025, for N Kingsway Road substandard road improvements. As Kingsway Road is a substandard rural collector roadway, the developer will be required to construct 10-foot-wide sidewalk/multi-use path along the project frontage consistent with the Design Exception.
15. If PD 25-0274 is approved, the County Engineer will approve an administrative variance (dated January 21, 2025), which was found approvable on June 9, 2025. Approval of this Administrative Variance will permit reduction of the minimum access spacing (between the Kingsway Road access and next driveway connection to the north) such that a minimum spacing of +/- 128 feet is permitted.
16. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
17. All construction ingress and egress shall be limited to the proposed Kingsway Road vehicular access connection shown on the PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same.
18. 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.

APPLICATION NUMBER: PD 25-0274

ZHM HEARING DATE: June 16, 2025

BOCC LUM MEETING DATE: August 12, 2025

Case Reviewer: Sam Ball

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.

APPLICATION NUMBER: PD 25-0274

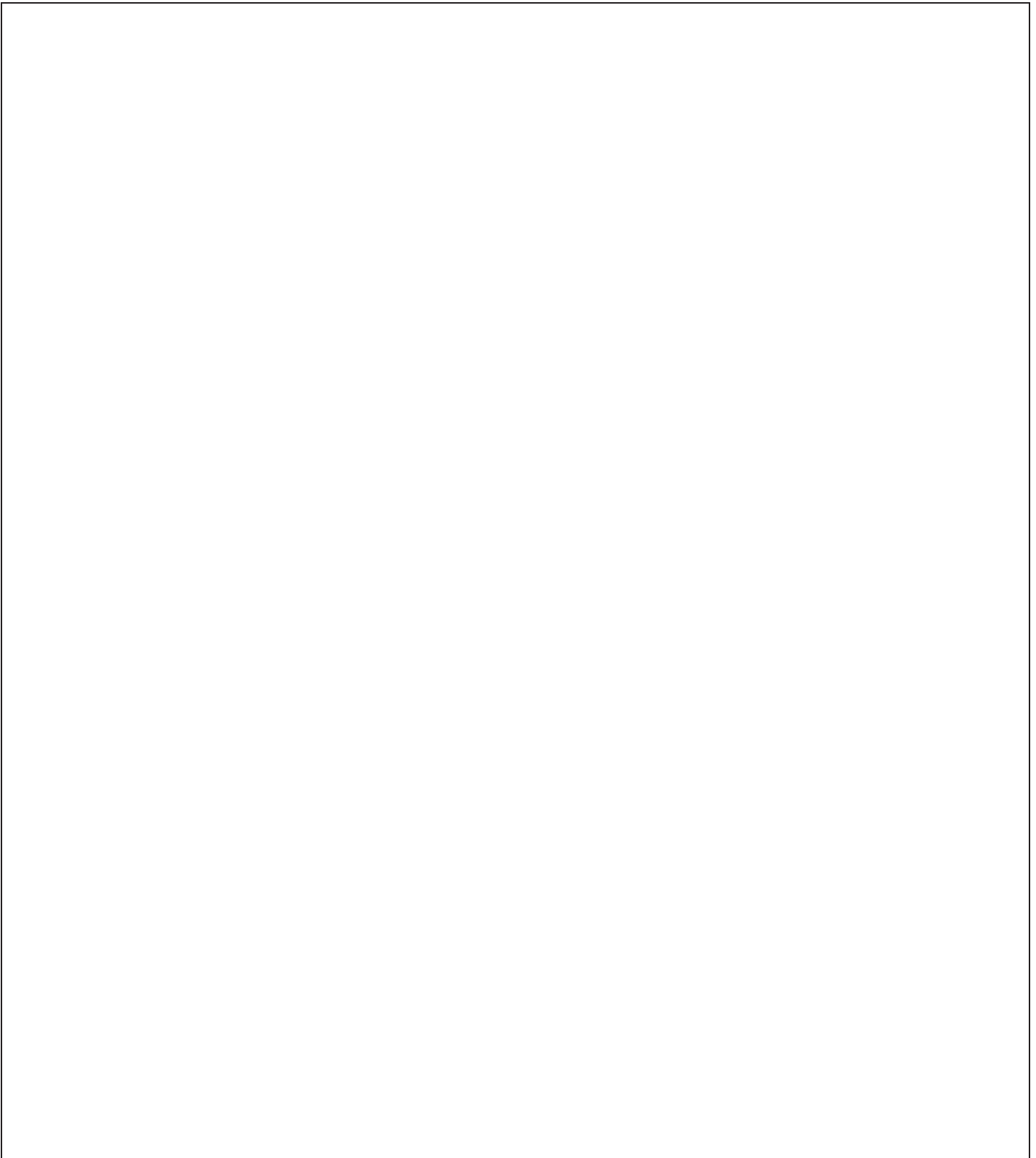
ZHM HEARING DATE: June 16, 2025

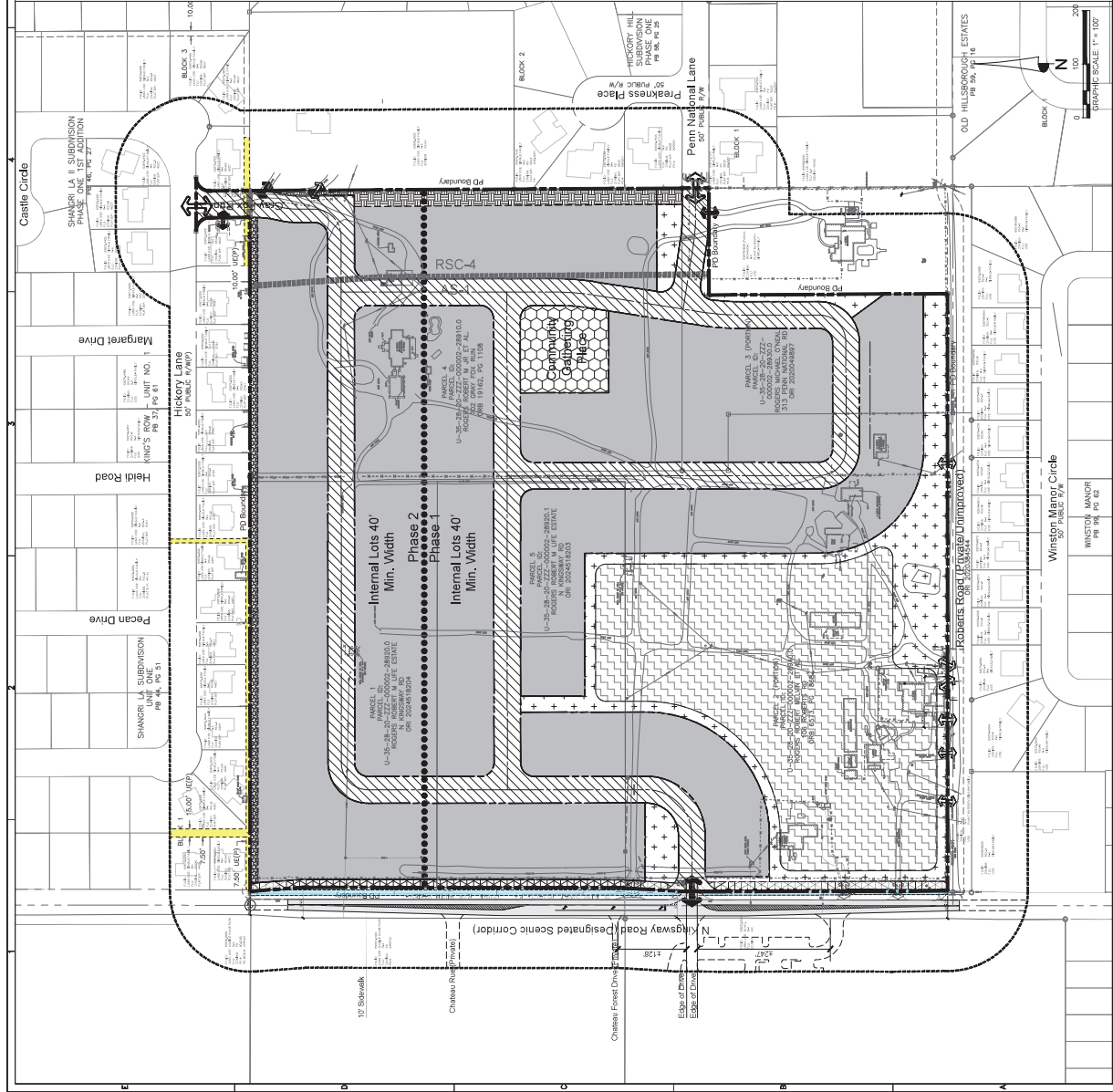
BOCC LUM MEETING DATE: August 12, 2025


Case Reviewer: Sam Ball

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



[illegible]

 <p> Heidi Design 10000 N. 10th Ave. Suite 100, Phoenix, AZ 85020 Tel: 602.441.1111 Fax: 602.441.1112 Email: info@heididesign.com </p>		<p> ARBOR BLUFF PP GENERAL SITE PLAN KB HOME </p>		<p> PROJECT NO.: KRBH001007 DATE: 01/01/2010 DRAWN BY: LAND CHECKED BY: LAND APPROVED BY: LAND </p>		<p> DATE: _____ PD-1 </p>	
<p> ARBOR BLUFF 0 N ININGWAY ROAD, SEPPNER, PL. 3384 </p>		<p> DATE: _____ PD-1 </p>		<p> PROJECT NO.: KRBH001007 DATE: 01/01/2010 DRAWN BY: LAND CHECKED BY: LAND APPROVED BY: LAND </p>		<p> DATE: _____ PD-1 </p>	

APPLICATION NUMBER: PD 25-0274

ZHM HEARING DATE: June 16, 2025

BOCC LUM MEETING DATE: August 12, 2025

Case Reviewer: Sam Ball

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 6/09/2025

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: SM/CENTRAL

PETITION NO: PD 25-0274

-
- ☐ 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.

CONDITIONS OF APPROVAL

- The project shall be permitted an access connection on N. Kingsway Rd., Penn National Rd. and Hickory Ln., as shown on the PD site plan.
- The developer shall construct a southbound left turn lane into the project access on N. Kingsway Rd. with the initial increment of development.
- The project shall allow for a minimum 50-foot wide vehicular and pedestrian access connection to the eastern boundary with folio#63555.0000 for the existing residential use and any future residential subdivision, generally where shown on the PD site plan. Notwithstanding anything shown on the PD site plan or herein conditions of approval to the contrary, no intervening common area or other parcel (i.e. "spite strip") shall be platted between the project's internal roadway and folio#63555.0000 such that it would prevent the existing access or a future minimum 50-foot wide vehicular and pedestrian access to be taken.
