

Rezoning Application: PD 24-1261

Zoning Hearing Master Date: January 14, 2025

BOCC Land Use Meeting Date: March 11, 2025



Hillsborough
County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Warren E Hand
FLU Category: RES-4
Service Area: Urban
Site Acreage: 17.96 Acres
Community Plan Area: Seffner Mango
Overlay: None
Request: Planned Development



Introduction Summary:

The applicant is requesting to rezone 17.96+/- acres from AR (Agricultural Rural) to PD (Planned Development) to allow for a 63-unit single-family residential development. The proposal has two areas; Area A has an existing single family dwelling unit that will utilize ASC-1 development standards while Area B will have the remaining 62 single family dwelling units with a minimum lot size of 5,500 Sq Ft.

Zoning:	Existing	Proposed	
District(s)	AR	PD	
		Area A: ASC-1	Area B
Typical General Use(s)	Agricultural	Single-Family Residential	Single-Family Residential
Acreage	17.96	1.09	16.87
Density/Intensity	1 DU per 5 GA/ FAR: NA	1 DU per GA/ FAR:NA	3.68 DU per GA/ FAR:NA
Mathematical Maximum*	3 DU per 5 GA/ FAR: NA	1 DU per GA/ FAR: NA	62 DU per GA/ FAR: NA

*number represents a pre-development approximation

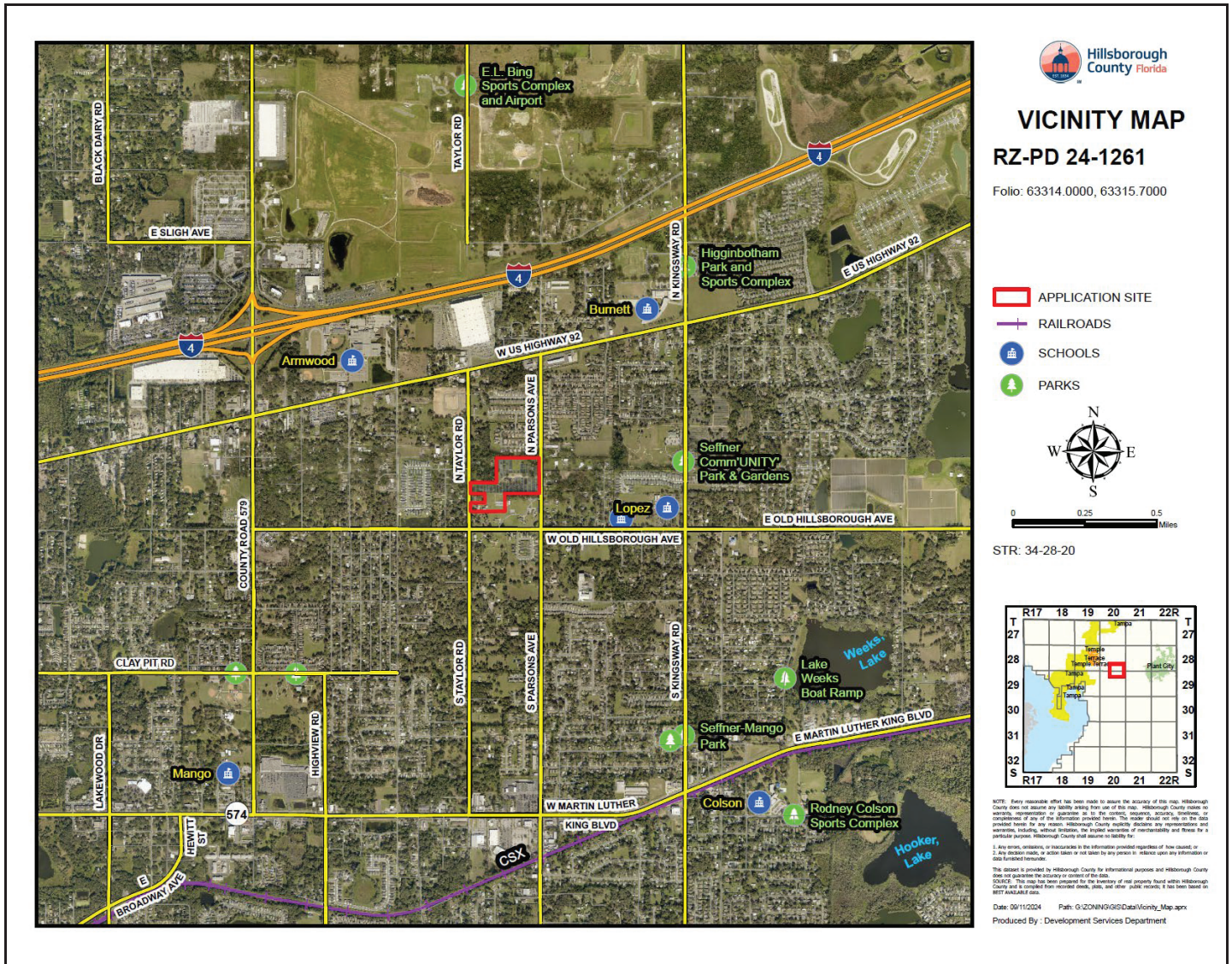
Development Standards:	Existing	Proposed	
District(s)	AR	PD	
		Area A: ASC-1	Area B
Lot Size / Lot Width	217,800 Sq Ft /150'	43,560 Sq Ft /150'	5,500 Sq Ft /50'
Setbacks/Buffering and Screening	50' Front 50' Rear 25' Sides	50' Front 50' Rear 15' Sides	20' Front 20' Rear 5' Sides 10' Corner
Height	50'	50'	35'

