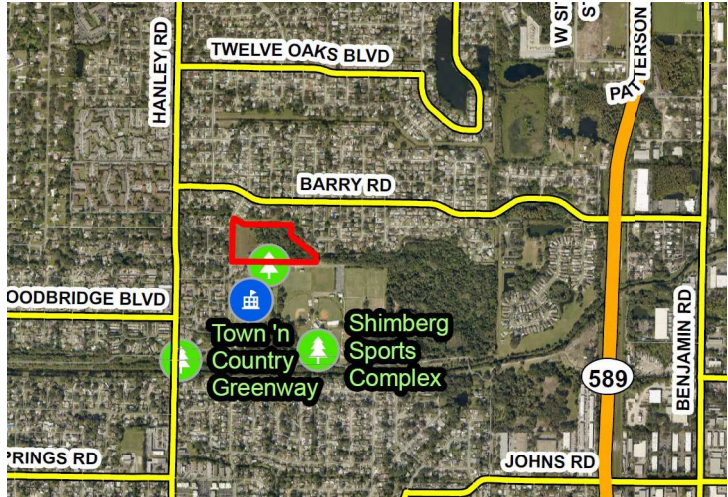




REZONING APPLICATION: 23-0472
ZONING HEARING MASTER DATE: DECEMBER 18, 2023
BOCC LAND USE MEETING DATE: FEBRUARY 1, 2024 (CONCURRENT WITH CPA 23-08)

1.0 APPLICATION SUMMARY

Applicant: Maq Sports Club, LLC & Maq Isle Community, LLC
FLU Category: P/QP; Res-4 (CPA 23-08 to Res-6)
Service Area: Urban
Site Acreage: 9.81
Community Plan Area: Town 'N Country
Overlay: None



INTRODUCTION SUMMARY

The applicant is requesting a rezoning from RSC-6 to PD to allow the development of a single-family subdivision with 52 lots at a density of 5.3 dwellings per acre. The subject property is also under petition CPA 23-08 to change the future land use from P/QP (Public/Quasi-Public) and RES-4 (Residential-4) to RES-6 (Residential-6). The vacant property, covering 9.81 acres, is located at the northeast corner of Soccer Avenue and Armand Drive within the Town 'N Country Community Plan area. This application is being heard concurrently with CPA 23-08 to change the comprehensive plan designation from P/QP and RES-4 to RES-6.

ZONING	EXISTING	PROPOSED
District	RSC-6 (Infill)	PD
Typical General Uses	Single-Family Residential (Conventional Only)	Single-Family Residential
Acreage	9.81	9.81
Density/Intensity	6 units per acre	5.30 units per acre
Mathematical Maximum*	58 units	52 units

*number represents a pre-development approximation

DEVELOPMENT STANDARDS	EXISTING	PROPOSED
District	RSC-6	PD
Lot Size / Lot Width / Lot Depth	7,000 SF / 70'	Corner Lot: 4,739 SF / 50' / 95' Interior Lot: 4,750 SF / 50' / 95'
Setbacks/Buffering and Screening	25' Front 7.5' Rear 25' Sides	20' Front 15' Rear 5' Sides 10' Front, functioning as a side.
Maximum Height	35'	20'