- The project shall allow for a minimum 50-foot wide vehicular and pedestrian access connection to the remaining portion of parcel folio#63564.0000, not included in the PD rezoning, for the existing use and any future residential subdivision, generally where shown on the PD site plan. Notwithstanding anything shown on the PD site plan or herein conditions of approval to the contrary, no intervening common area or other parcel (i.e. "spite strip") shall be platted between the project's internal roadway and said portion of folio#63564.0000 such that it would prevent the existing access or a future minimum 50-foot wide vehicular and pedestrian access to be taken.
- If PD 25-0274 is approved, the County Engineer will approve the Design Exception (dated February 26, 2025), which was found approvable on June 9, 2025, for N. Kingsway Rd. substandard road improvements. As Kingsway Rd. is a substandard rural collector roadway, the developer will be required to construct 10-foot-wide sidewalk/multi-use path along the project frontage consistent with the Design Exception.
- If PD 25-0274 is approved, the County Engineer will approve an administrative variance (dated January 21, 2025), which was found approvable on June 9, 2025. Approval of this Administrative Variance will permit reduction of the minimum access spacing (between the Kingsway Rd. access and next driveway connection to the north) such that a minimum spacing of +/- 128 feet is permitted.

- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
- All construction ingress and egress shall be limited to the proposed Kingsway Rd vehicular access connection shown on the PD site plan. The developer shall include a note in each site/construction plan submittal which indicates same.

Other:

- Prior to Certification, the applicant shall revise the General Notes #33 as follows: “~~Cross access~~ Access to the east is proposed via Penn National Road. ~~Cross access~~ Access to the north is proposed via Gray Fox Run, which is proposed to become a public road.” [Cross access is not the same as access and is not applicable to residential subdivisions.]

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone several parcels totaling a +/- 37.2 acres, from Agricultural/Single Family 1 (AS-1), Residential Single Family Conventional 6 (RSC-6), and Residential Single-Family Conventional 4 (RSC-4) to Planned Development to construct 140 single-family detached units. The site is located at the northeast corner of N. Kingsway Rd. and Roberts Rd. The Future Land Use designation is Residential 4 (R-4).

The site is current occupied by 2 single family detached homes and a plant nursey.

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). 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.

Existing Zoning

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS: 33 Single Family Detached Units (ITE Code 210)	364	27	35
RSC-4: 12 Single Family Detached Units (ITE Code 210)	144	11	14
RSC-6: 1 Single Family Detached Units (ITE Code 210)	10	1	1
Total	550	39	50

Proposed Rezoning

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 140 Single Family Detached (ITE 210)	1,320	101	136

Trip Generation Difference

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+)770	(+)62	(+)86

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Kingsway Rd. is a 2-lane, substandard, undivided, rural collector roadway. The roadway is characterized by +/-10-foot-wide travel lanes in good condition and sidewalks on both sides, lying within +/-50 feet of right-of-way along the project frontage. There are no paved shoulders along the project frontage.

