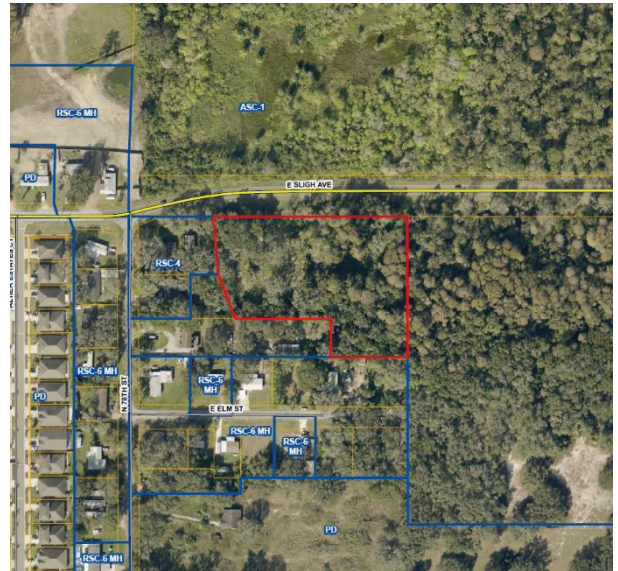


Rezoning Application: PD 24-0789
Zoning Hearing Master Date: October 28, 2024
BOCC CPA Public Hearing Date: December 10, 2024

1.0 APPLICATION SUMMARY

Applicant: Christopher Schrock LLC
FLU Category: CMU-12
Service Area: Urban
Site Acreage: 2.94 acres
Community Plan Area: East Lake/Orient Park
Overlay: None



Introduction Summary:

This is a request to rezone a parcel to Planned Development (PD) to facilitate a 24-unit residential townhome development at a density of 8.16 dwelling units per acre.

Zoning:	Existing	Proposed
District(s)	ASC-1	PD 24-0789
Typical General Use(s)	Single-Family Residential/Agricultural	Townhomes
Acreage	2.94 acres	2.94 acres
Density/Intensity	1 DU per acre	8.16 DU per acre
Mathematical Maximum*	2 dwelling units	Twenty-four (24) dwelling units

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	ASC-1	PD 24-0789
Lot Size / Lot Width	1 acre / 150'	4,000 sf / 40 feet
Setbacks/Buffering and Screening	Front: 50' Side: 15' Rear: 50'	Front: 20 feet Side: 7.5 feet Rear: 15 feet
Height	50'	35' (3 stories)

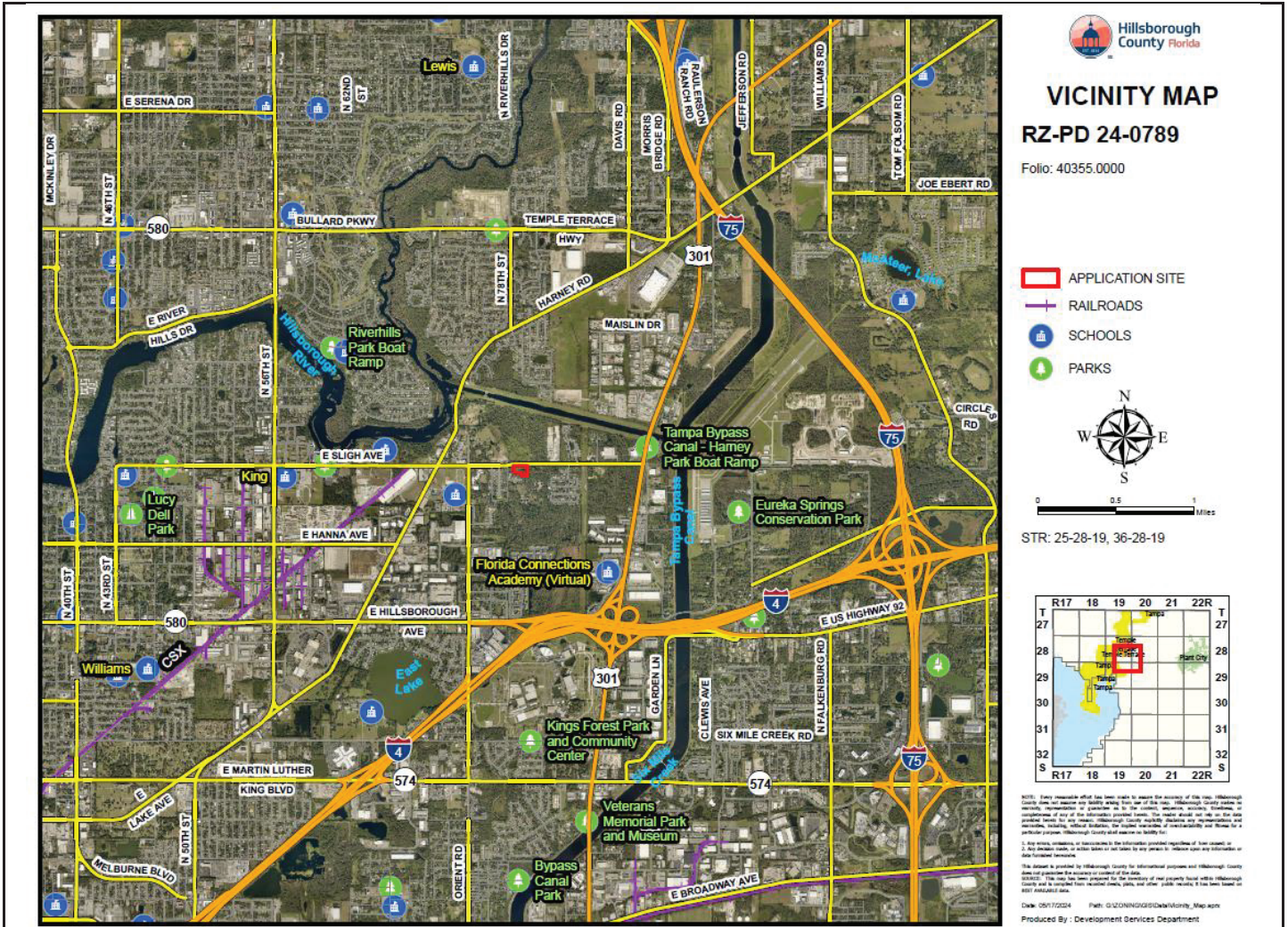
Additional Information:

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

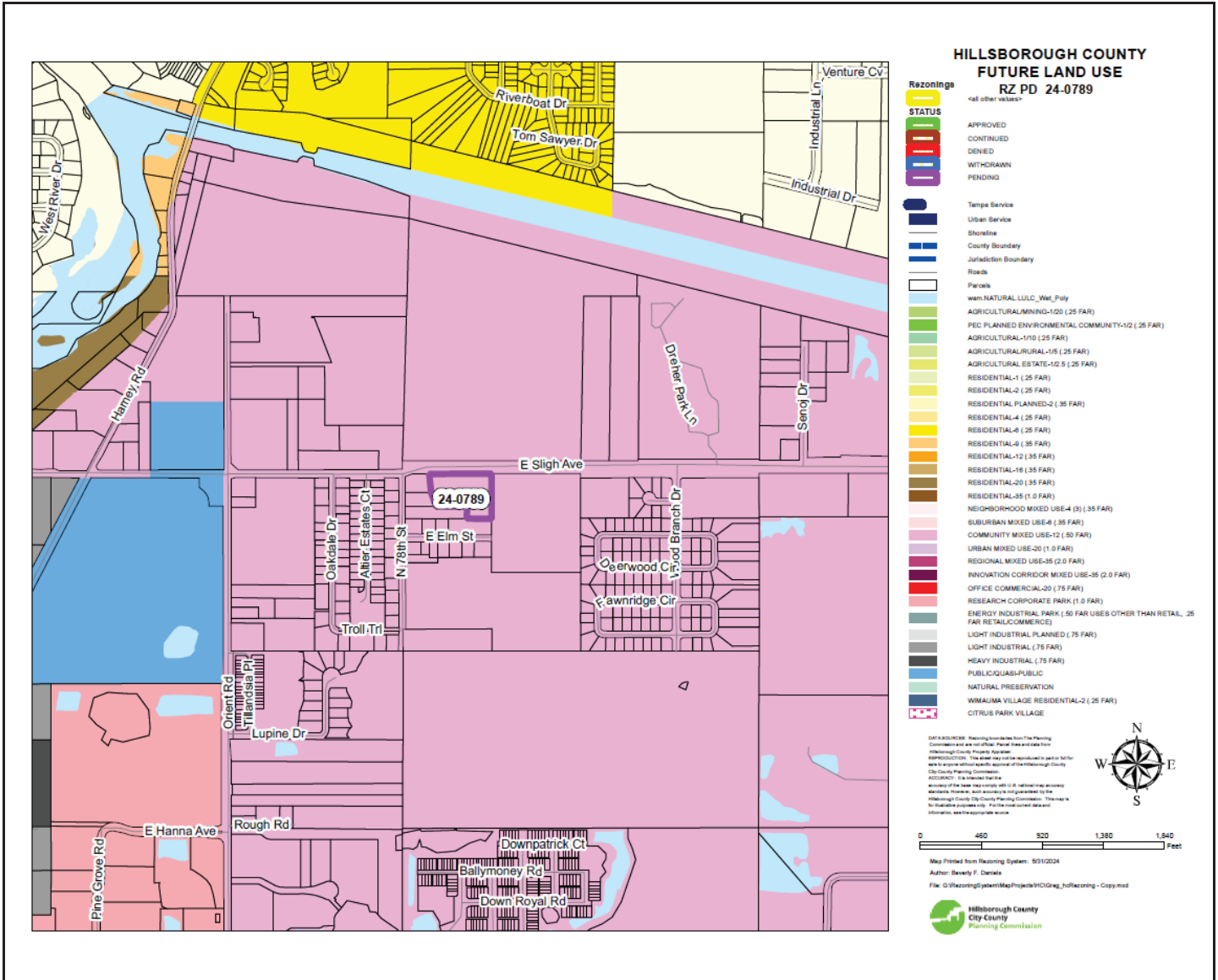


Context of Surrounding Area:

The subject site is generally located at 7805 East Sligh Avenue and consists of one folio: #40355.0000. The property is within the Urban Service Area and within the East Lake Orient Park Community Planned Area. Adjacent properties consist of residential uses zoned various residential and agriculture districts. In the surrounding area, residential uses, including multi-family can be found near the subject property. To the east near US Highway 301 is a commercial area with the majority of properties zoned CI, Commercial Intensive. Manufacturing uses are located to the west.

2.0 LAND USE MAP SET AND SUMMARY DATA

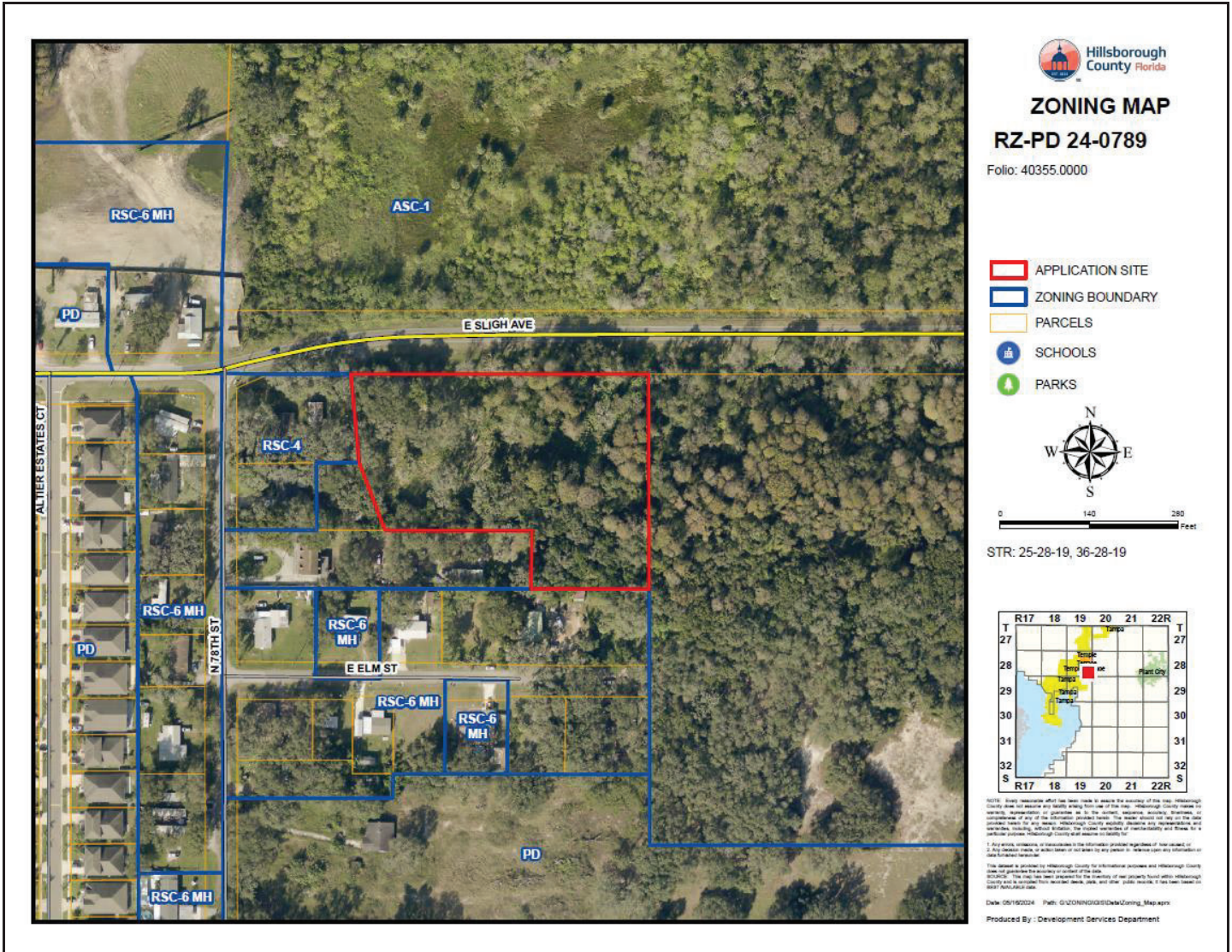
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Community Mixed Use- 12 (CMU-12)
Maximum Density/F.A.R.:	12.0 dwelling units per gross acre
Typical Uses:	Residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use projects at appropriate locations. Non-residential land uses must be compatible with residential uses through established techniques of transition or by restricting the location of incompatible uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