Additional Information:

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

Planning Commission Recommendation:
Consistent

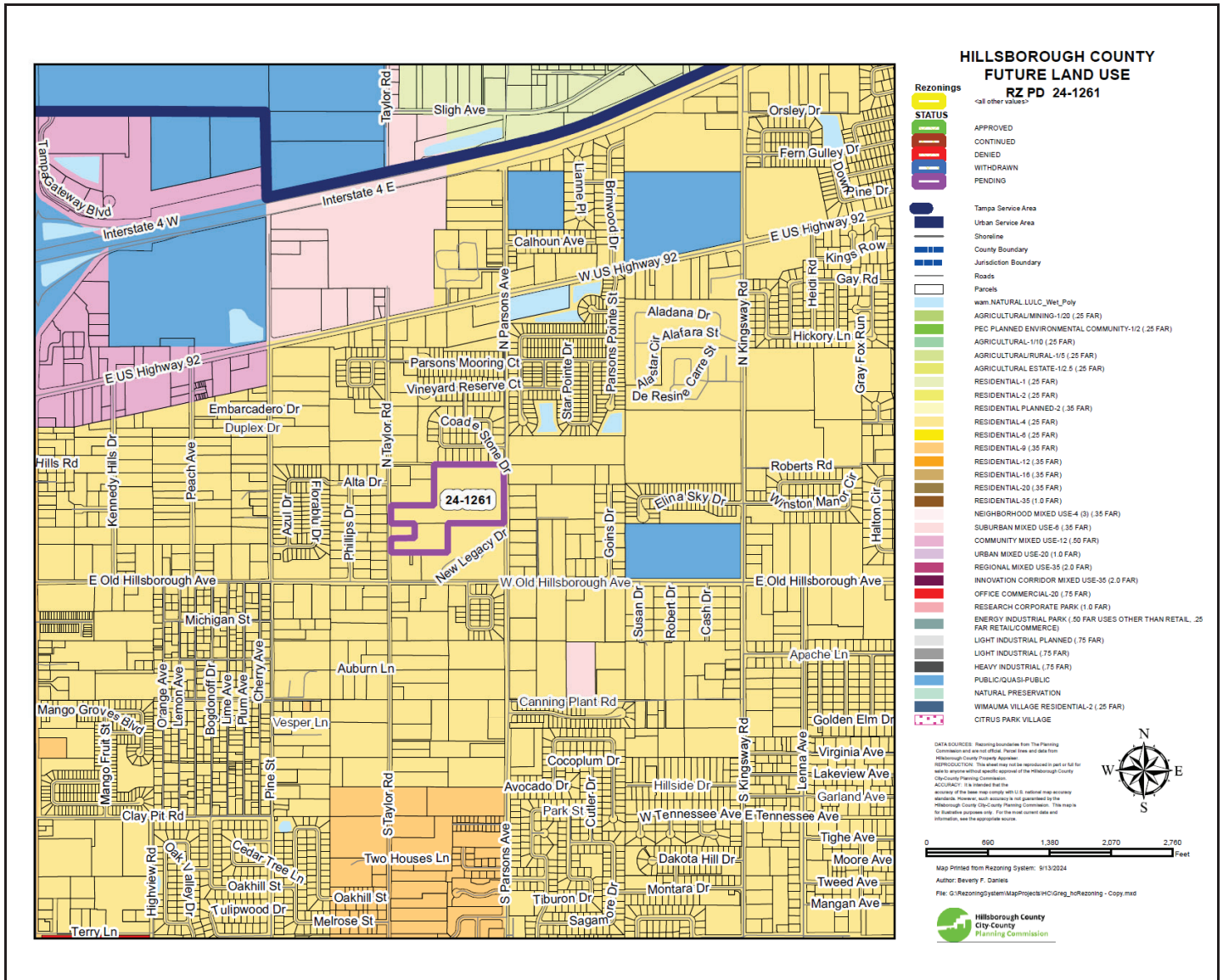
Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA**2.1 Vicinity Map****Context of Surrounding Area:**