According to the Hillsborough County Transportation Technical Manual a TS-7 rural local and collector roadway typical section has 12-foot lanes with 5-foot paved shoulders and sidewalks on both sides within a minimum of 96 feet of right-of-way. The applicant is proposing a Design Exception to construct a 10-foot-wide sidewalk/multi-use path along the project frontage. The proposed Design Exception is discussed in greater detail under the section titled Requested Design Exception: Kings Way Rd. herein.

Penn National Rd. is a 2-lane, urban local roadway. The roadway is characterized by +/-10-foot-wide travel lanes in good condition with curb, gutter and sidewalks, lying within +/-50 feet of right-of-way.

Hickory Ln. is a 2-lane, urban local roadway. The roadway is characterized by +/-10-foot-wide travel lanes in good condition with curb, gutter and sidewalks, lying within +/-50 feet of right-of-way.

SITE ACCESS AND CONNECTIVITY

The PD site plan proposes a full access vehicular and pedestrian connection on N. Kingsway Rd, and secondary connections to Penn National Rd. and Hickory Ln.

As demonstrated by the site access analysis submitted by the applicant's traffic engineer, the project meets warrants for a 255-foot southbound left turn lane at the project's primary access on N. Kingsway Rd. A northbound right turn lane is not warranted.

The proposed PD site plan meets the requirements of LDC, Sec. 6.02.01.A. Subdivision Access standards to connect to adjacent roadways and residentially zoned tracts of land to efficiently address the access needs of visitors, delivery trucks, and emergency vehicles as well as local residents, alleviate travel on arterial roadways, and provide safe alternative travel routes for motorists and pedestrians that reduce travel time, distance and infrastructure costs.

The project connects to Penn National Rd., a local roadway, to the east consistent with LDC, Sec. 6.02.01.A. 16. Which requires "*Streets within and contiguous to the subdivision shall be coordinated with other existing or planned streets within the general area as to location, widths, grades, and drainage. Such streets shall be aligned and coordinated with existing or planned streets in existing or future adjacent or contiguous to adjacent subdivisions. All streets, alleys, and pedestrian pathways in any subdivision or site plan shall connect to other streets and to existing and projected streets outside the proposed subdivision or other development.*". Penn National Rd. was planned, approved, constructed, and platted as part of the adjacent residential single-family subdivision with the intent to connect to the subject property.

Similarly, the project proposes to connect to Hickory Ln., a local roadway, to the north serving a residential single-family subdivision where the subject property has a 50-foot continuous frontage along the right of way, as demonstrated by the survey submitted by the applicant. Additionally, the project will maintain access to large adjacent residential tracts to the northeast, folio#63555.0000, and the southeast, folio#63564.0000. Staff is proposing conditions of approval to ensure future connectivity and potential for the adjacent properties to make the necessary local roadway connections in the event they were to develop into a residential subdivision.

Internal project roadways will be designed to the County TTM, TS-3 local roadway section and are proposed to be public roads. Staff notes that the projects proposed roadway connections makes the internal roadways eligible for public dedication as they will meet the criteria set for in the Hillsborough County Comprehensive Plan Mobility Element Policy 4.1.4.A.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access may be permitted anywhere along the project boundary consistent with the LDC.

To minimize disruption to the surrounding residential neighborhoods during construction, all construction traffic will be limited to the project's N. Kingsway Rd. access.

REQUESTED DESIGN EXCEPTION: KINGSWAY RD. SUBSTANDARD ROADWAY

As Kings Way Rd. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for the roadway (dated February 26, 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 found the Design Exception request approvable (on June 9, 2025). The developer will be required to construct a 10-foot-wide sidewalk/multi-use path along the project frontage on N. Kingsway Rd. consistent with the Design Exception.

If this zoning is approved, the County Engineer will approve the Design Exception request.

REQUESTED ADMINISTRATIVE VARIANCE: ACCESS SPACING.

The applicant's Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated January 21, 2025) from the Section 6.04.07. LDC requirement, governing spacing for the proposed N. Kingsway Ave. access. Per the LDC, N. Kingsway Ave. is a Class 6 roadway, which requires minimum connection spacing of 245 feet. The applicant is proposing the driveway in a location which is +/- 128 feet from the next closest access connection to the north. As such, the applicant is seeking a variance of 117 feet. Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable on June 9, 2025.

If this rezoning is approved, the County Engineer will approve the Administrative Variance Request.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Penn National Rd. and Hickory Ln. are not a regulated roadway in the Hillsborough County Level of Service (LOS) Report.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
KINGSWAY RD	MLK BLVD	US HWY 92	D	C

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

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, June 9, 2025 1:11 PM
To: Steven Henry [shenry@lincks.com]
CC: stirey@heidtdesign.com; Ball, Fred (Sam) [BallF@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Drapach, Alan [DrapachA@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]
Subject: FW: RZ PD 25-0274 - Administrative Variance & Design Exception Review
Attachments: 25-0274 AVReq 01-24-25.pdf; 25-0274 DEAd 03-25-25.pdf

Importance: High

Steve,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 25-0274 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to PW-CEIntake@hillsboroughcounty.org

Mike

Michael J. Williams, P.E.
Director, Development Review
County Engineer
Development Services Department

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

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Sunday, June 8, 2025 5:07 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Subject: RZ PD 25-0274 - Administrative Variance & Design Exception Review
Importance: High

Hello Mike,

The attached Administrative Variance and Design Exception are **Approvable** to me, please include the following people in your response email:

shenry@lincks.com
stirey@heidtdesign.com
ballf@hcfl.gov
perezrl@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site Intake Manager
Development Services Department

E: TiradoS@HCFL.gov
P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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Hillsborough County Florida

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



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
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- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. Access Spacing - N. Kingsway Road <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Arbor Bluff
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	63562.0000, 63564.0000, 63565.0000, 63563.0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Steven J. Henry, P.E.
Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.	
Current Property Zoning Designation	RSC-4 & AS-1
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD25-0274
Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



January 21, 2025

Mr. Mike Williams
Hillsborough County Government
601 East Kennedy Blvd., 20th Floor
Tampa, FL 33602

Re: Arbor Bluff
PD25-0274
Folio Numbers: 63562.0000, 63565.0000, 63564.0000, 63563.0000
Lincks Project No. 24089

The purpose of this letter is to request a Section 6.04.02.B Administrative Variance to Section 6.04.07 of the Hillsborough County Land Development Code for the access to Kingsway Road. The property is proposed to be rezoned to 140 Single Family Homes.

Table 1 provides the trip generation for the proposed project.

The access to serve the project is proposed to be via one (1) full access to Kingsway Road and Penn National Road. A copy of the PD plan is included in the Appendix of this letter.

The subject property is within the Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Kingsway Road is a collector road and Penn National Road is a local road.

The request is for an Administrative Variance to Section 6.04.07 of the Hillsborough County LDC for the access spacing on Kingsway Road. Based on Section 6.04.07, the access spacing on Kingsway Road is 245 feet and the distance to the driveway to the north is 128 feet. This is graphically shown on the attached exhibit.