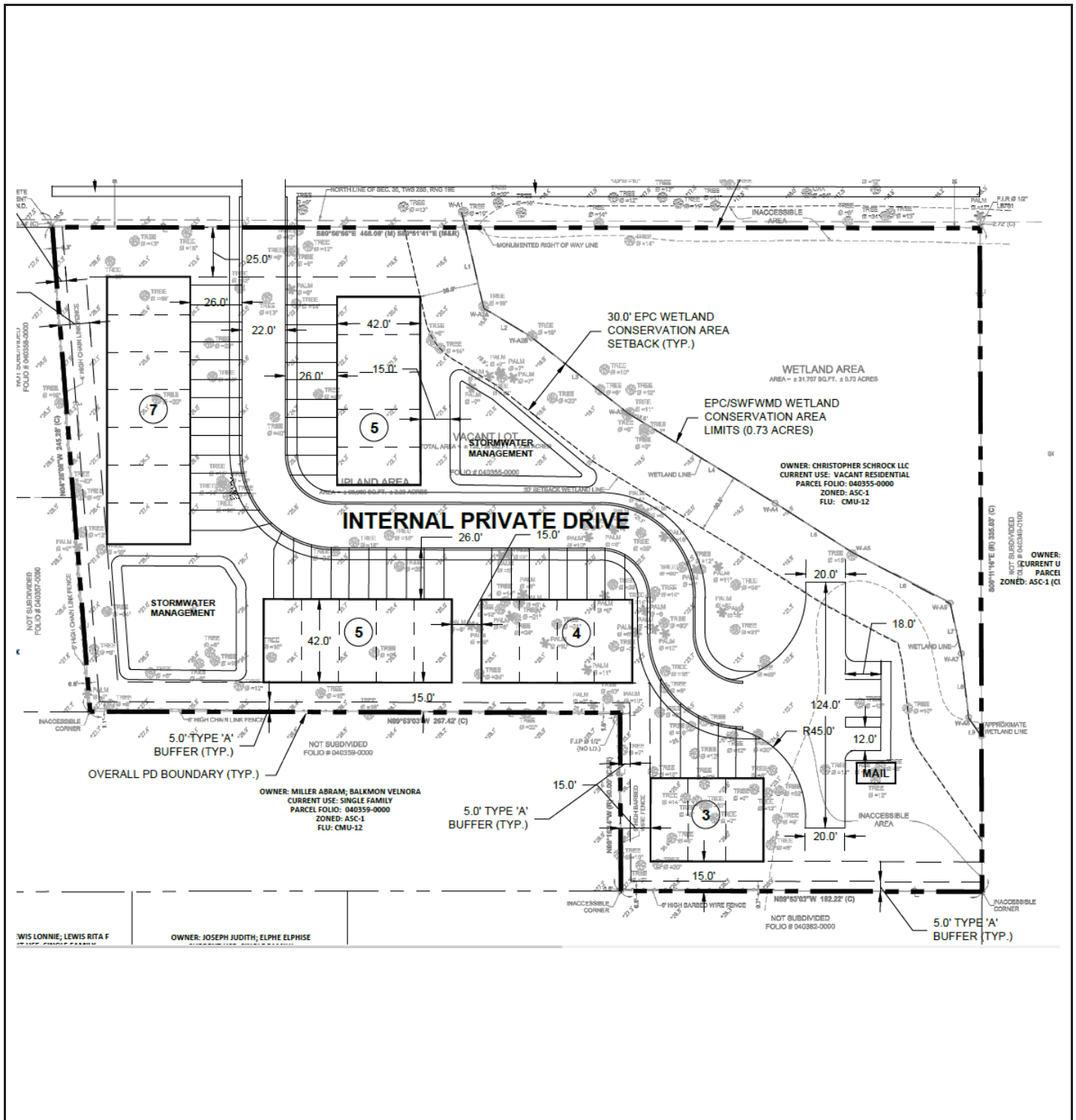


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	ASC-1	1 DU per acre	Agriculture, Single Family Conventional	Undeveloped
South	ASC-1 RSC-6 MH	1 DU per acre 6 DUs per acre	Single Family Conventional, Mobile Homes	Single-family Residential, Mobile Homes
East	PD 24-0124	6.21 DU per acre	Single-Family Conventional, Duplex, Townhomes	Undeveloped
West	RSC-4 ASC-1	4 DU per acre 1 DU per acre	Agriculture, Single-Family Conventional	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 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Road Name	Road Name	Road Name
E. Sligh Ave.	County Collector - Urban	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	1	2
Proposed	173	12	14
Difference (+/1)	(+) 154	(+) 11	(+) 12

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

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

Design Exception/Administrative Variance		
Road Name/Nature of Request	Type	Finding
Sligh Ave./Substandard Roadway	Design Exception Requested	Approvable
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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands present
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area	<input type="checkbox"/> Potable Water Wellfield Protection Area <input 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 <u>TEA Influence Area, Airport Height Restriction, Executive Airport Restriction</u>			
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 Staff Report
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 checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Townhouse (Fee estimate is based on a 1,500 s.f., 1-2 story) Mobility: \$6,661 Parks: \$1,957	School: \$7,027 Fire: \$249 Total per Townhouse: \$15,894 * 28 = \$445,032			
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

This is a request to rezone a 2.94-acre tract from ASC-1 to a Planned Development to facilitate a residential townhome development at a density of 8.16 dwelling unit per acre or twenty-four (24) dwellings. Subject site is composed of one folio and is generally located at 7805 East Sligh Avenue. Surrounding area is primarily residential with the majority of properties developed with single-family homes and mobile homes. Adjacent zonings include single-family and agriculture zoning district. The Planned Development property to the east is currently undeveloped but is approved for single-family, duplexes, and townhomes.

The lot development standards for the proposed Planned Development are a 1,577 square foot minimum size lots and a minimum width of 19 feet. The maximum height of the development is proposed to be 35 feet or three stories. Given the proximity to the project boundary and the proposed height, the development will not meet the 2:1 building setback requirement. The applicant has stated that in order to maintain an acceptable gross floor area of living space, they designed the site without the 2:1 setback requirement. In addition, they state that due to the large wetland area on the property, meeting a 2:1 setback would make a majority of the project undevelopable, as proposed. Staff has considered the request to waive the 2:1 setback requirement and deem it acceptable due to the presence of a buffer yard along the west and south property lines and the amount of wetlands covering a large portion of the property.

The development includes the construction of an internal private roadway with one connection to Sligh Avenue. The roadway does not provide for future connections to adjacent properties. To protect the adjacent single-family residential uses, the applicant is providing adequate buffer and screening, in accordance with the Land Development Code.

Development Services does not foresee any compatibility concerns with the proposed townhome development. The surrounding area is residential and low intense residential uses are adequately buffered and screened from the development. The density of the proposed development is appropriate for the area and does not pose any negative impacts to the surrounding residential uses.

5.2 Recommendation

Based on the above considerations, staff finds the proposed Planned Development district, subject to the conditions, approvable.

6.0 PROPOSED CONDITIONS

Requirements prior to Certification:

1. Prior to certification the applicant shall revise the PD site plan to include the following minimum roadway information for E. Sligh Ave along the project frontage: functional classification, right of way width, number of lanes and pavement width.
2. The applicant shall add note clearly stating the minimum lot size and width of the proposed lots.

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted May 22nd, 2024.

1. The project shall be limited to a maximum twenty-four (24) townhome dwelling units, which may require to be decreased in accordance with Comprehensive Plan Policy 13.3 (Environmentally Sensitive Land Credit).
2. Development Standards of the project shall be as followed:
 - Maximum Density – 8.16 Dwelling units per gross acre
 - Minimum Lot Size – 1,577 square feet
 - Minimum Lot Width – 19 feet
 - Minimum front yard setback – 20 feet
 - Minimum side yard setback – 5 feet
 - Minimum rear yard setback – 10 feet
 - Maximum building height – 35 feet or three stories
3. The subject property shall adhere to the buffer and screening standards depicted on the general site plan.
4. The project shall be permitted one full access connection on E. Sligh Ave. as shown on the PD site plan.
5. If PD 24-0789 is approved, the County Engineer will approve the Design Exception (dated September 30, 2024, and found approvable on October 2, 2024), for E. Sligh Ave. substandard road improvements. As E. Sligh Ave. is a substandard rural collector roadway, the developer will be required to construct +/-1,650 linear feet of 5-foot-wide sidewalk on the south side of E. Sligh Ave. consistent with the Design Exception.
6. The developer shall construct a 5-foot sidewalk along the project frontage on E. Sligh Ave. 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.
7. All construction ingress and egress shall be limited to the E. Sligh Ave. project access.
8. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal.
9. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area and Preservation Area setbacks. A minimum setback must be maintained around these areas which shall be designated on all future plan submittals. Only items explicitly stated in the

condition of approval or items allowed per the LDC may be placed within the wetland setback. Proposed land alterations are restricted within the wetland setback areas.