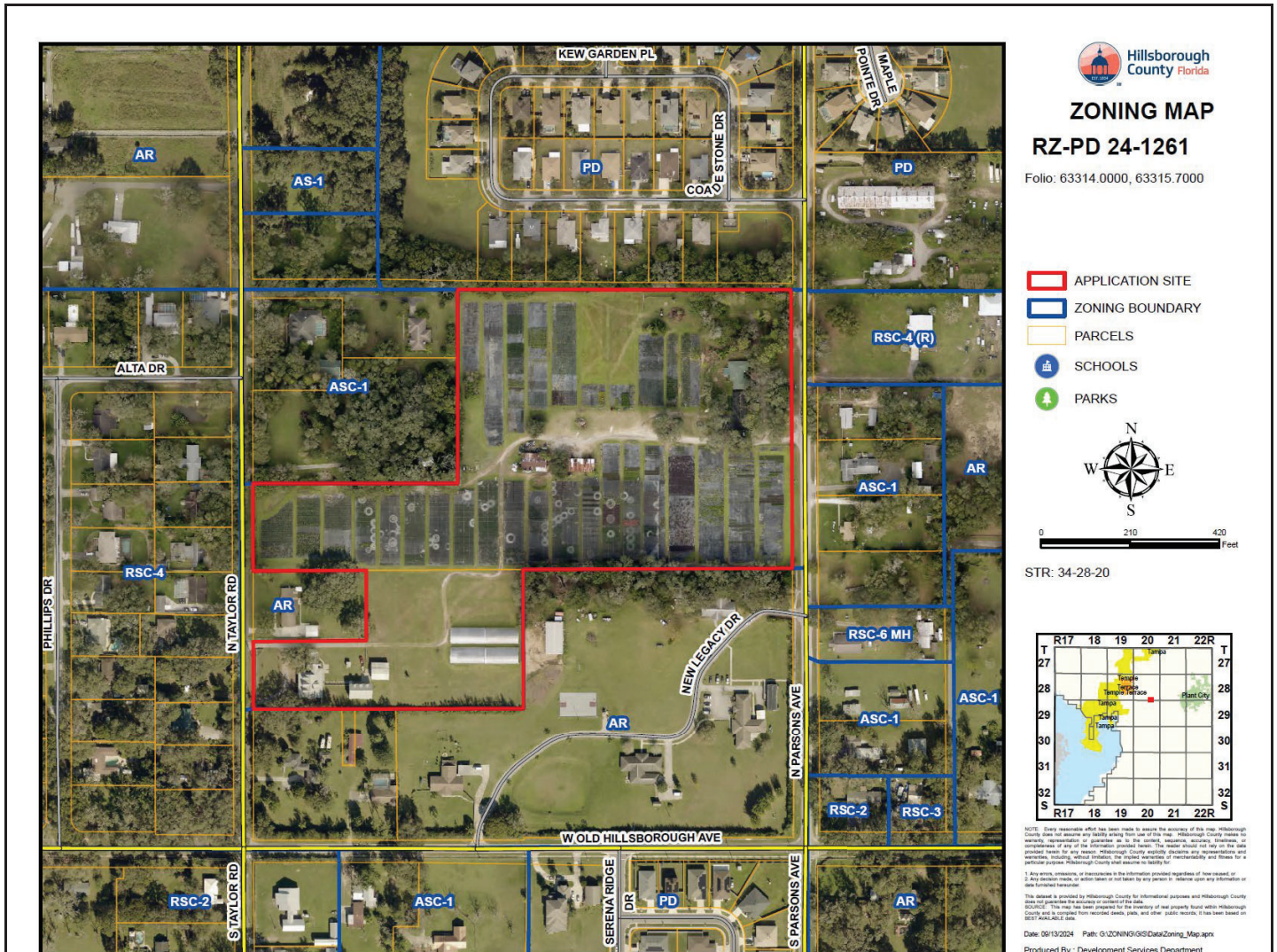
The properties are located between N. Taylor Rd. and N Parsons Ave. to the north of W. Old Hillsborough Ave. in an area comprised primarily of single-family residential uses at various lot sizes. The adjacent parcel to the south is zoned AR with the use of a private school. The surrounding properties are zoned RSC-2, RSC-3, RSC-4, ASC-1, AS-1, AR and PD approved for residential uses.