The justification for the variance is as follows:

(a) there is an unreasonable burden on the applicant,

The access to Kingsway Road is proposed to align with the northern access to the Seffner-Mango Library. There is an existing private road serving a limited number of residential lots. Given the proposed frontage, the development on the west side of the road and the required access improvements, the proposed location is the most reasonable location. Therefore, it is not reasonable or feasible for the project to modify the location of the access to meet the current LDC spacing criteria.

5023 West Laurel Street
Tampa, FL 33607
813 289 0039 Telephone
813 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
January 21, 2025
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(b) the variance would not be detrimental to the public health, safety and welfare,

As indicated, the proposed access aligns with the access to the library and the private road serves a limited number of lots. Therefore, the variance would not be detrimental to the public health, safety and welfare.

(c) without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas.

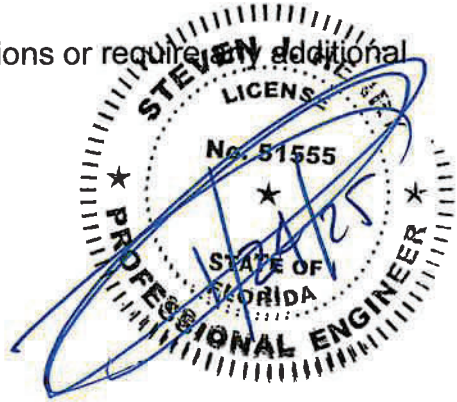
The only connection for the project is to the collector road system is Kingsway Road. Due to property constraints, the only reasonable location for the access is shown on the attached exhibit.

Mr. Mike Williams
January 21, 2025
Page 3

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

Best Regards,

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



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.

Date _____

Sincerely,

Michael J. Williams
Hillsborough County Engineer

Mr. Mike Williams
January 21, 2025
Page 4

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>Total</u>	<u>In</u>	<u>Out</u> <u>Total</u>
Townhomes	215	180 DU's	1,321	22	66 88	61	43 104

(1) Source: ITE Trip Generation Manual, 11th Edition, 2021.

Mr. Mike Williams
January 21, 2025
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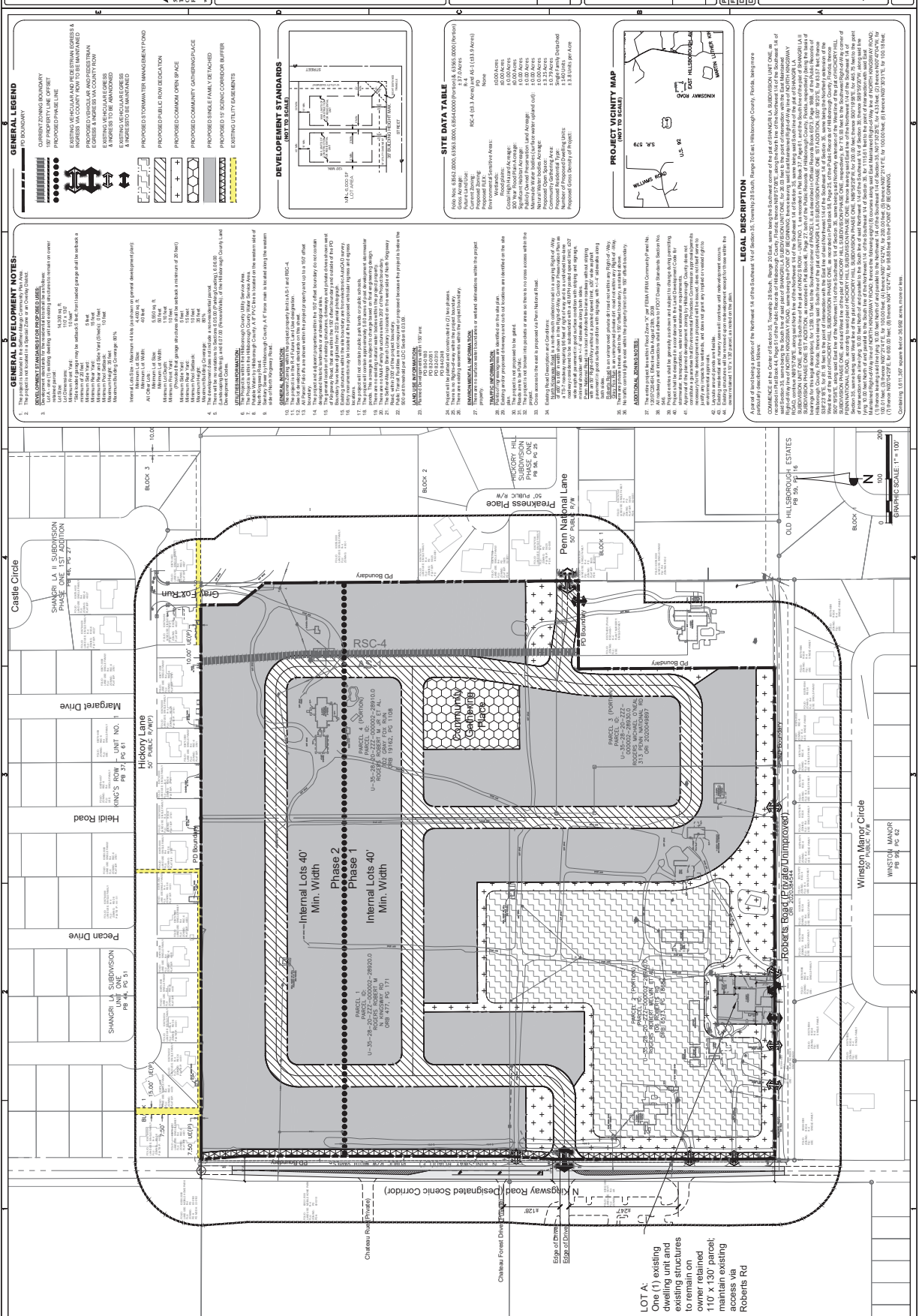


APPENDIX



PD PLAN





HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



**HILLSBOROUGH COUNTY
ROADWAYS**
FUNCTIONAL CLASSIFICATION
Infrastructure & Development Services



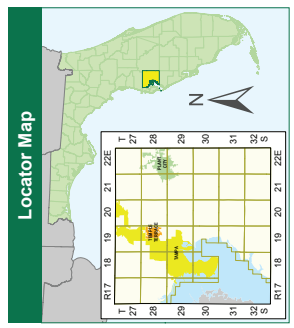
Legend

- 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 SUBDIVISION STANDARDS AND GUIDELINES
PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
PART 6.07.00 FENCES AND WALLS
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 Neighborhood Traffic Calming Program.