- 10. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Planning and Growth Management Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
- 11. 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.
- 12. 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.
- 13. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 1. If the notes and/or graphics on the site plan are in conflict with specific zoning conditions and/or the LDC regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 2. 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:	
---------------------------------------	--

ZHM HEARING DATE: October 28, 2024
BOCC CPA PUBLIC HEARING DATE: December 10, 2024

Case Reviewer: Jared Follin

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.

ZHM HEARING DATE: October 28, 2024

BOCC CPA PUBLIC HEARING DATE: December 10, 2024

Case Reviewer: Jared Follin

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department **DATE:** 10/03/2024

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: ELOP/CENTRAL

PETITION NO: PD 24-0789

-
-
- 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 one full access connection on E. Sligh Ave. as shown on the PD site plan.
- If PD 24-0789 is approved, the County Engineer will approve the Design Exception (dated September 30, 2024, and found approvable on October 2, 2024), for E. Sligh Ave. substandard road improvements. As E. Sligh Ave. is a substandard rural collector roadway, the developer will be required to construct +/-1,650 linear feet of 5-foot-wide sidewalk on the south side of E. Sligh Ave. consistent with the Design Exception.
- The developer shall construct a 5-foot sidewalk along the project frontage on E. Sligh Ave.
- 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 E. Sligh Ave. project access. The developer shall include a note in each site/construction plan submittal which indicates same.

OTHER CONDITIONS

- Prior to certification the applicant shall revise the PD site plan to include the following minimum roadway information for E. Sligh Ave along the project frontage: functional classification, right of way width, number of lanes and pavement width.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 2.94-acre parcel, from Agricultural/Single Family Conventional 1 (ASC-1) to Planned Development to construct 24 town home units. The site is located on the south side E. Sligh Ave., approximately 235 feet east of N 78th St. The Future Land Use designation is Commercial Mixed Use 12 (CMU-12).

The property is currently vacant.

Trip Generation Analysis

The applicant submitted a trip generation 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
ASC-1: 2 Single Family Detached Units (ITE Code 210)	19	1	2

Proposed Rezoning

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 24 Single Family Attached (ITE 215)	173	12	14

Trip Generation Difference

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+)154	(+)11	(+)12

The proposed PD rezoning is anticipated to increase the number of trips potentially generated by development by +154 average daily trips and +11 a.m. peak hour trips, and +12 p.m. peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

E. Sligh Ave. is a 2-lane, substandard, undivided, rural collector roadway. The roadway is characterized by +/-11-foot-wide travel lanes in good condition, lying within +/-100 feet of right-of-way. There are no sidewalks and no paved shoulders within the vicinity of the project.

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 +/-1,650 linear feet of sidewalk along the south side of E. Sligh Ave. The proposed Design Exception is discussed in greater detail under the section titled Requested Design Exception: E. Sligh Ave. herein.

SITE ACCESS AND CONNECTIVITY

The PD site plan proposes a full access vehicular and pedestrian connection on E. Sligh Ave.

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.

Construction access shall be limited to Sligh Ave. project access to minimize disruption to adjacent residential neighborhoods.

REQUESTED DESIGN EXCEPTION: E. SLIGH AVE.

As E. Sligh Ave. is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request for the roadway (dated September 30, 2024) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on October 2,

2024). The developer will be required to construct +/-1,650 linear feet of sidewalk on the south side of E. Sligh Ave., as shown in the requested Design Exception.

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

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Roadway Level of Service (LOS) provided for informational purposes only.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
E SLIGH AVE	ORIENT RD	US HWY 301	D	C

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

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Wednesday, October 2, 2024 3:31 PM
To: jesse@blackstockeng.com
CC: cschrock4@gmail.com; Follin, Jared [FollinJ@hcfl.gov]; Heinrich, Michelle [HeinrichM@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]
Subject: FW: RZ PD 24-0789 - Design Exception Review
Attachments: 24-0789 DEAd 09-30-24.pdf

Jesse,

I have found the attached Design Exception (DE) for PD 24-0789 APPROVABLE.

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

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

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

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

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

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Monday, September 30, 2024 3:58 PM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>
Subject: RZ PD 24-0789 - Design Exception Review

Hello Mike,

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

jesse@blackstockeng.com
cschrock4@gmail.com
follinj@hcfl.gov
heinrichm@hcfl.gov
perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review 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

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

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).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- 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 type="checkbox"/> New Request <input type="checkbox"/> Revised Request <input checked="" 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-Substandard Rd E Sligh Ave <input type="checkbox"/> 4. <input type="checkbox"/> 2. <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	7805 E Sligh Ave Townhomes
<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)	040355-0000
<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	Jesse Blackstock, PE
<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	ASC-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	PD-24-0789
<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>	



BLACKSTOCK ENGINEERING UNLIMITED, INC.

September 30, 2024

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

Reference: Design Exception Request – E Sligh Avenue
7805 E Sligh Avenue
Folio No. 40355-0000
PD-24-0789

Mr. Williams:

Please allow this letter to serve as our justification for the design exception per TTM Section 1.7 to meet the requirements of Hillsborough County LDC Section 6.04.03.L (existing facility). The PD rezoning request is to allow for up to 24 single family attached dwelling units on the currently vacant property located at 7805 E Sligh Avenue, as depicted on Exhibit A. This request is per our virtual meeting held on 9/3/2024 with County Staff.

The project proposes to have a single full access connection on to E Sligh Avenue. Sligh Avenue is identified in the Hillsborough County Comp. Plan as a collector roadway and during our 9/3/24 meeting it was determined that this roadway is Substandard. Sligh Avenue has a posted speed limit of 35 mph between Orient Road and 78th Street, then 45 mph east of 78th Street. Sligh Avenue currently has 11.0 foot travel lanes, with a 5' concrete sidewalk along the south side of the roadway which is not consistently currently existing within this portion of Sligh Ave. No bike lanes are currently present on either side of Sligh Avenue.

The segment is broken into two sections: A western section from Orient Road to 78th Street (approximately 1,300 linear feet) and an eastern section from 78th Street to the eastern property corner of Folio No. 040349-0100 (approximately 1,250 linear feet). The western section currently has 11 foot travel lanes, and a sporadic 5' concrete sidewalk on the south side of Sligh Avenue and a relatively flat unpaved shoulder/drainage within approximately 61.0 feet of ROW. The eastern section currently has 11.0 foot of travel lanes, no sidewalks on either side of Sligh Avenue and a relatively flat unpaved shoulder and wetlands beyond the unpaved shoulder both to the north and south within approximately 100 feet of ROW.

This request is a design exception to the Hillsborough County TTM for Sligh Avenue from Orient Road to the eastern property corner of Folio No. 040349-0100.

BE→U

September 15, 2024
Zoning Intake
7805 E Sligh Ave
PD-24-0789
Page 2 of 7

For the western section, the requested exceptions are to the TS-7 typical section and the justifications are as follows:

1. The existing ROW along Sligh Avenue is approximately 100 feet; however, there is an existing wetland within the existing ROW along both sides of the roadway. The typical TS-7 section for a rural, two-lane undivided roadway requires a minimum of 96 feet of ROW with 12 foot travel lanes, 5 foot paved shoulder, open drainage, and a 5 foot sidewalk.
2. The request is to maintain the existing 11.0 foot travel lanes and relatively flat unpaved shoulder/open drainage. The missing segments of the 5.0' concrete sidewalk on the south side of Sligh Avenue will be completed, which will add approximately 350 linear feet of sidewalk. Based on Table 210.2.1 of the FDOT Design Manual, the 10-foot travel lanes identified as acceptable.

The proposed western section typical section is shown in Exhibit 2 and the proposed improvements are shown in Exhibit 3.