2.0 LAND USE MAP SET AND SUMMARY DATA

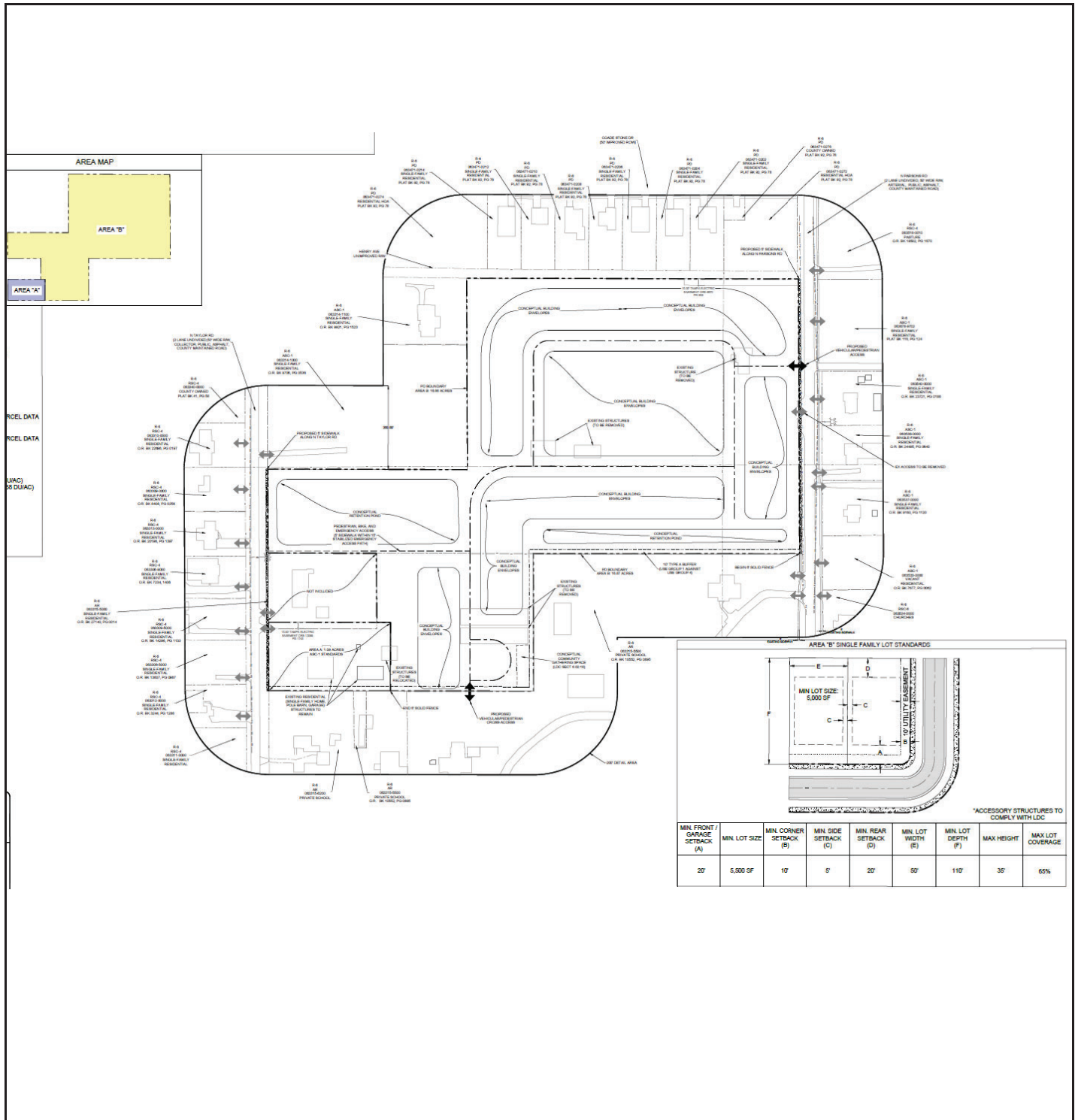
2.2 Future Land Use Map



Subject Site Future Land Use Category:	RES-4
Maximum Density/F.A.R.:	175,000 Sq. ft., 4 Du per GA/ FAR: 0.25
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA**2.3 Immediate Area Map****Adjacent Zonings and Uses**

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	ASC-1, PD	1 DU per GA/FAR:NA, PD: 2.6 DU per GA/ FAR:NA	Agricultural, Single-Family Conventional	SINGLE FAMILY R
South	AR,	1 DU per 5 GA/ FAR: NA	Agricultural Rural, Residential, Single-Family Conventional	PRIVATE SCHOOL
East	AR, ASC-1, RSC-4	1 DU per 5 GA/ FAR: NA, 1 DU per GA/FAR:NA, 4 DU per GA/FAR:NA,	Agricultural Rural,	SINGLE FAMILY R PRIVATE SCHOOL
West	RSC-4 AR	4 DU per GA/FAR:NA, 1 DU per 5 GA	Residential, Single-Family Conventional, Agriculture	SINGLE FAMILY R

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
Parsons Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Taylor Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	28	2	3
Proposed	650	48	63
Difference (+/-1)	+622	+46	+60

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

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Natural Resources	<input 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	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
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 type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input 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 s.f.) Mobility: \$9,183 * 65 = \$596,895 Parks: \$2,145 * 65 = \$ 139,425 School: \$8,227 * 65 = \$534,755 Fire: \$335 * 65 = \$21,775 Total per House: \$19,890 * 65 = \$1,292,850				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The Planned Development is located between N. Taylor Rd. and N Parsons Ave. to the north of W. Old Hillsborough Ave. in an area comprised primarily of single-family residential uses at various lot sizes. The adjacent parcel to the south is zoned AR with the use of a private school. The surrounding properties are zoned RSC-2, RSC-3, RSC-4, ASC-1, AS-1, AR and PD approved for residential uses.