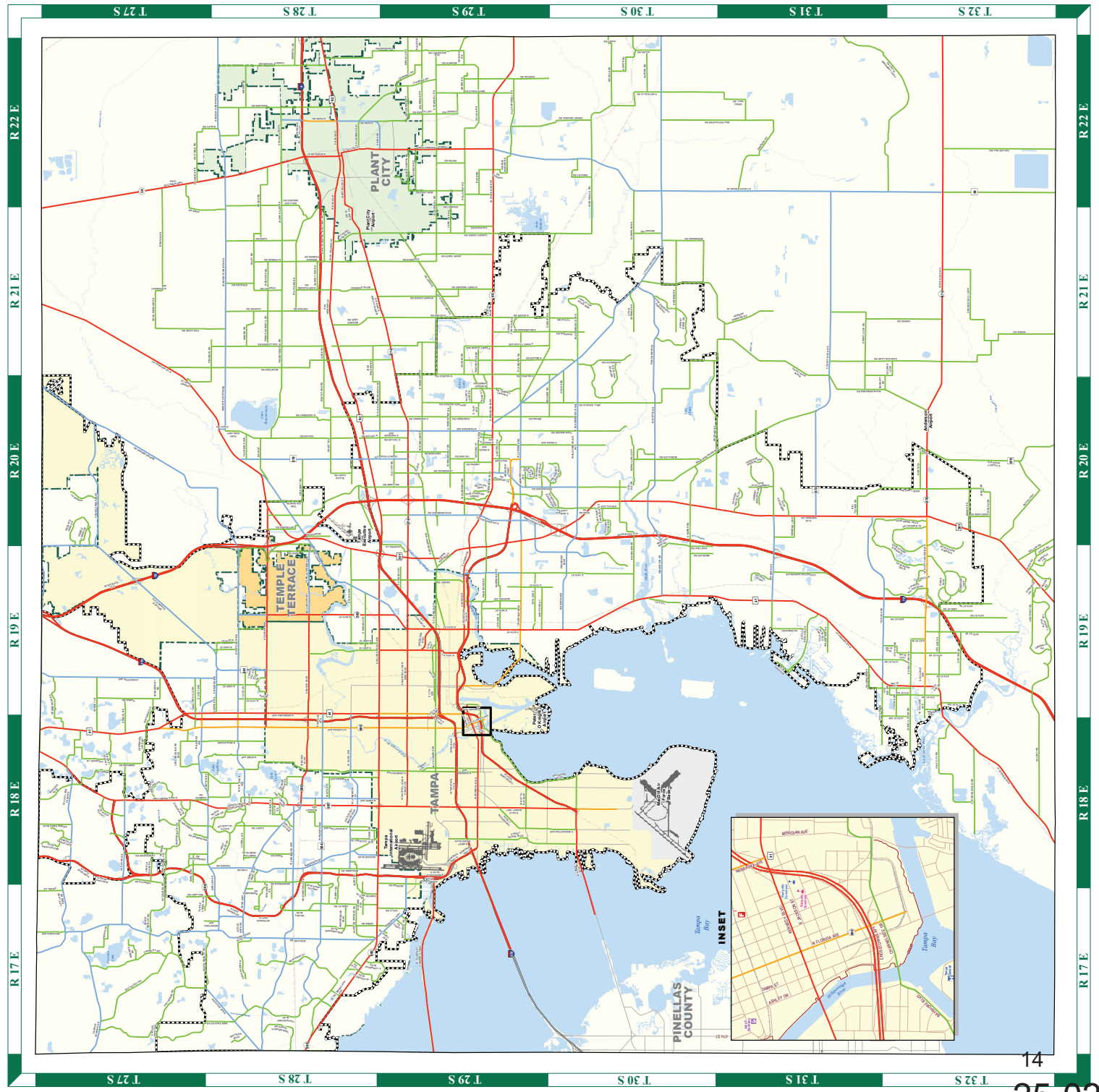


NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of the map. The map is for informational purposes only and should not be used for any other expressed or implied, including, but not limited to, the impact of any proposed development on the map. The map is not intended to be used for any other purpose.

SOURCE: This map has been prepared for the inventory of real property found within Hillsborough County and is based on the most current information available. The map is not intended to be used for any other purpose.

Users of the map are hereby notified that the above information is preliminary and should be consulted for verification of the information contained on this map.

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



HILLSBOROUGH COUNTY LDC
SECTION 6.04.04



Sec. 6.04.04. - Design Standards

A. Driveway Width/Length

Driveways provide the physical transition between a site and the abutting roadway. Driveways should be located and designed to minimize impacts on traffic while providing safe entry and exit from the development served. The location and design of the connection must take into account characteristics of the roadway, the site, and the potential users.

The actual width and length of driveways shall be subject to internal and external traffic flow considerations. The driveway width considerations include, but are not limited to the number of lanes, the driveway geometrics, internal obstructions, traffic safety, etc. The length of driveways shall be designed to provide for an uninterrupted traffic flow on the public street. This will require that the entering vehicles not be confronted with maneuvering vehicles at the immediate point of entry, thus requiring other entering vehicle(s) to stop in the through traffic flow. The driveway length therefore, will be subject to the anticipated required stacking length of entering and exiting vehicle during the peak period.

1. For driveways that will be signalized, driveway length should be determined by a traffic study of expected traffic and queues. An important measurement in determining the driveway length is the outbound queue.
2. For unsignalized driveways, the following minimum lengths will be used:

Land Use	Driveway Length (In Feet)
Any major entrance with 4 or more total lanes in the in the driveway. Typically malls, and "Super" retail centers	300 or greater, based on traffic study
Regional Shopping Centers (over 150,000 sq. ft.)	250
Community Shopping Center (100-150,000 sq. ft.) (Supermarket, drug store, etc.)	150
Small Strip Shopping Center	50
Smaller Commercial Development (convenience store with gas pumps)	30

3. For residential developments, the maximum length shall be:

Land Use	Driveway Length (In Feet)
Residential Developments	250

B. Driveway Grades

1. Driveway grades shall conform to the requirements of FDOT Roadway and Traffic Design Standard Indices, latest edition.
2. For driveways with high volumes and where curve radii turnouts would be a prime benefit to traffic movements, the following factors should be considered:
 - a. It is desirable to have driveway slope upward from gutter line without any vertical curve. The upward slope with curbs will allow better control of drainage.

- b. It is desirable to have a relatively flat area adjacent to the roadway, where vehicles may turn off without an immediate climbing or descending need. Then exiting vehicles may wait to enter traffic flow at approximately roadway level.
- c. Within the limits of curve radii, no drop curb shall be allowed except as required for curb cut ramps.

C. Traffic Control Devices

1. The installation of signs and pavement markings at private roadways and residential or commercial driveways, and the installation of traffic signals at high-volume commercial Type III driveways may be required in order to provide for safe and efficient movement of traffic. All traffic control devices shall be installed in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and the current County standards and specifications and shall be approved by the County Public Works Department, Traffic Section.
2. The approval to install traffic signals shall be based on a traffic engineering study which addresses the warrants, the design, and the operation of the signals. The study and design shall be approved by the County Public Works Department, Traffic Section and FDOT, if on the State Highway System. The responsibility for the engineering study shall rest with the permittee. If a traffic signal is installed, all signal elements and appropriate portions of the access approach to assure efficient signal operation, shall be on public right-of-way or on easements granted to the public.
3. Any required traffic control devices, including signs, signals or pavement markings shall be installed by the permittee. The permittee shall be responsible for all purchase and installation costs involved.