For the eastern section, the requested exceptions to the TS-7 typical section and the justification are as follows:

1. The existing ROW along Sligh Avenue is approximately 100 feet; however, there is an existing wetland within the existing ROW along both sides of the roadway. The typical TS-7 section for a rural, two-lane undivided roadway requires a minimum of 96 feet of ROW with 12 foot travel lanes, 5 foot paved shoulder, open drainage, and a 5 foot sidewalk.
2. The eastern section currently has 11 foot travel lanes in approximately 100 feet of ROW. The request is to maintain the existing 11 foot travel lanes and add approximately 1,300 linear feet of 5' concrete sidewalk along the south side of Sligh Avenue, with a 6 foot grass strip on the south side of Sligh Avenue and a 2 foot grass strip along the back side of the sidewalk. Due to ROW constraints and existing conditions, the slope to the wetland may exceed to 4:1 slope, but will not exceed 2:1.

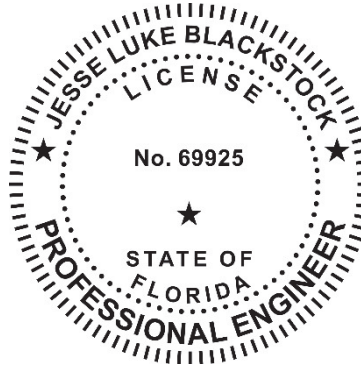
The proposed eastern typical section is shown in Exhibit 4.

BE→U

September 15, 2024
Zoning Intake
7805 E Sligh Ave
PD-24-0789
Page 3 of 7

Please do not hesitate to contact me directly with any questions or concerns.

Respectfully Submitted,
Blackstock Engineering Unlimited, Inc.



Jesse Blackstock Digitally signed by
Jesse Blackstock
Date: 2024.09.30
08:33:27 -04'00'

Jesse Blackstock, PE
President

This item has been digitally signed and sealed by Jesse Blackstock, PE on the date adjacent to the seal. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

Based on the information provided by the Applicant, this request is:

Disapproved Approved with Conditions Approved

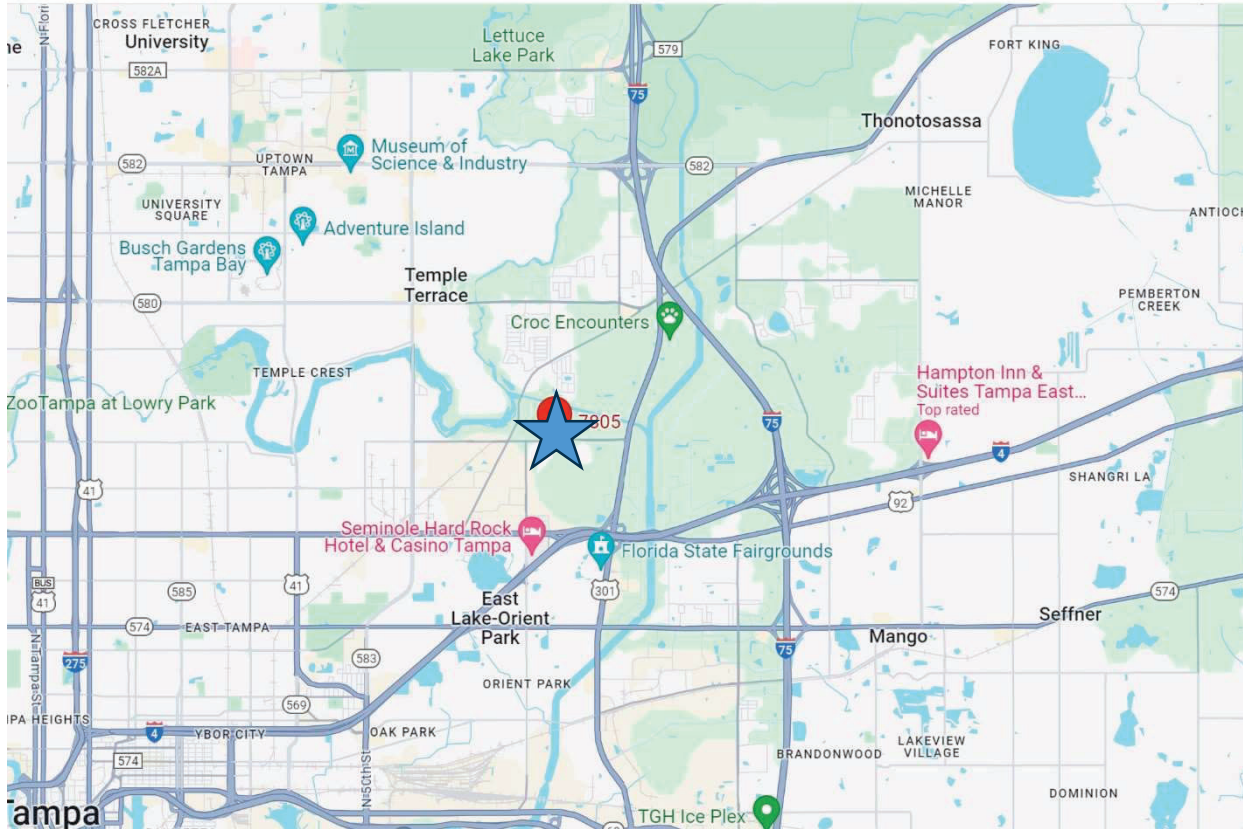
If there are any further questions or you need clarification, please contact Sheida L. Tirado, PE.