The project is limited to 63 single family dwelling units with a community gathering area in the southeastern corner of the PD. Area A with the existing single family dwelling unit is secluded from the rest of the PD and will continue to gain access from N. Taylor Rd. While the remaining 62 dwelling units in Area B will have access from N Parsons Ave. with a pedestrian, bike, and emergency access onto N. Taylor Rd. The PD will provide buffer and screening along the southern property line adjacent to the private school.

The proposed lot size is comparable to the RSC-9 standard zoning district and density will be limited to 4 units per acre. The general area is developed with a variety of densities/lot sizes, which includes properties to the north zoned RSC-9 and PD zoned property permitting lot sizes under at and under 5,000 sf.

Parsons Avenue (an arterial roadway) along the east and Taylor Road (a collector roadway) along the the west, separate the majority of the property from the western and eastern developed parcels.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Approval- Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 27, 2024.

1. The project shall be developed with a maximum of 63 single-family conventional detached residential units.
2. Area A shall permit one single-family conventional home be developed utilizing the ASC-1 development standards.
3. Area B shall be developed in accordance with the following for the remaining 62 single-family residential units:
 - Minimum lot size: 5,500 S. Ft.
 - Minimum lot width: 50 ft
 - Minimum lot depth 110 ft
 - Minimum front yard/ garage setback: 20 ft
 - Minimum side yard setback: 5 ft
 - Minimum rear yard setback: 20 ft
 - Minimum front yard functioning as a side yard (corner setback): 10 ft*
 - Minimum lot coverage: 65%
 - Maximum building height: 35 ft

*garage access taken from the front yard functioning as the side yard shall provide a minimum setback of 15 feet for the home and a minimum setback of 20 feet for the garage.
4. A community gathering space shall be provided in the southeastern corner of the Planned Development as shown on the General Site Plan in accordance with Land Development Code (LDC) Section 6.02.18.
5. Buffer and screening shall consist of the following:
 - A 10' Type A Buffer shall be provided along the southern property line as shown on the General Site Plan.
6. Primary vehicular and pedestrian access to the project shall be provided from Parsons Ave, as shown on the PD Site Plan.
7. A gated emergency vehicular access and pedestrian access connection shall be constructed to Taylor Rd., as shown on the PD site plan.
8. As shown on the PD site plan, sidewalks shall be provided along the project's Parsons Ave. and Taylor Rd. frontages, including the intervening parcel (folio#63315.5000) along Taylor Rd. that is not included in the PD zoning.
9. A roadway stub out shall be constructed to folio# 63315.5500 to the south of the subject property, as shown on the PD Site Plan. The vehicular and pedestrian connection stub out shall be constructed to the property line. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic Devices (MUTCD), the developer shall place signage which identifies the roadway stub-out as a "Future Roadway Connection".
10. As Parsons Ave. is a substandard arterial roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards) or

obtain a Section 6.04.02.B. administrative variance or design exception in accordance with the Hillsborough County Transportation Technical Manual (TTM) standards.

11. Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere along the project boundary.
12. 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.
13. 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.
14. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:

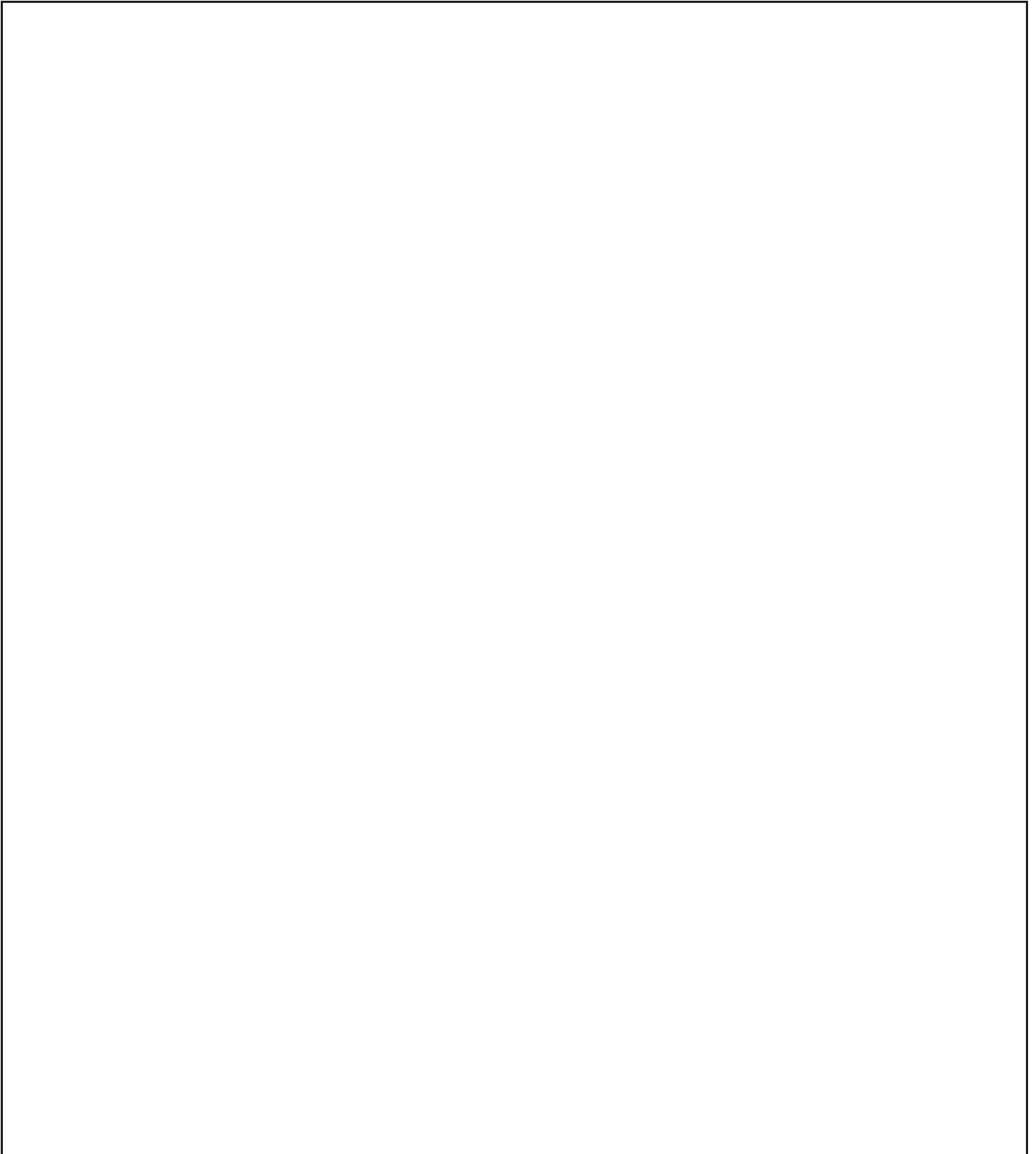
J. Brian Grady

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



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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

8.0 PROPOSED SITE PLAN (FULL)



[illegible]

	
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PROJECT DATA TABLE	
PROJECT DEVELOPER:	KB HOME 4100 CHESIDENT PARK DRIVE INTERVENE, FL 33578 9091 TAYLOR RD, SEFTNER, FL 33594
LOCATION:	
PROJECT AREA:	17.86 AC
GROSS AREA:	0.00 AC
WETLANDS:	17.86 AC
DEVELOPABLE AREA:	
EXISTING FUTURE LAND USE:	
EXISTING ZONING:	RESIDENTIAL (R-1) FOR EXISTING PARCEL DATA RESIDENTIAL (R-1) FOR EXISTING PARCEL DATA AGRICULTURAL RESERVATION (AR) SEE CHART BELOW FOR EXISTING PARCEL DATA
PROPOSED ZONING:	PLANNED DEVELOPMENT (PD)
PROPOSED USES:	1 SINGLE FAMILY UNIT (1.00 AC @ 0.92 DU/AC) OR SINGLE FAMILY UNITS (16.87 AC @ 3.98 DU/AC)
AREA "A": AREA "B":	
DENSITY CALCULATIONS:	97.56 AC @ 4.71 UNITS PER AC = FLU 71 TOTAL UNITS (3.98 DU/AC)
PERMITTED DENSITY:	63 UNITS
PROPOSED DENSITY:	3.51 DU/AC

NEW HOME 4105 CRESCENT PARK DRIVE TAMPA, FL 33611 CONTACT: STEPHEN BEACH, ACP 813.926-2905 SBEACH1@BKHOMES.COM	POST-CONSTRUCTION TAMPA CIVIL DESIGN 17927 HUNTING BOW CIR. S-102 TAMPA, FL 33613 CONTACT: JEREMY COUCH, P.E. 813.926-2905 JCOUCH1@BKHOMES.COM
TRANSPORTATION ENGINEER PALM TRAFFIC 10000 N. WATKINS AVE TAMPA, FL 33611 CONTACT: MICHAEL VITES MWATES@PALMTRAFFIC.COM	ALIGNED HEL WARD HENDERSON 3300 N. WATKINS AVE. EDWARD SUITE 3000 TAMPA, FL 33602 813.926-2905 CONTACT: CLAYTON BRICKLEY CLAYTON.BRICKLEY@HAWA.COM

LEGAL DESCRIPTION:

THE NORTH EAST 1/4 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 28 TOWNSHIP 28 NORTH, RANGE 24 EAST, HILLSBOROUGH COUNTY, FLORIDA, LESS RIGHT-OF-WAY FOR BRANWON ROAD, 66 FEET WIDE, BEING THE NORTH 1/2 OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 28 TOWNSHIP 24 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA, LESS THE NORTH 451.70 FEET OF THE WEST 507.00 FEET THEREOF, AND LESS ROAD RIGHT-OF-WAY, THE NORTH 1/2 OF THE WEST 1/2 OF THE SOUTH 1/2 OF THE SOUTHEAST TOWNSHIP 28 SOUTH, RANGE 20 EAST, LESS THE NORTH 163.00 FEET RIGHT-OF-WAY, ALL LYING AND BEING IN HILLSBOROUGH COUNTY, FLORIDA.