D. Auxiliary Lanes

Auxiliary Lanes refer to left-turn, right-turn, acceleration, deceleration, and storage lanes. Developments which generate AM or PM Peak Hour Traffic which exceeds the following thresholds shall provide the following site related acceleration, deceleration, and storage lanes:

1. If more than 20 left turning vehicles per hour on a two-lane arterial or collector roadway, then left turn lanes are warranted,
2. If more than 50 right turning vehicles per hour on a two-lane arterial or collector roadway, then right turn lanes are warranted,
3. If more than 40 right turning vehicles per hour, on a four-lane rural roadway, then a right turn lane is warranted,
4. If more than 80 right turning vehicles per hour, on a four-lane urban roadway, then a right turn lane is warranted,
5. If more than 60 right turning vehicles per hour, on a six-lane rural roadway, then a right turn lane is warranted,
6. If more than 100 right turning vehicles per hour, on a six-lane urban roadway, then a right turn lane is warranted,
7. On multi-lane roadways, left turn lanes shall be constructed when there are more than 20 left turning vehicles.

(Ord. No. 00-38, § 2, 11-2-00; Ord. No. 05-22, § 2, 11-17-05; Ord. No. 07-18, § 2, 7-19-07, eff. 10-1-07)



**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

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- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at deleone@HCFL.gov or via telephone at (813) 307-1707 if you have questions about how to complete this form.

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input checked="" type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input checked="" type="checkbox"/> 1. DE - Kingsway Road <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. DE - Kingsway Road (Revised) <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>	
Project Name/ Phase	Arbor Bluff
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>	
Folio Number(s)	63562.0000, 63564.0000, 63565.0000, 63563.0000, 63563.0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>	
Name of Person Submitting Request	Steven J. Henry, P.E.
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>	
Current Property Zoning Designation	RSC-4 & AS-1
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>	
Pending Zoning Application Number	PD25-0274
<p>Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>	



February 26, 2025

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

Re: Arbor Bluff
PD25-0274
Folio 63562.0000, 63564.0000, 63565.0000, 63563.0000, 63563.0100
Lincks Project No. 24089

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 Kingsway Road from Hillsborough Avenue to the project access.

The developer proposes to rezone the property to PD to allow up to 140 Single Family Homes. Table 1 provides the trip generation for the project.

The access to serve the project is proposed to have one (1) full access to Kingsway Road and Penn National Road.

The proposed PD plan is included in the Appendix of this letter.

The subject site is within the Hillsborough County Urban Service Area. According to the Hillsborough County Roadways Functional Classification Map, Kingsway Road is a collector road and Penn National Road is a local road.

The request is for a Design Exception to TS-7 of the Hillsborough County Transportation Technical Manual for Kingsway Road. The segment of Kingsway Road currently has the following characteristics:

- Two (2) lane rural roadway
- Ten (10) foot lanes
- 60 feet of right of way
- No established drainage system along the segment of roadway

The following exceptions are requested to accommodate the proposed project:

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
813 287 0674 Telefax
www.Lincks.com Website

Mr. Mike Williams
February 26, 2025
Page 2

2. Shoulders – TS-7 has 8 foot shoulder with 5 feet paved. The existing road has unpaved shoulders.
3. Sidewalk – TS-7 has five (5) foot sidewalk on both sides of the road. There are sidewalks on both sides of the road.
4. Right of Way – TS-7 has 96 feet of right of way. The existing right of way is approximately 54 feet.

The justification for the Design Exception is as follows:

1. The Developer proposes to provide 10 foot sidewalk on the east side of the road along the project frontage.

The limits of the proposed improvements and the typical sections are shown on the attached exhibits.

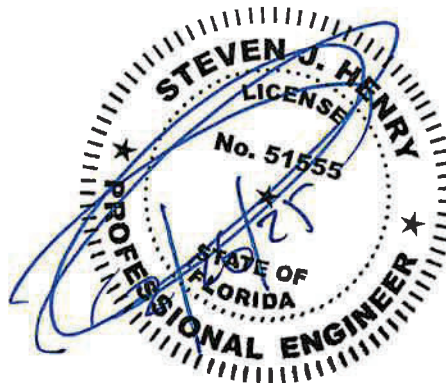
Based on the above, it is our opinion, the proposed improvements to Kingsway Road will mitigate the impact of the project and meet the intent of the Transportation Technical Manual to the extent feasible.

Mr. Mike Williams
February 26, 2025
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, LLC
A TMC Company
P.E. #51555



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)

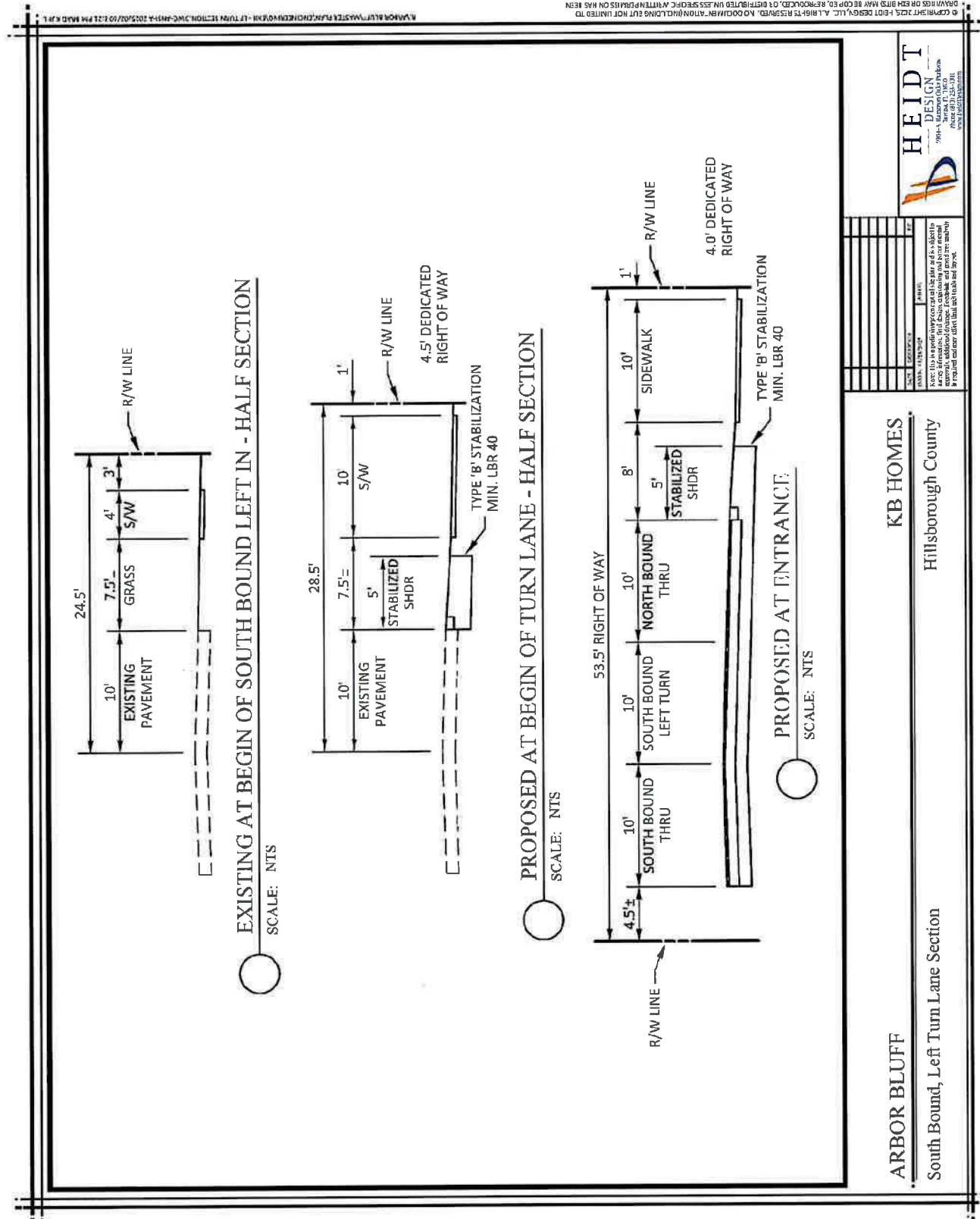
<u>Land Use</u>	<u>ITE</u> <u>LUC</u>	<u>Size</u>	<u>Daily</u> <u>Trip Ends</u>	<u>AM Peak Hour</u> <u>Trip Ends</u>			<u>PM Peak Hour</u> <u>Trip Ends</u>		
				<u>In</u>	<u>Out</u>	<u>Total</u>	<u>In</u>	<u>Out</u>	<u>Total</u>
Single Family	210	30 DU's	333	6	19	25	20	12	32