Sincerely,
Michael J. Williams, PE
Hillsborough County Engineer



September 15, 2024
Zoning Intake
7805 E Sligh Ave
PD-24-0789
Page 4 of 7

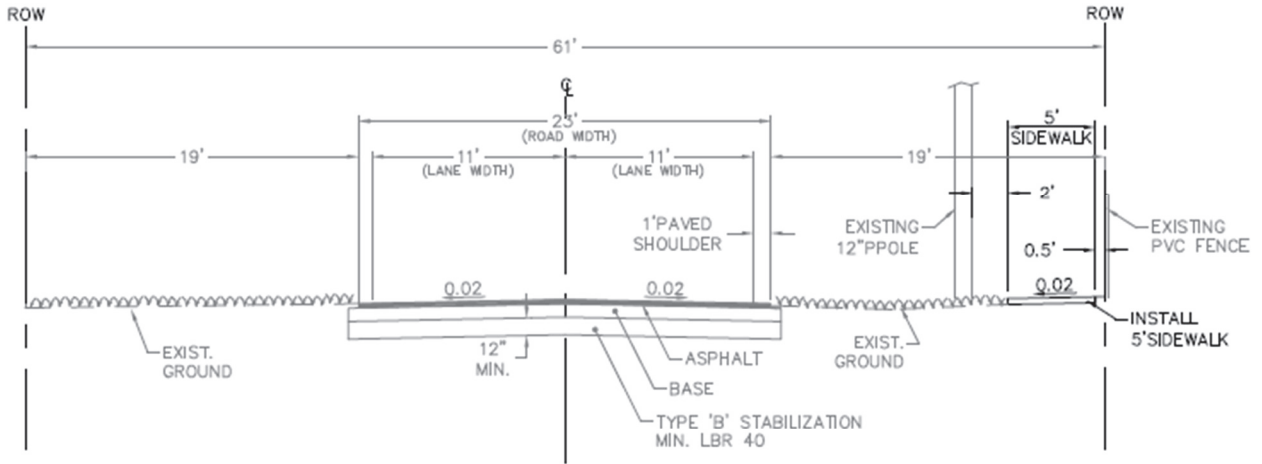
Exhibit 1 – LOCATION MAP



BE→U

September 15, 2024
Zoning Intake
7805 E Sligh Ave
PD-24-0789
Page 5 of 7

Exhibit 2 – Proposed Western Typical Section

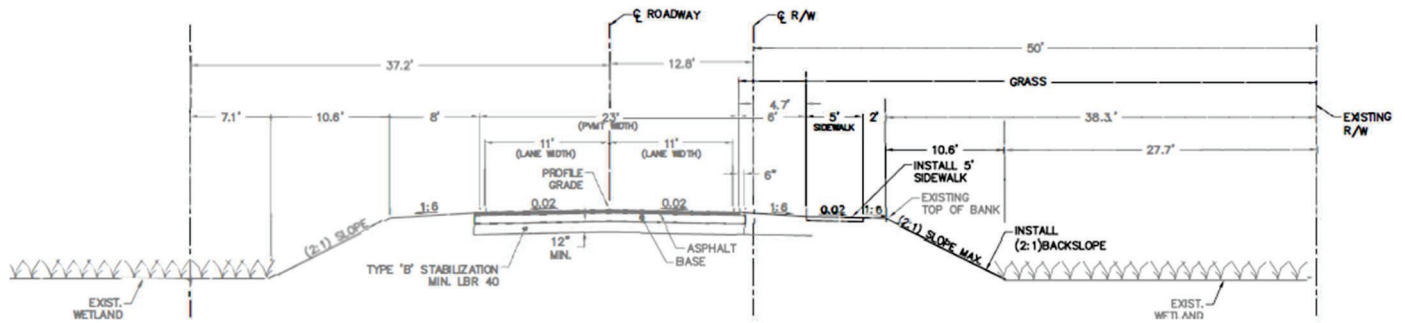


SLIGH AVENUE
SIDEWALK IMPROVEMENTS
(LOOKING EAST OF OAKDALE DR.)
DESIGN SPEED 35 MPH

BE→U

September 15, 2024
Zoning Intake
7805 E Sligh Ave
PD-24-0789
Page 7 of 7

Exhibit 4 – Proposed Eastern Typical Section

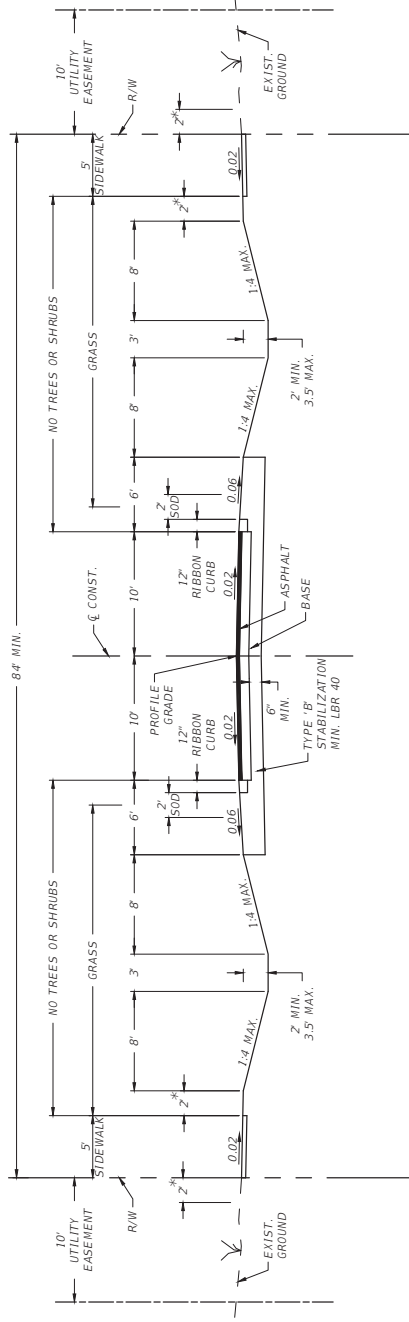


SLIGH AVENUE
SIDEWALK IMPROVEMENTS
(LOOKING EAST)
DESIGN SPEED 45 MPH

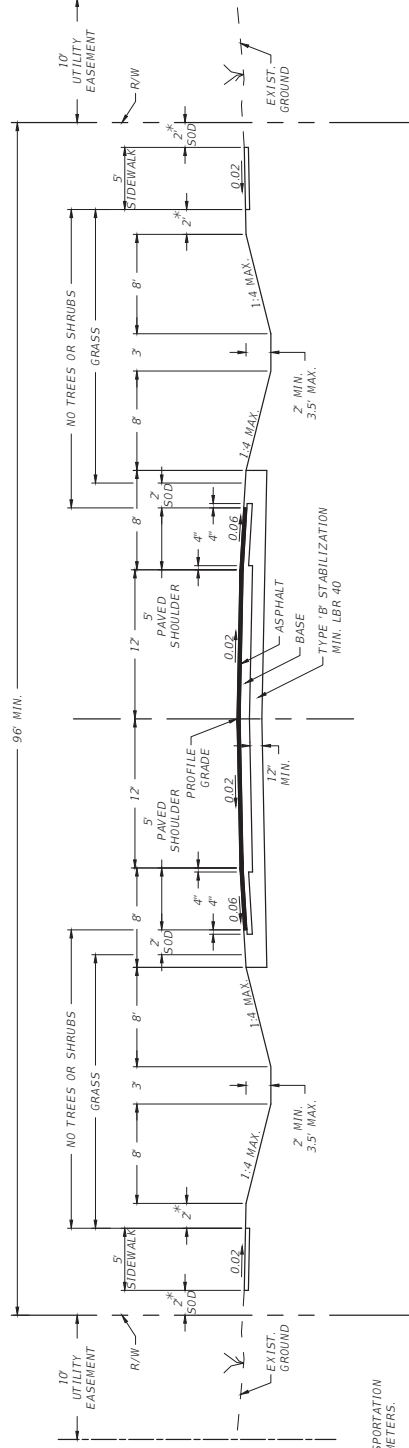
BE→U

*September 15, 2024
Zoning Intake
7805 E Sligh Ave
PD-24-0789
Page 8 of 8*

Exhibit 5 – Standard TTM TS-07



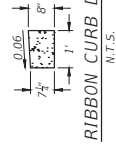
RESIDENTIAL SUBDIVISION WITH
LESS THAN OR EQUAL TO 10 LOTS
DESIGN SPEED - 25 MPH




NON-RESIDENTIAL
DESIGN SPEED \leq 30 MPH
AADT < 5,000 VPD

NOTES:

1. DESIGN SPEED = POSTED SPEED.
2. DIMENSIONS SHOWN ARE MINIMUM.
- * 3. SEE APPROPRIATE SECTIONS OF TRANSPORTATION TECHNICAL MANUAL FOR DESIGN PARAMETERS.
4. PROVIDE 2' MINIMUM CLEARANCE FROM IMPROVEMENTS: FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES, DROP OFFS, OR FROM TOPS OF BANKS WITH SLOPES GREATER THAN 2:1. THE CLEARANCE SHALL BE MEASURED FROM THE TOP OF THE SIDEWALK TO THE CENTER OF 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.
5. PLACE SOD WITH STAGGERED TRANSVERSE JOINTS. (BOTH TEMPORARY AND PERMANENT).