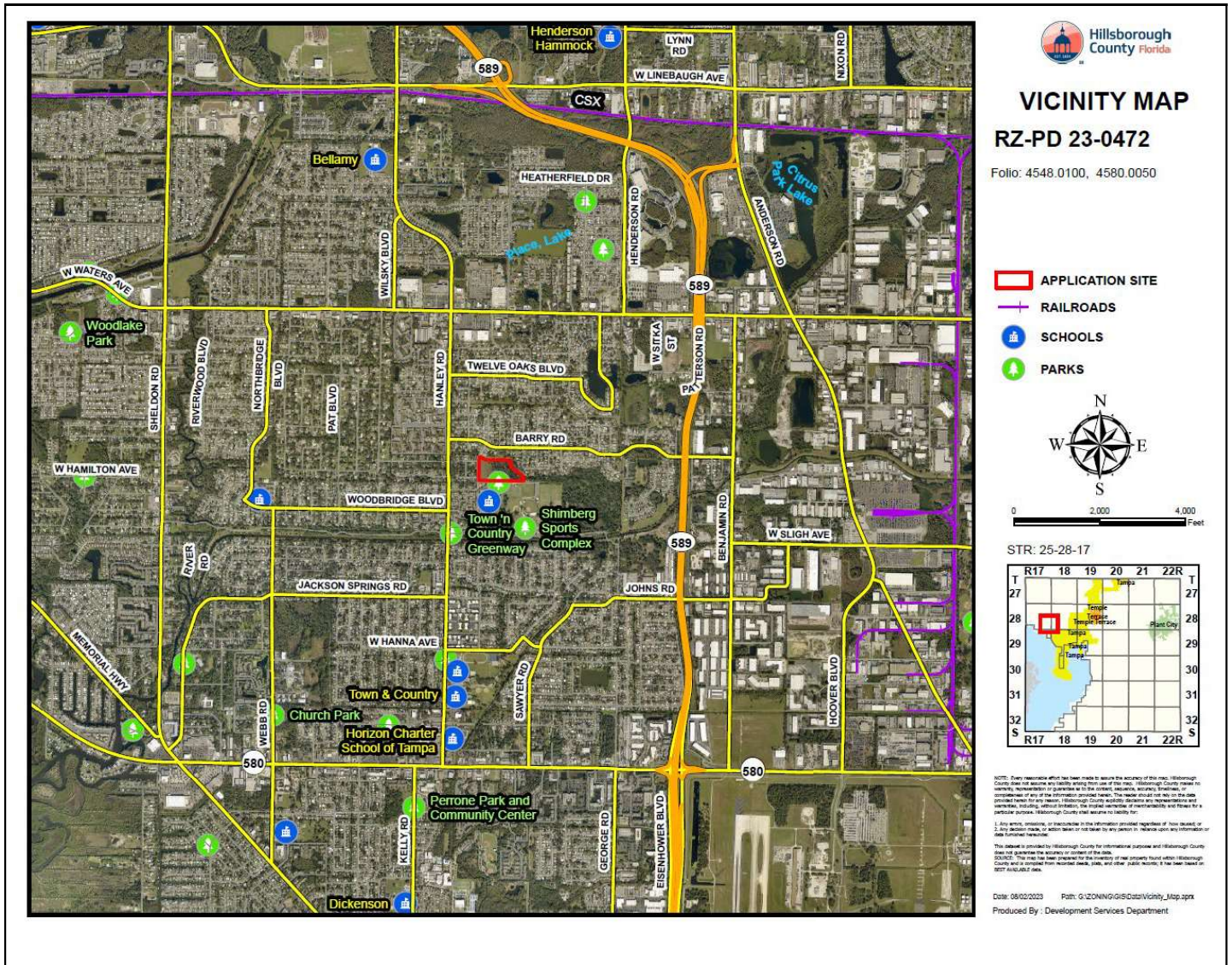
ADDITIONAL INFORMATION

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
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

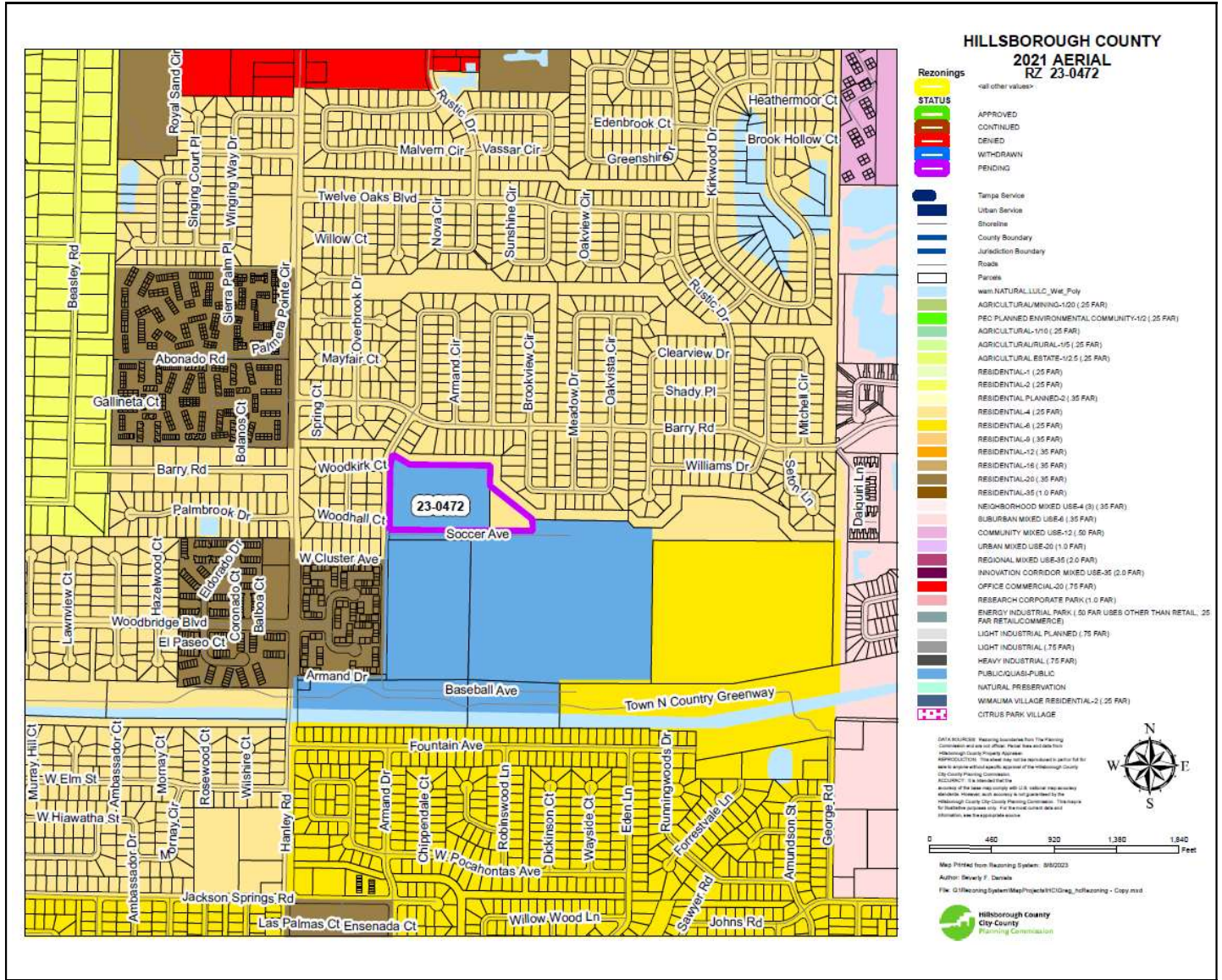


Context of Surrounding Area:

The primary uses in the area include single-family residential, recreation, and education. The subject property abuts public lands to the north and west that are used for stormwater management. The properties opposite the public lands to the north are zoned RSC-6 and are developed for single-family use. The properties to the west of Armand Drive are zoned RSC-6 and are developed for single-family residence. To the south, the properties to the south of Soccer Avenue are zoned RSC-6 and are developed as the Morgan Woods Elementary School and the Shimberg Park and Sports Complex. The Town 'N Country Greenway multi-use path is located approximately 1,250 feet south of the subject property.