(1) Source: ITE Trip Generation Manual, 11th Edition.

Mr. Mike Williams
February 26, 2025
Page 5



Mr. Mike Williams
February 26, 2025
Page 6



APPENDIX



PD PLAN



HILLSBOROUGH COUNTY ROADWAYS
FUNCTIONAL CLASSIFICATION MAP



HILLSBOROUGH COUNTY ROADWAYS FUNCTIONAL CLASSIFICATION

Infrastructure & Development Services



Legend

Functional Classifications

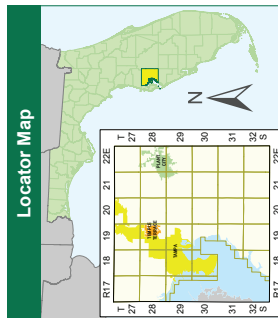
Authority Classification

- 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 SUBDIVISION STANDARDS AND GUIDELINES
- PART 5.03.00 PLANNED DEVELOPMENT DISTRICTS
- PART 6.02.00 SUBDIVISION STANDARDS AND GUIDELINES
- PART 6.07.00 FENCES AND WALLS
- PART 12.01.00 DEFINITIONS
- OTHER PARTS OF THE LDC NOT LISTED ABOVE

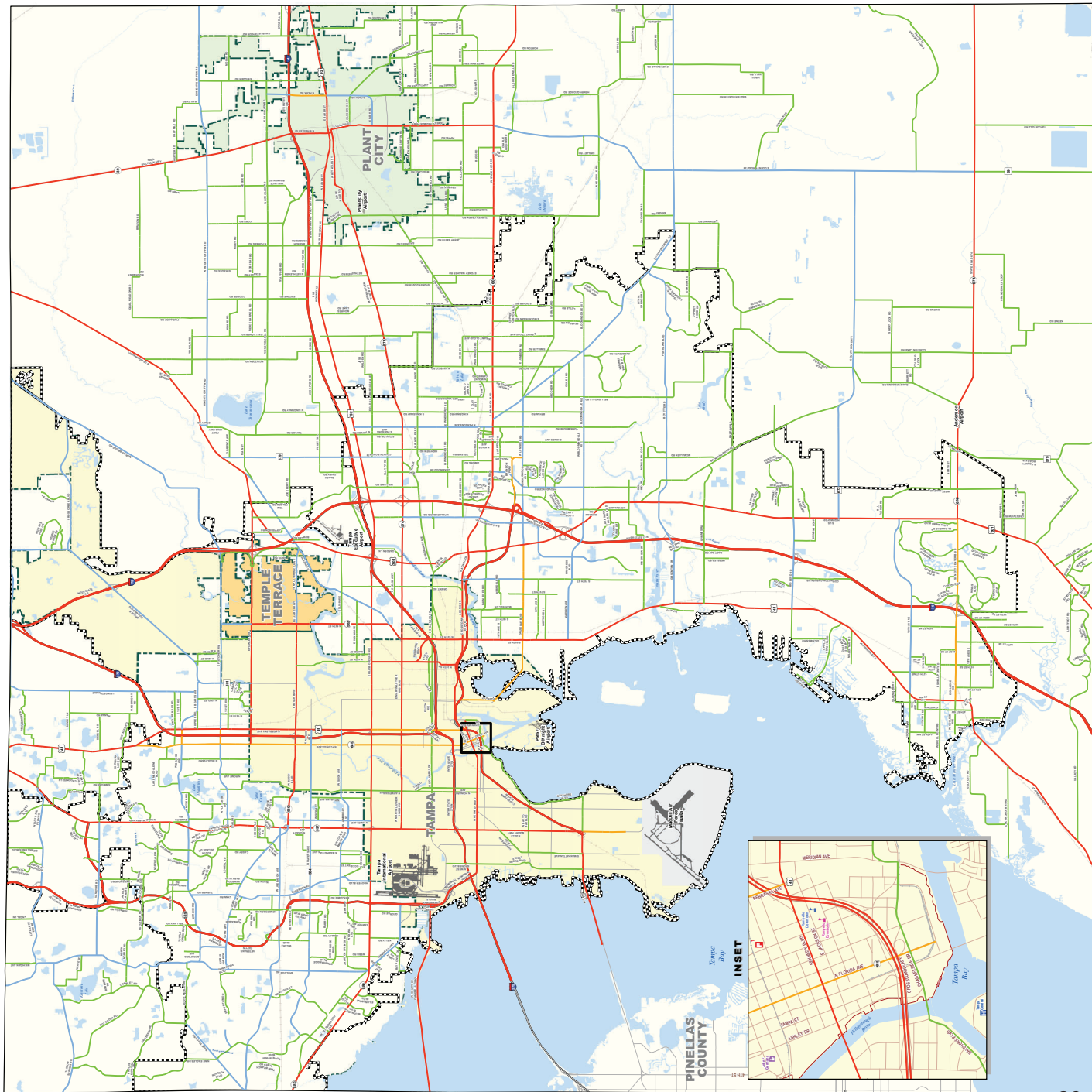
In addition to subject matters in the LDC, Functional Classification of roads plays an important role in administering the Residential Traffic Control Program and the Neighborhood Traffic Calming Program.