14.0 OF THE SOUTHEAST 1/4 IN SECTION 34, THE WEST 289.00 FEET AND LESS ROAD

OF

CONTAINING 782.095 SQUARE FEET OR 17.989 ACRES, MORE OR LESS.

[illegible]

MIN. FRONT GARAGE SETBACK (A)	MIN. LOT SIZE	MIN. CORNER SETBACK (B)	MIN. SIDE SETBACK (C)
20'	5,500 SF	10'	5'

LEGEND

PO BOUNDARY
ACCESS DRIVE AISLE
EXISTING PARCELS
WATER/WATER UTILITY
WATER UTILITY
PROPOSED ACCESS
EXISTING ACCESS
EXISTING DRIVE PAVEMENT

COA 28971

WWW.TAMPA
(813) 482-
(813) 920-
LUTZ
17937 HUNTING
TAMPA FL

PROJECT: 659

MEADE ESTATES
0853144000, 06531747000
N TAYLOR R
SEFFNER, FL 33584

[illegible][illegible][illegible]

*ACCESSORY STRUCTURES TO COMPLY WITH LDC				
MIN. BEAR SPACING (D)	MIN. LOT WIDTH (E)	MIN. LOT DEPTH (F)	MAX. HEIGHT COVERAGE	
20'	50'	110'	35'	65%

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
REVIEWER: Richard Perez, AICP
PLANNING AREA: SM/Central

DATE: 1/07/2025
AGENCY/DEPT: Transportation
PETITION NO: PD 24-1261

- ☐ 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

- Primary vehicular and pedestrian access to the project shall be provided from Parsons Ave, as shown on the PD Site Plan.
- A gated emergency vehicular access and pedestrian access connection shall be constructed to Taylor Rd., as shown on the PD site plan.
- As shown on the PD site plan, sidewalks shall be provided along the project's Parsons Ave. and Taylor Rd. frontages, including the intervening parcel (folio#63315.5000) along Taylor Rd. that is not included in the PD zoning.
- A roadway stubout shall be constructed to folio# 63315.5500 to the south of the subject property, as shown on the PD Site Plan. The vehicular and pedestrian connection stubout shall be constructed to the property line. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic Devices (MUTCD), the developer shall place signage which identifies the roadway stub-out as a "Future Roadway Connection".
- As Parsons Ave. is a substandard arterial roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards) or obtain a Section 6.04.02.B. administrative variance or design exception in accordance with the Hillsborough County Transportation Technical Manual (TTM) standards.
- Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access shall be allowed anywhere along the project boundary.
- 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 the subject property from Agricultural Residential (AR) to PD zoning to construct 65 single family residential lots on +/-17.96 acres. The site is located on the west side of Tom Parsons Ave., and east of Taylor Rd. The Future Land Use designation of the site 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 Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR: 3 Units, Single Family Detached (ITE 210)	28	2	3

Proposed Zoning:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 65 Units, Single Family Detached (ITE 210)	650	48	63

Trip Generation Difference:

Zoning, Lane Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	+622	+46	+60

The proposed rezoning will result in an increase in potential trip generation by +622 daily trips, +46 AM peak hour trips, and +60 PM peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property fronts Parsons Ave. to the east and Taylor Rd. to the west.

Parsons Ave. is a substandard 2-lane, undivided, County arterial roadway. The roadway consists of +/-11-foot lanes with no shoulders or bicycle facilities and no sidewalks within the vicinity of the project. There are swales on both sides of the road. The roadway lies within +/- 50 feet of right-of-way.

Pursuant to the Hillsborough County Transportation Technical Manual, a rural collector roadway shall meet the typical section TS-7 standard. TS-7 standard includes 12-foot-wide lanes, 8-foot shoulders with 5 foot paved, and 5-foot-wide sidewalks on both sides and swales within a minimum of 96 feet of right-of-way. This segment of Parsons Ave. is not included in the Hillsborough County Corridor Preservation Plan.

As Parsons Ave. is a substandard collector roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards) or otherwise obtain a Section 6.04.02.B. administrative variance. Design exceptions to the Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7.2. and other applicable sections of the TTM.

Taylor Rd. is a substandard 2-lane County collector roadway. The roadway consists of +/-9-foot lanes, unpaved shoulders, no sidewalks, and no bike lanes. The roadway lies within +/- 52 feet of right-of-way.

Pursuant to the Hillsborough County Transportation Technical Manual, a rural local roadway shall meet the typical section TS-7 standard. TS-7 standard includes 12-foot-wide lanes, 8-foot shoulders with 5 foot paved, and 5-foot wide sidewalks on both sides and swales within a minimum of 96 feet of right-of-way. This segment of Taylor Rd. is not included in the Hillsborough County Corridor Preservation Plan.