2.0 LAND USE MAP SET AND SUMMARY DATA

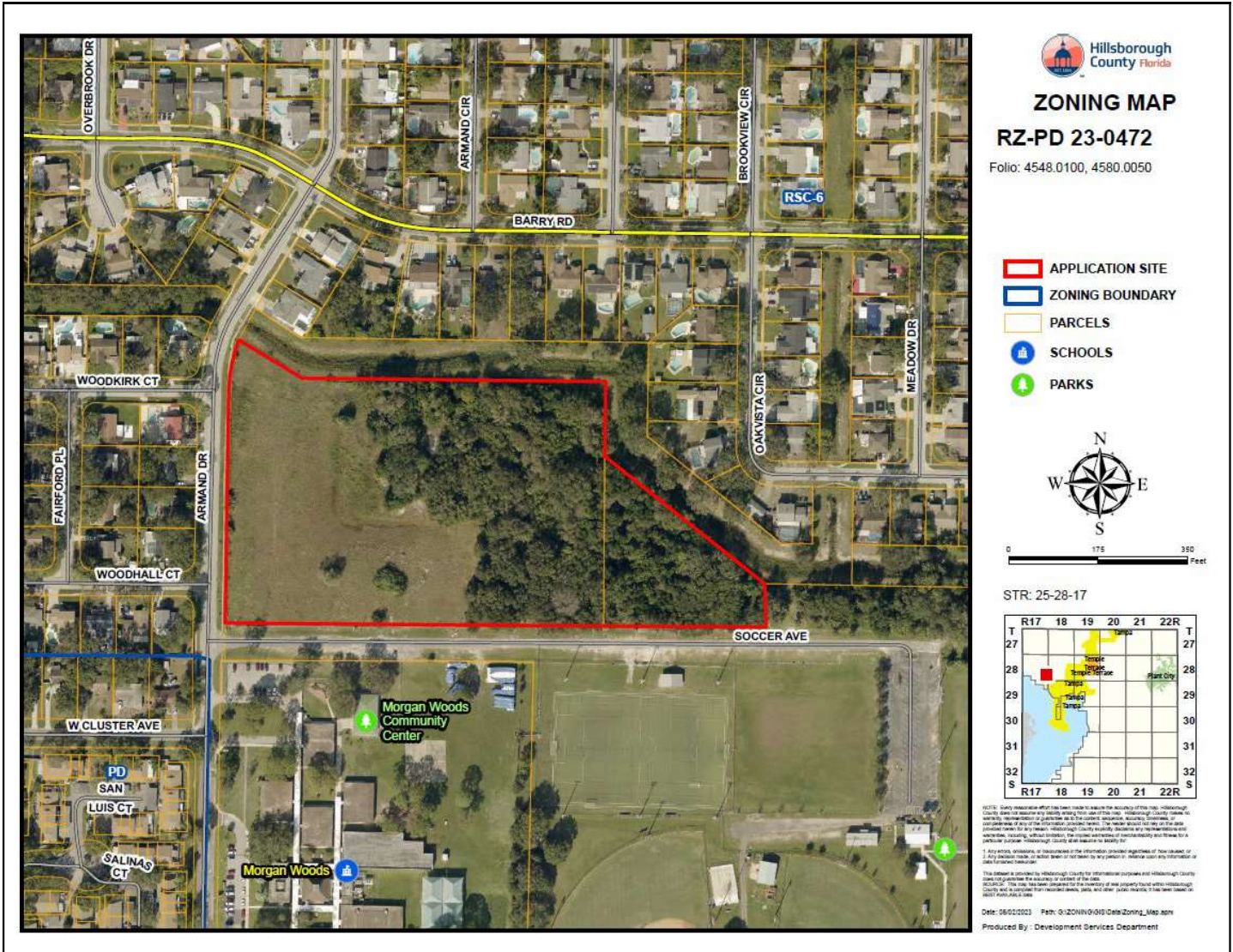
2.2 Future Land Use Map



<p>Subject Site Future Land Use Category</p>	<p>P/QP (Public/Quasi-Public) and RES-4; Proposed: RES-6 (CP 23-08)</p>
<p>Maximum Density/FAR</p>	<p>P/QP 0.0 du/ga; FAR: guided by the floor area ratios of the surrounding properties. RES-4: 4.0 du/ga; FAR: 0.25 RES-6: 6.0 du/ga; FAR: 0.25</p>
<p>Typical Uses</p>	<p>P/QP: major government facilities, other public use, and quasi-public uses. RES-4 & RES-6: Residential, suburban scale neighborhood commercial, office, multi-purpose.</p>