NOTE: Every reasonable effort has been made to assure the accuracy of this map. Hillsborough County does not warrant the accuracy of this map. The map is provided for informational purposes only and does not constitute a contract or any other legal document. The map is not to be used for any purpose other than that for which it was prepared. The map is not to be used for any purpose other than that for which it was prepared.

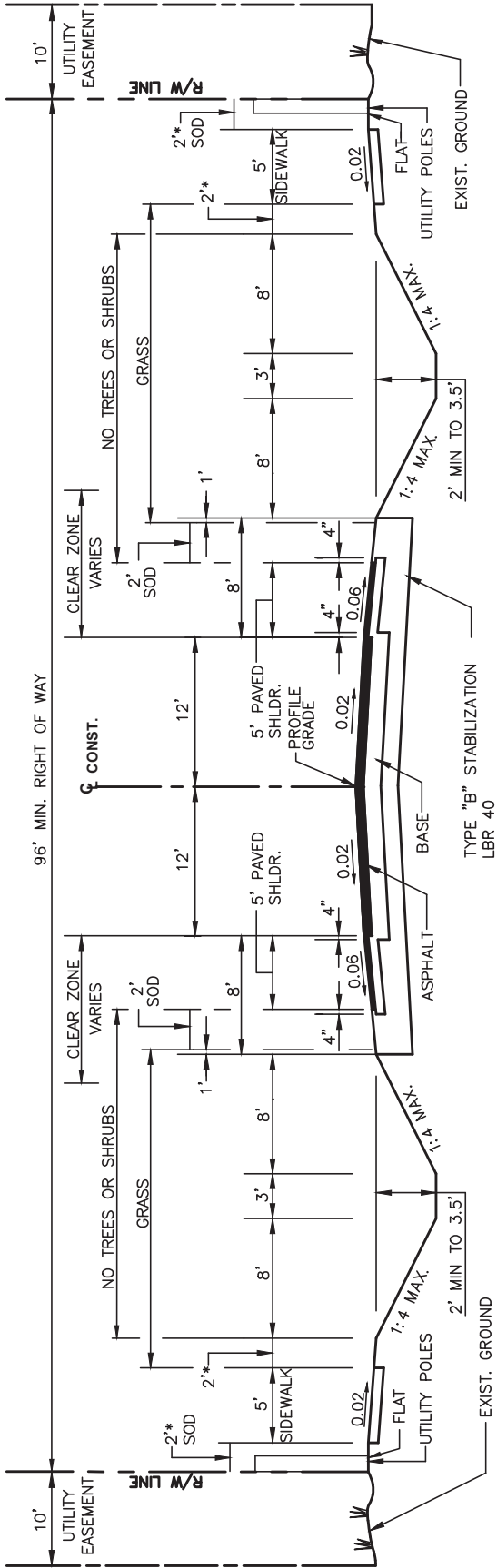
SOURCE: This map has been prepared for the inventory of road property found within Hillsborough County and is based on the most current data available. The map is not to be used for any purpose other than that for which it was prepared. The map is not to be used for any purpose other than that for which it was prepared.

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



TS-7





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.

REVISION DATE:

10/17

31

**TRANSPORTATION
TECHNICAL
MANUAL**



**Hillsborough
County Florida**

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

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

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
Kingsway Rd	County Collector - 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 <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Penn National Rd.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Hickory Ln.	County Local - Urban	2 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	550	39	50
Proposed	1,320	101	136
Difference (+/-)	+770	+62	+86

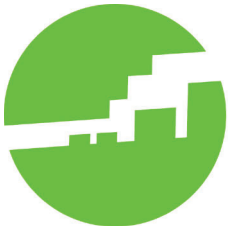
*Trips reported are based on net new external trips unless otherwise noted.

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

Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Kingsway Rd./Substandard Road	Design Exception Requested	Approvable
Kingsway Rd./ Access Spacing	Administrative Variance Requested	Approvable
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 checked="" 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 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: June 16, 2025 Report Prepared: June 5, 2025	Case Number: PD 25-0274 Folio(s): 63562.0000, 63563.0000, 63563.0100, 63564.0000 & 63565.0000 General Location: East of North Kingsway Road and south of East US Highway 92
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga;0.25 FAR)
Service Area	Urban
Community Plan(s)	Seffner-Mango
Rezoning Request	Planned Development (PD) in order to develop 140 dwelling units.
Parcel Size	+/- 37.2 acres
Street Functional Classification	North Kingsway Road – County Collector East US Highway 92 – State Principle Arterial
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	AS-1 + RSC-4 + RSC-6	Agricultural
North	Residential-4	RSC-6	Single-Family Residential + Two-Family
South	Residential-4	RSC-6	Single-Family Residential
East	Residential-4	RSC-4 + ASC-1 + PD + RSC-2	Single-Family Residential + Agricultural
West	Residential-4	PD + AR	Mobile Home Park + Public/Quasi/Public

Staff Analysis of Goals, Objectives and Policies:

The ± 37.2-acre subject site is located east of North Kingsway Road and south of East US Highway 92. The site is in the Urban Service Area and is within the limits of the Seffner-Mango Community Plan. The subject site has a Future Land Use (FLU) designation of Residential-4 (RES-4), which allows for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The applicant is requesting a Planned Development (PD) in order to develop 140 single family 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." The site currently has agricultural uses developed with single family homes surrounding the site. The proposal for 140 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 RES-4 Future Land Use category, which is intended for agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. As the language states above, residential uses are allowed and therefore, the proposal meets Objective 2.2 and the associated policies.

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). Transportation 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 that 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. The proposed request will complement the area as well as the surrounding neighborhoods to the east, north, and south.

The subject site is within the limits of the Seffner-Mango Community Plan. The community plan seeks to enhance community character and ensure quality residential and nonresidential development. The proposed rezoning to develop 140 single family units aligns well with the Seffner-Mango Community Plan.

Overall, staff finds that the proposed use is an allowable use in the RES-4, is compatible with the existing development pattern found within the surrounding area, and does support the vision of the Seffner-Mango Community Plan. The proposed Planned Development (PD) would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Section 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.

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*

LIVABLE COMMUNITIES ELEMENT: Seffner-Mango

2. Goal: *Enhance community character and ensure quality residential and nonresidential development.*

HILLSBOROUGH COUNTY
2024 AERIAL
RZ PD 25-0274

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

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

- WATER NATURAL/LULC_Wet_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASI-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. This map is for informational purposes only and is not intended to be used as a legal document. It is intended that the user of this map verify the accuracy of the information shown on this map with the official records of Hillsborough County. The map is for illustrative purposes only. For the most current data and information, visit the appropriate source.



Map Printed from Rezoning System: 12/30/2024
Author: Beverly F. Daniels
File: G:\Rezoning\System\MapProject\HillCounty\hReZoning - Copy.mxd