<p>REVISION DATE 10/2023</p>	<p>TRANSPORTATION TECHNICAL MANUAL</p>	 <p>Hillsborough County Florida</p>	<p>LOCAL RURAL ROADS 2 LANE UNDIVIDED TYPICAL SECTION</p>	<p>DRAWING NO. TS-7</p>	<p>SHEET NO. 1 OF 1</p>
----------------------------------	--	--	---	-----------------------------	-----------------------------

ASC-1 TO PD



CONTACT INFORMATION:
 DEVELOPER: CHRISTOPHER SCHROCK LLC
 CONTACT: CHRIS SCHROCK
 ADDRESS: TEMPLE TERRACE, A/E 3387
 TAMPA, FL 33606
 PHONE: (813) 945-2851
 ENGINEER: BLACKSTOCK ENGINEERING UNLIMITED
 CONTRACT: JESSE BLACKSTOCK PE
 ADDRESS: 1646 W SNOW AVE., SUITE 174
 TAMPA, FL 33606
 EMAIL: JESSE@BLACKSTOCKENG.COM
 PHONE: (813) 955-2184

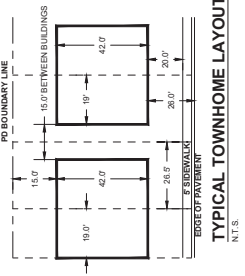
SITE PLAN DATA:

- EXISTING PARCEL ZONING: ASC-1
 PROPOSED PARCEL ZONING: PD
 FUTURE LAND USE CATEGORY: CAUL12
 COMMUNITY PLANNING AREA: N/A
 OFFICIAL DISTRICT: N/A
- TOTAL PROPERTY ACREAGE: 47.234 ACRES
 TOTAL ACRES: 47.234 ACRES (NONE PRESENT)
 NATURAL WATER BODIES: 0.0 ACRES (0.027%)
 LANDSCAPE / OPEN SPACE: 47.039 ACRES (100%)
 IMPERVIOUS AREA: 47.132 ACRES (100%)
 PROPOSED DENSITY: 24 TOWNHOME UNITS / 2.34 AC = 8.16 DU/AC
- PROPOSED USE: 24 TOWNHOME UNITS
- PROPOSED MINIMUM PD BOUNDARY SETBACKS:
 SIDE: 15 FEET
 REAR: 15 MINIMUM BETWEEN BUILDINGS
- BUILDING HEIGHT: 3 STORIES (33.0 FEET MAXIMUM)
 WATER SERVICE THROUGH EXISTING WATER MAIN WITHIN SLOUGH RIGHT OF WAY. THE PROJECT IS WITHIN THE CITY OF TAMPA SERVICE AREA.
- SEWAGE DISPOSAL SERVICE VIA EXISTING FORCE MAIN WITHIN THE SLOUGH RIGHT-OF-WAY. THE PROJECT IS WITHIN THE CITY OF TAMPA SERVICE AREA.
- PROJECT IS NOT WITHIN A SPECIAL ZONE SUCH AS COASTAL HIGH HAZARD, WELLHEAD PROTECTION AREA, SURFACE WATER RESOURCE PROTECTION AREA, ETC.
- THE PROJECT IS NOT WITHIN OR ADJACENT TO A SCENIC CORRIDOR.
- THERE ARE NO DESIGNATED HISTORIC LANDMARKS AND OTHER HISTORICAL OR ARCHAEOLOGICAL SITES AND STRUCTURE CARE WITHIN THE PD BOUNDARY OR WITHIN 50' OF THE PD BOUNDARY.
- PROJECT IS NOT PROPOSED TO BE GATED; HOWEVER, IF GATED SHALL MEET TPA 129.5 GATED ENTRY REQUIREMENTS.
- INTERNAL PRIVATE DRIVE IS TO BE PRIVATE AND IN ACCORDANCE WITH THE HILLSBOROUGH COUNTY TPA.

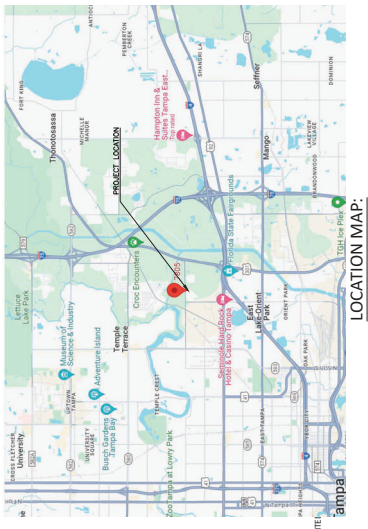
PARKING DATA

PARKING SPACES REQUIRED:	48
2 SPACES/UNIT X 24 UNITS:	48
TOTAL SPACES REQUIRED:	48
PARKING SPACES PROVIDED:	2
2 PER UNIT X 28 UNITS:	56
TOTAL PARKING SPACES PROVIDED:	56

DESCRIPTION: THE MAP OF THE WAY OF THE MAP OF THE HILLSBOROUGH COUNTY, FLORIDA, SHOWS THE LOCATION OF THE PROJECT. THE PROJECT IS SITUATED IN THE CITY OF TAMPA, FLORIDA, WITHIN THE PD BOUNDARY OF THE PROJECT. THE PROJECT IS NOT WITHIN OR ADJACENT TO A SCENIC CORRIDOR. THERE ARE NO DESIGNATED HISTORIC LANDMARKS AND OTHER HISTORICAL OR ARCHAEOLOGICAL SITES AND STRUCTURE CARE WITHIN THE PD BOUNDARY OR WITHIN 50' OF THE PD BOUNDARY. THE PROJECT IS NOT PROPOSED TO BE GATED; HOWEVER, IF GATED SHALL MEET TPA 129.5 GATED ENTRY REQUIREMENTS. INTERNAL PRIVATE DRIVE IS TO BE PRIVATE AND IN ACCORDANCE WITH THE HILLSBOROUGH COUNTY TPA.



NO PLAT/EASEMENT, OR PORTION THEREOF, IS PROPOSED TO BE VACATED



BLACKSTOCK ENGINEERING UNLIMITED, INC.
 1646 W SNOW AVE., SUITE 174
 TAMPA, FL 33606
 WWW.BLACKSTOCKENG.COM
 813.955.2184
 Certificate of Auth. # 23207

PREPARED FOR:
 CHRISTOPHER SCHROCK, LLC

SLIGH AVENUE TOWNHOMES
 7805 E SLIGH AVENUE
 HILLSBOROUGH COUNTY, FLORIDA

PD SITE PLAN

No.	Date	Description
1	04/29/2024	REVISION

PROJECT: 10017122.00
 DATE: 04/29/2024

PD SITE PLAN SHEET 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
E. Sligh Ave.	County Collector - Urban	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 checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	1	2
Proposed	173	12	14
Difference (+/-)	(+)154	(+)11	(+)12

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

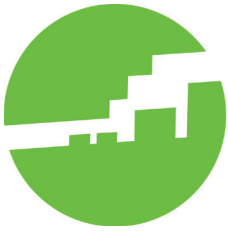
Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		None	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Sligh Ave./Substandard Roadway	Design Exception 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.

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >



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: October 15, 2024 Report Prepared: October 3, 2024	Case Number: PD 24-0789 Folio(s): 40355.0000 General Location: North of East Elm Street, south of Sligh Avenue and 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 Service Area
Community Plan(s)	East Lake-Orient Park
Rezoning Request	Agricultural Single-Family Conventional (ASC-1) to Planned Development (PD) to allow for up to 28 townhome units
Parcel Size	2.94 ± acres
Street Functional Classification	East Elm Street – Local Sligh Avenue – County Collector 78 th Street North – Local
Commercial Locational Criteria	Not Applicable
Evacuation Area	B

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Community Mixed Use - 12	ASC-1	Vacant
North	Community Mixed Use - 12	ASC-1	Vacant
South	Community Mixed Use - 12	ASC-1/RSC-6	Single Family / Mobile Home
East	Community Mixed Use - 12	PD	Vacant
West	Community Mixed Use - 12	RSC-4	Single Family / Mobile Home

Staff Analysis of Goals, Objectives and Policies:

The 2.94 ± acre subject site is located north of Elm Street, south of Sligh Avenue 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 applicant is requesting a rezoning from the Agricultural Single Family Conventional (ASC-1) zoning district to a Planned Development (PD) to allow for up to 28 townhome units.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the County’s growth is to be directed. Policy 1.4 requires all new development 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 subject site is currently vacant. There is also vacant land to the immediate east, north across Sligh Avenue, and further south. Single-family uses are directly west and extends to the south, west and further north. The proposed rezoning from ASC-1 to a PD meets the intent of FLUE Objective 1 and FLUE Policy 1.4.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. 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 set 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 within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land use categories. The site is in the Community Mixed Use-12 (CMU-12) Future Land Use category. The CMU-12 Future Land Use category allows for the consideration of residential, community scale retail commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed use

projects at appropriate locations. As the language states above, residential is allowed; therefore, the proposed Planned Development meets FLUE Objective 7, FLUE Objective 8 and each of their respective policies.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2). However, at the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUE Objective 16 which require new development to be compatible to the surrounding neighborhood. The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is mostly comprised of mixed uses with single family uses in the immediate area. The proposed Plan Development will complement the surrounding area.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed PD. The EPC has determined there are wetlands on site but a resubmittal is not necessary. According to Objective 13 of the FLUE, “new development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.” Objective 9.3 of the Environmental & Sustainability (E&S) is to manage natural preserves to ensure a healthy, functioning environment, economy, and quality of life. Any activity interfering with the integrity of wetland(s) or other surface water(s), such as clearing, excavating, draining, or filling, without written authorization from the Executive Director of the EPC or authorized agent, pursuant to Section 1-11.07, Rules of the Commission, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and Chapter 1-11, Rules of the EPC.