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

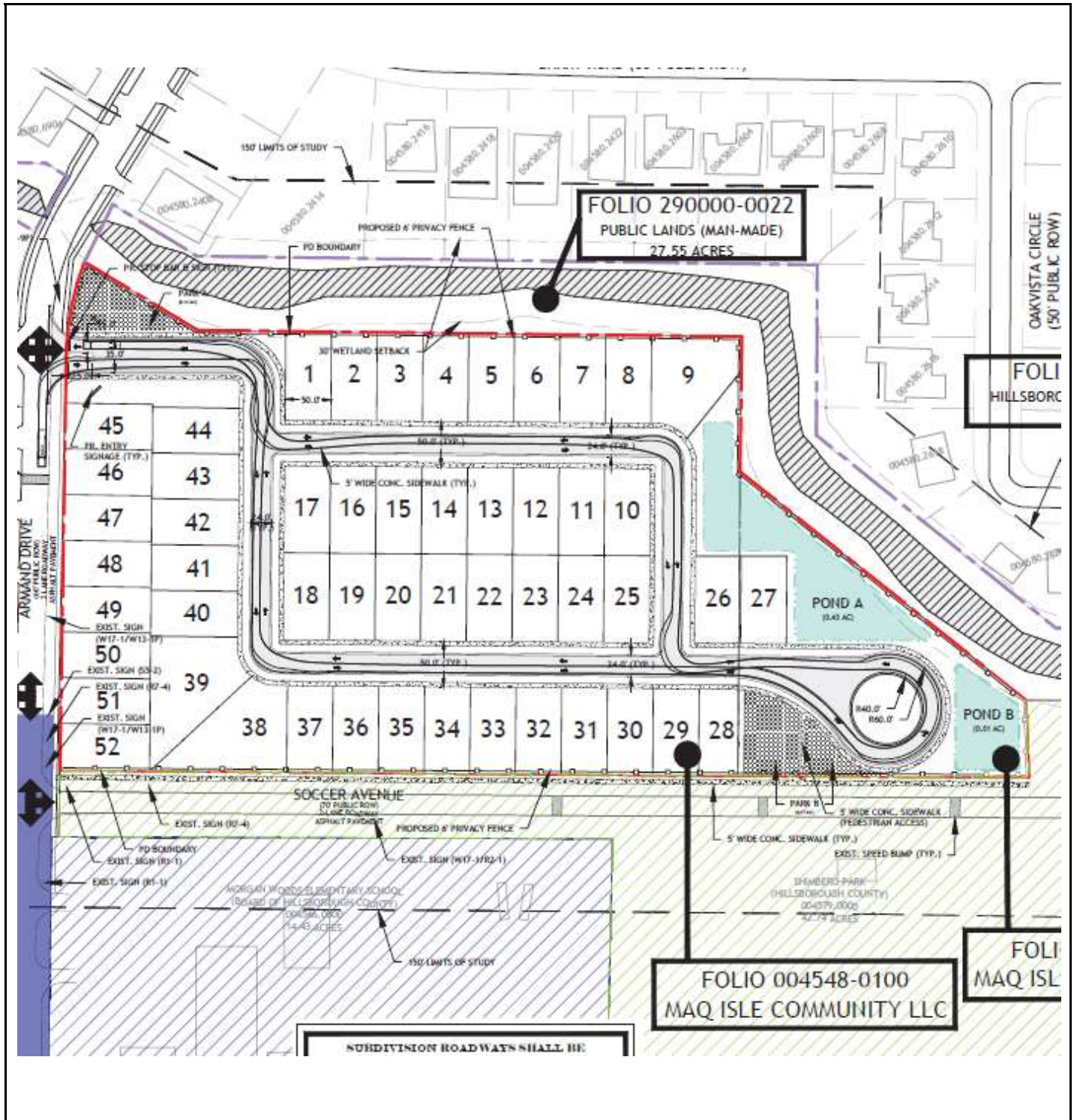


ADJACENT ZONINGS AND USES

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	RSC-6	6 du/ga; FAR: 0.25	Residential, Single-Family Conventional	Public Lands, Drainage Canal
South	RSC-6	6 du/ga; FAR: 0.25	Residential, Single-Family Conventional	Morgan Woods Elementary School
	RSC-6	6 du/ga; FAR: 0.25	Residential, Single-Family Conventional	Recreation Fields
East	RSC-6	6 du/ga; FAR: 0.25	Residential, Single-Family Conventional	Public Lands, Drainage Canal
West	RSC-6	6 du/ga; FAR: 0.25	Residential, Single-Family Conventional	Single-Family Conventional

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	Classification	Current Conditions	Select Future Improvements
Armand Drive	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			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	575	43	57
Proposed	490	36	49
Difference (+/1)	(-) 85	(-)7	(-8)

*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		None	None	Meets LDC
South		Pedestrian	Pedestrian	Does Not Meet LDC
East		None	Vehicular	Does Not Meet LDC
West	X	None	Vehicular & Pedestrian	Meets LDC
Notes:				

DESIGN EXCEPTION/ADMINISTRATIVE VARIANCE		
Road Name/Nature of Request	Type	Finding
NA		
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													
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													
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													
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No													
Check if Applicable: <table style="width:100%; border:none;"> <tr> <td style="width:50%; border:none;"><input type="checkbox"/> Wetlands/Other Surface Waters</td> <td style="width:50%; border:none;"><input type="checkbox"/> Potable Water Wellfield Protection Area</td> </tr> <tr> <td style="border:none;"><input type="checkbox"/> Use of Environmentally Sensitive Land Credit</td> <td style="border:none;"><input type="checkbox"/> Significant Wildlife Habitat</td> </tr> <tr> <td style="border:none;"><input type="checkbox"/> Wellhead Protection Area</td> <td style="border:none;"><input type="checkbox"/> Coastal High Hazard Area</td> </tr> <tr> <td style="border:none;"><input type="checkbox"/> Surface Water Resource Protection Area</td> <td style="border:none;"><input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor</td> </tr> <tr> <td style="border:none;"></td> <td style="border:none;"><input type="checkbox"/> Adjacent to ELAPP property</td> </tr> <tr> <td style="border:none;"></td> <td style="border:none;"><input checked="" type="checkbox"/> Other: <u>110' AMSL Airport Height Restriction</u></td> </tr> </table>					<input type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area	<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat	<input type="checkbox"/> Wellhead Protection Area	<input type="checkbox"/> Coastal High Hazard Area	<input type="checkbox"/> Surface Water Resource Protection Area	<input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor		<input type="checkbox"/> Adjacent to ELAPP property		<input checked="" type="checkbox"/> Other: <u>110' AMSL Airport Height Restriction</u>
<input type="checkbox"/> Wetlands/Other Surface Waters	<input type="checkbox"/> Potable Water Wellfield Protection Area															
<input type="checkbox"/> Use of Environmentally Sensitive Land Credit	<input type="checkbox"/> Significant Wildlife Habitat															
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<input type="checkbox"/> Surface Water Resource Protection Area	<input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor															
	<input type="checkbox"/> Adjacent to ELAPP property															
	<input checked="" type="checkbox"/> Other: <u>110' AMSL Airport Height Restriction</u>															
Public Facilities																
Transportation																
<input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report												
Service Area/ Water & Wastewater																
<input checked="" type="checkbox"/> Urban <input checked="" type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	City of Tampa Water Service Area												
Hillsborough County School Board																
Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input 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: Single Family Detached (Fee estimate is based on a 2,000 SF)																
Mobility: \$ 9,183 * 55 = \$ 505,065 Parks: \$ 2,145 * 55 = \$ 117,975 School: \$ 8,227 * 55 = \$ 452,485 Fire: \$ 335 * 55 = \$ 18,425 Total per House: \$19,890 * 55 = \$1,093,950 [\$18,890 * 52 = \$1,034,280]																
Comprehensive Plan																
Planning Commission																
<input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input checked="" type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No													

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed single-family development would be developed at a density of approximately 5.30 dwellings per acre in an area that is generally made up of single-family conventional, educational, and recreational uses. The single-family residential properties in the vicinity are predominately zoned RSC-6 and are separated from the subject property by public and private right of way, vacant public lands, or vacant County owned lands. The westward orientation of the most western lots, which will directly face towards the neighborhood will help facilitate the new properties being integrated into the existing single-family development of the area.

Based on the zoning, land use, and development pattern of the properties in the area, staff finds the request will have minimal impact on the properties in the vicinity and finds the request compatible with the surrounding development.

5.2 Recommendation

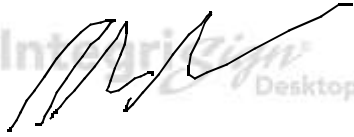
Approvable, Subject to Conditions.

6.0 PROPOSED CONDITIONS

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted November 28, 2023.

1. Development of the project shall proceed in strict accordance with the terms and conditions contained on the General Site Plan and in the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
2. Development of the project shall be limited to 52 single-family, detached, dwelling units.
3. Minimum building setbacks shall be as follows:
 - Front: 20'
 - Rear: 15'
 - Sides: 5'
 - Front, functioning as a side: 10'.
4. The minimum lot dimensions shall be 50 feet in width and 95 feet in depth.
5. The maximum building heights shall be 20 feet.
6. The maximum building coverage shall be 75%.
7. A sidewalk shall be constructed along the project southern boundary fronting on Soccer Ave. consistent with the LDC.
8. A 5-foot sidewalk pedestrian access connection shall be constructed to the required sidewalk along Soccer Avenue.
9. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
10. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
11. Natural Resources staff identified 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.
12. Wetlands or other surface waters are considered Environmentally Sensitive Areas and are subject to Conservation Area setbacks. A minimum setback distance of 30 feet must be maintained around these areas which shall be designated on all future preliminary and construction 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. The proposed fence shown on the plan to be located within the wetland setback area will require a variance to be approved by the Land Use Hearing Officer.
13. 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.
14. 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.

- 15. If the notes and/or graphic on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 16. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