The site meets the intent of the goals and strategies of the East Lake-Orient Park Community Plan. The Transportation Goal under the Plan ensures a balanced transportation system that reflects the community’s character and provides for options including walking, bicycling and transit. According to the revised request uploaded into Optix on September 16, 2024, the proposed residential development will propose one full two-way entrance off of Sligh Avenue. Sidewalks will also be installed along both sides of the internal local roadways per the Hillsborough County Land Development Code (LDC). The Housing Goal creates housing opportunities. The proposed residential development will provide an opportunity for homeownership which is preferred under the East Lake-Orient Park Community Plan.

Overall, staff finds that the proposed use is an allowable use in the CMU-12 category, 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*.

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

FUTURE LAND USE ELEMENT

Urban Service Area

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

Policy 1.2: All new residential or mixed-use land use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities.

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

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

Land Use Categories

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

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

Relationship to Land Development Regulations

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

Policy 9.1: 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 9.2: Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.

Objective 10: Development orders shall not be issued unless development is suitable for the physical conditions of the land, including, but not limited to, topographical and soil conditions, and development mitigates those adverse impacts that it creates upon the physical conditions of the land that may affect the health, safety and/or welfare of the people who live and work within those particular areas.

Policy 10.3: Continue to review, amend, and implement land development regulations to ensure the protection of the attributes, functions, and amenities of the natural environment under all projected growth scenarios.

Environmental Considerations

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

Community Development and Land Uses

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

Policy 16.3: Development and redevelopment shall be integrated with the adjacent land uses through the creation of like uses, or creation of complementary uses, or mitigation of adverse impacts, and transportation/pedestrian connections.

Policy 16.10: Any density increase shall be compatible with existing, proposed, or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

HOUSING SECTION

Objective 1.1: Support a range of housing options to affordably meet the needs of current and future residents.

Policy 1.1.8: Encourage a variety of housing types, including single-family, multi-family, and missing middle housing, to diversify the housing stock and provide Hillsborough County residents with more housing options across a range of income levels.

LIVABLE COMMUNITIES ELEMENT: EAST LAKE-ORIENT PARK COMMUNITY PLAN

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

- *New development should include pedestrian and bicycle access.*

Housing – *Create housing opportunities.*

- *New residential developments that provide home ownership are preferred.*

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ PD 24-0789

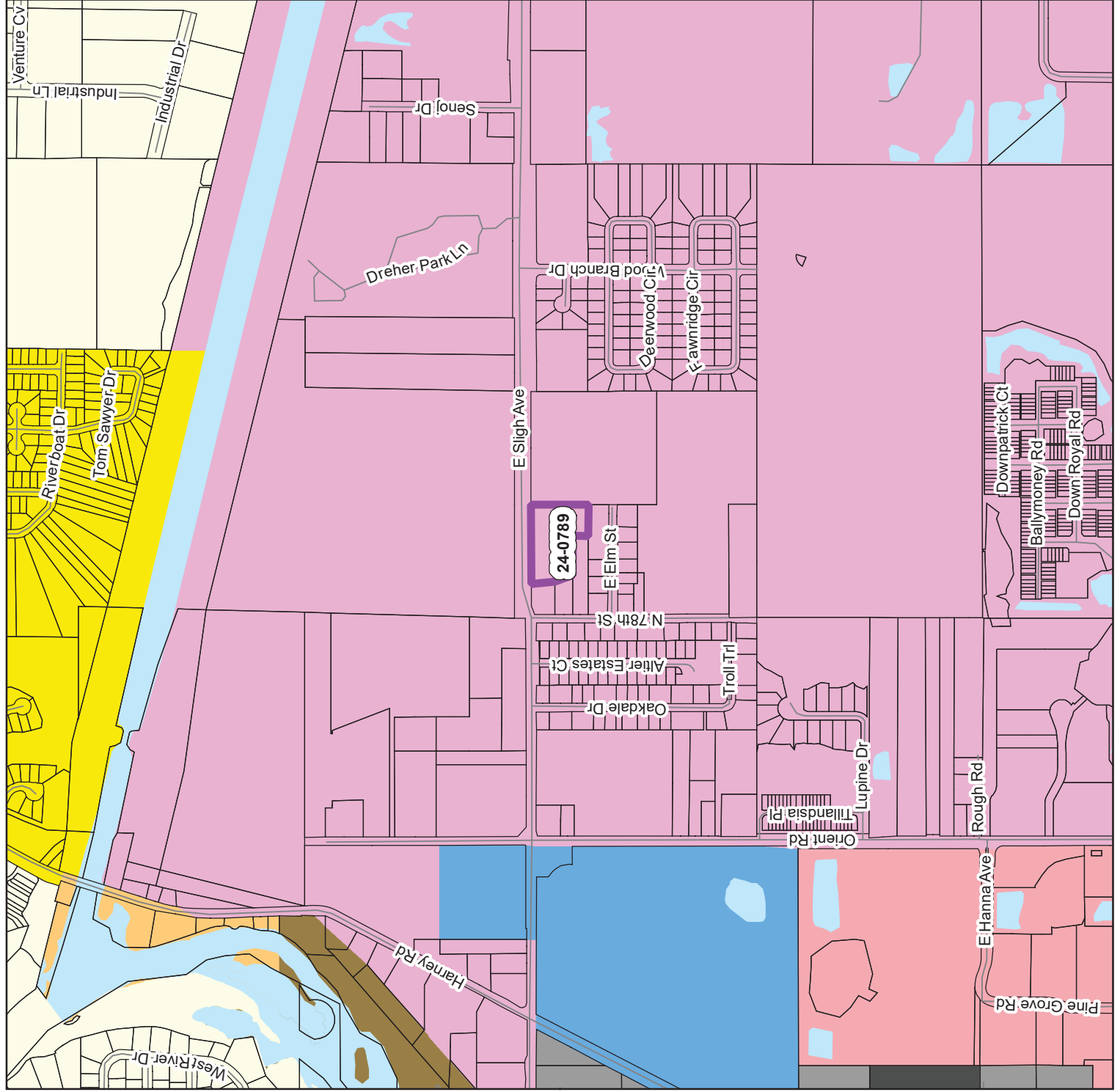
all other values

- Rezoning**
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- STATUS**
- Tampa Service
 - Urban Service
 - Shoreline
 - County Boundary
 - Jurisdiction Boundary
 - Roads
 - Parcels
 - WATER NATURAL LULC_We_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/QUASIPUBLIC
 - 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. All other data is for informational purposes only. For the most current data and information, visit the appropriate agency.

Map Printed from Rezoning System: 5/31/2024
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HC\Reg_Hillsboro\Rezoning_Copy.mxd



< THIS PAGE WAS INTENTIONALLY LEFT BLANK >

< THIS PAGE WAS INTENTIONALLY LEFT BLANK >