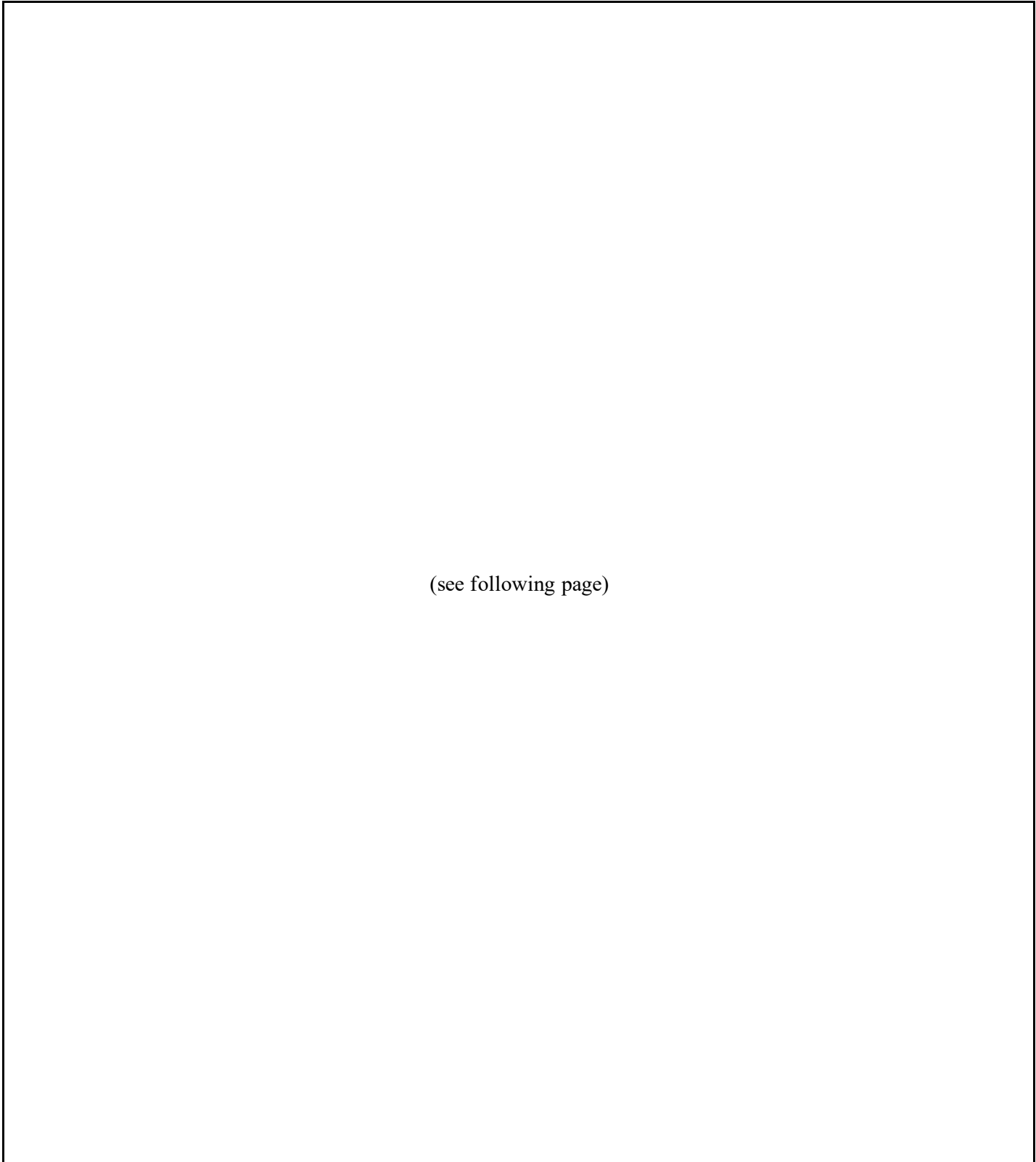
Zoning Administrator Sign Off:	 J. Brian Grady Mon Dec 11 2023 14:40:21
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SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



(see following page)

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: TNC/Northwest

DATE: 12/07/2023
AGENCY/DEPT: Transportation
PETITION NO: PD 23-0472

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

CONDITIONS OF ZONING APPROVAL

- A sidewalk shall be constructed along the project southern boundary fronting on Soccer Ave. consistent with the LDC.
- A 5-foot sidewalk pedestrian access connection shall be constructed to the required sidewalk along Soccer Ave.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
- Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone two parcels, totaling +/- 9.81 acres, from Residential Suburban Conventional 6 (RSC-6) to Planned Development to 52 detached single-family homes. The site is located on the east side of Armand Circle and north of Soccer Dr. The Future Land Use designation is Residential 4 (R-4).

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.

Approved PD:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-6: 61 Single Family Detached Units (ITE 210)	575	43	57

Proposed PD Modification:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 52 Single Family Detached Units (ITE 210)	490	36	49

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	(-85)	(-7)	(-8)

The proposed rezoning would generally result in a decrease of trips potentially generated by -85 average daily trips, -7 trips in the a.m. peak hour, and -8 trips in the p.m. peak hour.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on the east side of Armand Dr.

Armand Dr. is a 2-lane, local roadway characterized by +/- 14-foot wide travel lanes in average condition. The roadway lines within a +/- 60-foot wide right-of-way along the project's frontage. There are +/- 5-foot side sidewalk on both sides of the roadway in the vicinity of the proposed project. The segment of roadway that the project fronts on is a designated school zone with associated pavement markings and signage. Additionally, there are speed tables in each direction and a landscaped median for traffic calming.

SITE ACCESS

The PD site plan proposes a new local roadway access connection on Armand Circle to align with Woodkirk Court and eight of the proposed 52 lots are designed to front on, and take direct access to, Armand Dr. which is a local roadway with existing residential lots fronting the roadway. The proposed subdivision roadway shall be private. The roadway section, entrance and cul-de-sac shall be constructed to the County Transportation Technical Manual standards.

A pedestrian access is proposed to the south connecting to the required sidewalk along the project's southern perimeter. Staff notes that the adjacent properties to the south include an elementary school and County park.

As demonstrated by the site access analysis submitted by the applicant's traffic engineer, the project does not meet warrants for site access improvements (i.e. turn lanes) at the projects access connection.

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.

LEVEL OF SERVICE (LOS)

Armand Dr. is not a regulated roadway in the Hillsborough County Level of Service (LOS) report.

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
Armand Dr.	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	575	43	57
Proposed	490	36	49
Difference (+/-)	(-)85	(-)7	(-)8

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

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South		Pedestrian	None	Meets LDC
East		None	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
N/A	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary			
Transportation	Objections	Conditions Requested	Additional Information/Comments
<input type="checkbox"/> Design Exception/Adm. Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: December 18, 2023	Petition: PD 23-0472
Report Prepared: December 6, 2023	Folios 4548.0100, 4580.0050 <i>East of Armand Drive and north of Soccer Avenue</i>
Summary Data:	
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Public/Quasi Public (0 du/ga; 0.25 FAR), Residential-4 (4 du/ga; 0.25 FAR)* <i>*HC/CPA 23-08 pending adoption, amending the subject site to Residential-6 (RES-6)</i>
Service Area	Urban
Community Plan	Town 'N Country
Request	Residential, Single-Family Conventional-6 (RSC-6) to Planned Development (PD) to develop 52 single family detached dwellings
Parcel Size (Approx.)	9.81 +/- acres (427,323 square feet)
Street Functional Classification	Armand Drive - Local Soccer Avenue - Local
Locational Criteria	N/A
Evacuation Area	B



Context

- The subject site is located on approximately 9.81 ± acres east of Armand Drive and north of Soccer Avenue.
- The site is in the Urban Service Area and within the limits of the Town 'N Country Community Plan.
- The subject site is associated with Plan Amendment HC/CPA 23-08 to change the Future Land Use designation from Public/Quasi Public (P/QP) and Residential-4 (RES-4) to Residential-6 (RES-6).
- The subject property may potentially have a Future Land Use designation of Residential-6 (RES-6) (pending adoption of HC/CPA 23-08 by the BOCC). The RES-6 category allows consideration of 6 dwelling units per gross acre and a Floor Area Ratio (FAR) of 0.25. Typical uses include residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use developments. Nonresidential uses shall meet established locational criteria for specific land use. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The subject site is surrounded by Residential-4 (RES-4) to the north, east and west. Public/Quasi Public (P/QP) is located to the south. Residential-6 (RES-6) is located further southeast of the site. Residential-20 (RES-20) is located further northwest and southwest of the site. Surrounding uses include single family residential, and a public school and park is located immediately south of the site. The Veteran's Expressway is located to the east of the site. There are some townhome and condo developments located to the west of the site. The Town and Country Greenway is located to the south of the site and runs east to west.
- The subject site is zoned Residential, Single-Family Conventional-6 (RSC-6). It is mainly surrounded by RSC-6 and Planned Development (PD) zoning districts.
- The applicant requests to rezone from Residential, Single-Family Conventional-6 (RSC-6) to Planned Development (PD) to develop 52 single family detached dwellings.

Compliance with Comprehensive Plan:

The following Goals, Objectives and Policies apply to this rezoning request and are used as a basis for a consistency finding.

Future Land Use Element

Urban Service Area

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

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

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

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Land Use Categories

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

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

Relationship to Land Development Regulations

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

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

Neighborhood/Community Development

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

Policy 16.1: Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:

- a) locational criteria for the placement of non-residential uses as identified in this Plan,
- b) limiting commercial development in residential land use categories to neighborhood scale;
- c) requiring buffer areas and screening devices between unlike land uses;

Policy 16.2: Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering, and screening techniques and control of specific land uses.

Policy 16.3: Development and redevelopment shall be integrated with the adjacent land uses through:

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

Policy 16.7: Residential neighborhoods shall be designed to include an efficient system of internal circulation and street stub-outs to connect adjacent neighborhoods together.

Policy 16.8: The overall density and lot sizes of new residential projects shall reflect the character of the surrounding area, recognizing the choice of lifestyles described in this Plan.

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

Policy 16.11: Within residential projects, site planning techniques shall be encouraged to ensure a variety and variation of lot sizes, block faces, setbacks and housing types.

Objective 17: Neighborhood and Community Serving Uses Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

Policy 17.7: New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.

Policy 12-1.4: *Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.*

Livable Communities Element: Town 'N Country

4. *Relieve Traffic Congestion And Improve Transit*

- *Discourage cul-de-sacs in new subdivisions and require connections to streets within adjacent subdivisions, community facilities and land uses*
- *Encourage mixed-use town centers and creating “park once” environments that decrease vehicular trips*
- *Restrict access points from individual properties along major roads*
- *Encourage the use of shared access points, cross easements and entry from side streets*

Staff Analysis of Goals Objectives and Policies:

The subject site is located on approximately 9.81 ± acres east of Armand Drive and north of Soccer Avenue. The site is in the Urban Service Area and within the limits of the Town 'N Country Community Plan. The applicant requests to rezone from Residential, Single-Family Conventional-6 (RSC-6) to Planned Development (PD) to develop 52 single family detached dwellings. Surrounding uses include single family residential, and a public school and park is located immediately south of the site. The Veteran's Expressway is located to the east of the site. There are some townhome and condo developments located to the west of the site. The Town and Country Greenway is located to the south of the site and runs east to west.

The subject site is in the Urban Service Area and per Objective 1 of the Future Land Use Element (FLUE), where 80 percent of the county's growth is to be directed. Policy 1.4 requires all new developments to be compatible with the surrounding area, noting that “Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The proposed density in the RES-6 FLU designation is compatible with the existing character of development in the area. The subject site is surrounded by Residential-4 (RES-4) to the north, east and west. Public/Quasi Public (P/QP) is located to the south. Residential-6 (RES-6) is located further southeast of the site. Residential-20 (RES-20) is located further northwest and southwest of the site. The area mainly contains single family residential uses. The proposal is consistent with Policy 1.2 as it meets the minimum density expected (at least 44 units) for the acreage of this site.

The proposed rezoning meets the intent of Objective 16 and policies 16.1, 16.2, 16.3, 16.7, 16.8, 16.10, 16.11 and 17.7. The proposal includes appropriate setbacks and buffers. In addition, the stormwater retention area proposed at the east end of the site serves as a buffer from the developments to the north. The proposed density and lots sizes are reflective of the surrounding neighborhoods. The site plan appears to show an efficient system of internal circulation with main access off Armand Drive and pedestrian access to Soccer Avenue. At the time of writing this report, there were no Transportation Review Section comments in Optix, and therefore was not a part of the Planning Commission staff analysis.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character of this area mainly contains single family residential and public institutional uses; therefore, the proposed residential use is compatible with the surrounding development pattern.

The proposed rezoning meets the intent of the Town 'N Country Community Plan. Although the Community Plan discourages cul-de-sacs, the proposed PD is adjacent to Soccer Avenue which is a private driveway for the public park and therefore not able to be connected. However, the request includes pedestrian access from the cul-de-sac to Soccer Avenue, which promotes the Community Plan goal of shared access and connections.

Overall, staff finds that the proposed residential development is consistent with policy direction in the Urban Service Area. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies in the *Unincorporated Hillsborough County Comprehensive Plan*. The request is compatible with the existing development pattern found within the surrounding area.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Planned Development **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the approval of HC/CPA 23-08 by the BOCC and the conditions proposed by the Development Services Department.

HILLSBOROUGH COUNTY 2021 AERIAL RZ 23-0472

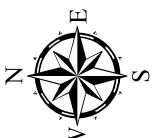
Rezoning
STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

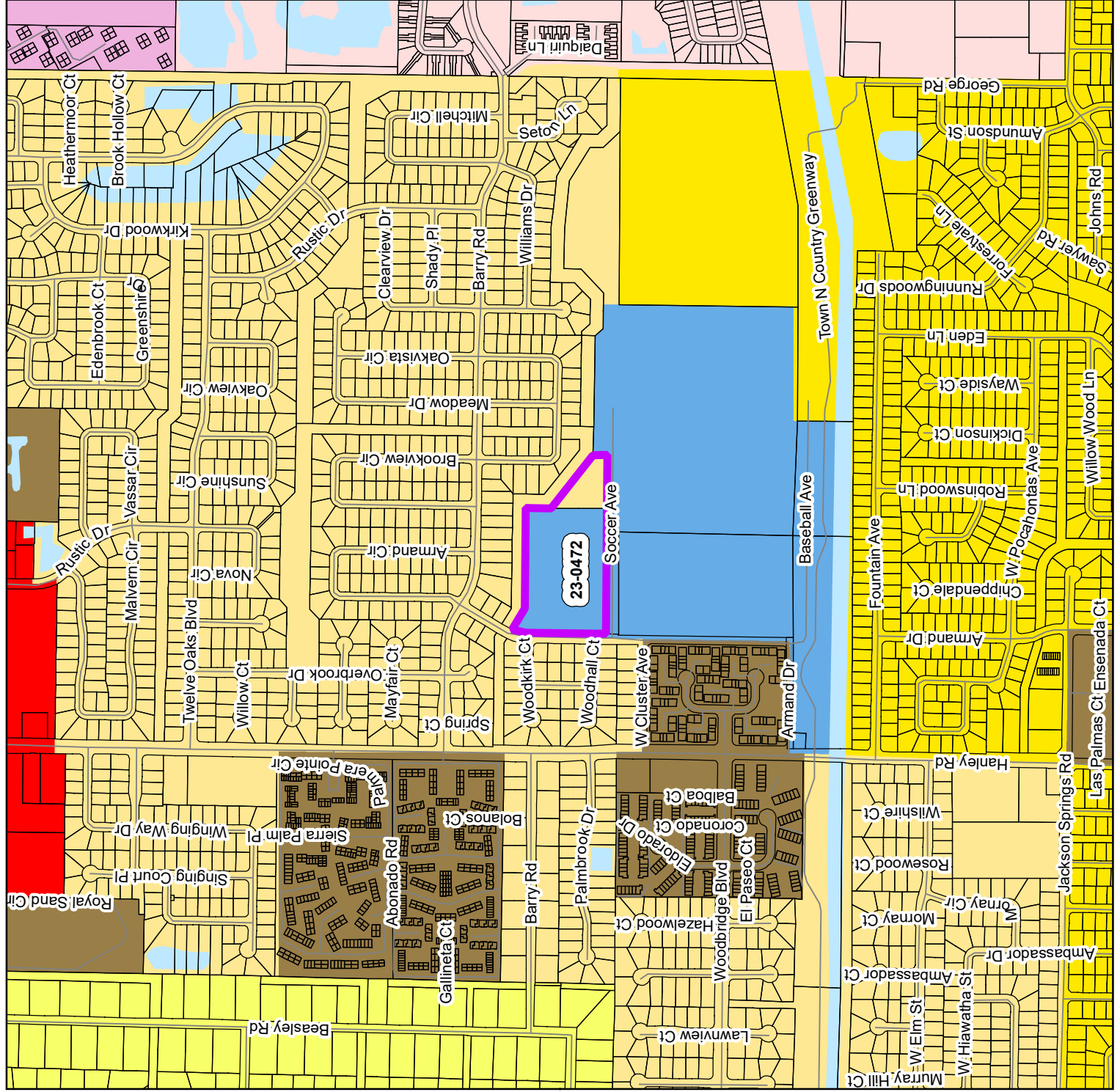
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

- varm NATURAL LULC_Weg_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: Rezone boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The map is for informational purposes only. It is not intended to be used for any other purpose without the specific approval of the Hillsborough County City/County Planning Commission. ACCURACY: It is intended that the information shown on this map is accurate to the best of our knowledge and belief. Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate agency.



Map Printed from Rezoning System: 8/6/2023
 Author: Beverly F. Daniels
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