SITE ACCESS & CONNECTIVITY

The proposed PD site plan provides for vehicular and pedestrian access to Parsons Ave. and a roadway access stubout connection to the southern boundary for future connection to the adjacent property. Additionally, a pedestrian access and gated emergency access will be constructed to Taylor Rd.

Based on the applicant's site access analysis, no site access improvements, i.e. turn lanes, are warranted at the Parsons Ave. access.

A 5-foot sidewalk is required to be constructed along the project frontage on Parsons Ave. and Taylor Rd. as required per the County Land Development Code (LDC). As shown on the PD site plan, the applicant is proffering a connecting sidewalk along the Taylor Rd frontage, including the intervening parcel (folio#63315.5000) that is not included in this PD rezoning request.

Internal roadways are proposed to be private local roadways constructed to the County Transportation Technical Manual TS-3, typical standard.

In addition to any end-of-way treatment and signage required by the Manual of Uniform Traffic (MUTCD) for the roadway stubout to the south, the developer will be required to place signage which identifies the roadway stubout as a "Future Roadway Connection".

LEVEL OF SERVICE (LOS)

This segment of Taylor Rd. is not a regulated roadway in the 2020 Hillsborough County Level of Service (LOS) Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
PARSONS AVE	US HWY 92	MLK JR BLVD	D	C

Source: Hillsborough County 2020 Level of Service 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
Parsons Rd.	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Taylor Rd.	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

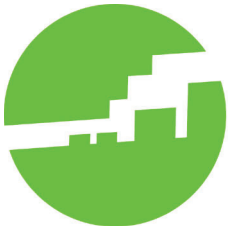
Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	28	2	3
Proposed	650	48	63
Difference (+/-)	+622	+46	+60

*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		Vehicular & Pedestrian	None	Meets LDC
East	X	None	None	Meets LDC
West		Emergency & Pedestrian	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**

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: January 14, 2025 Report Prepared: January 3, 2025	Case Number: PD 24-1261 Folio(s): 63314.0000, 63315.70000 General Location: South of West US Highway 92, east of Taylor Road North, west of Parsons Avenue North and north of Old Hillsborough Avenue West
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (RES-4) (4 du/ga, 0.25 FAR)
Service Area	Urban Service Area
Community Plan(s)	Seffner-Mango
Rezoning Request	Planned Development (PD) to allow for 65 Single-Family Homes
Parcel Size	+/- 18 acres
Street Functional Classification	Old Hillsborough Avenue – County Collector Parsons Avenue North – County Arterial Taylor Road North – County Collector West US Highway 92 – State Principal Arterial
Commercial Locational Criteria	Not applicable
Evacuation Area	None

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

Staff Analysis of Goals, Objectives and Policies:

The 18 ± acre subject site is located south of West US Highway 92, east of Taylor Road North, west of Parsons Avenue North and north of Old Hillsborough Avenue West. The subject property is located in the Urban Service Area (USA) and is within the limits of the Seffner-Mango Community Plan. The applicant is requesting a rezoning to a Planned Development (PD) for 65 single-family housing units.

The proposal meets the intent of Objective 1 and Policy 1.4 of the Future Land Use Element of the Comprehensive Plan (FLUE) by providing residential use within the Urban Service Area where 80 percent of future growth is to be directed. The proposal meets the compatibility requirements of FLUE Policy 1.4, as the character of the area contains similar residential uses along the north, west and eastern portions of the subject site.

FLUE Objective 8 and its associated policies establish Land Use Categories which outline the maximum level of intensity or density, and range of permitted land uses allowed and planned for an area. The subject site is currently designated as Residential-4 (RES-4) on the Future Land Use Map which allows for the consideration of 4 dwelling units per gross acre. With 18 acres the subject site can be considered for up to 71 dwelling units. The proposed total of 65 units is within the density limits of the RES-4 category. Therefore, the proposal is consistent with Objective 8 and its associated policies.

FLUE Objective 16 and its associated neighborhood protection policies seek compatible development within and around established neighborhoods. The proposal is consistent with FLUE Objectives 16.2 and 16.3, as it provides an adequate transition of density and intensity throughout the surrounding area. The proposed development pattern is compatible with the surrounding area and is therefore consistent with FLUE Policy 16.10 as well.

The Community Design Component within the FLUE establishes guidelines on compatible development. Goal 12 and Objective 12-1 encourage new developments to match the predominant character of their surroundings. The RES-4 designation surrounding the site allows for the consideration of up to 4 dwelling units per acre. The nature and requested density is compatible with the surrounding area and is therefore consistent with this policy direction.

The Seffner-Mango Community Plan within the Livable Communities Element establishes guidance on community identity and planning growth. Goal 2 of the community plan seeks to enhance the community character and ensure quality residential development. Under goal 2 of the community plan, it seeks to maintain the density set by the Future Land Use category. The proposal meets the intent of the policy. Overall, the request is consistent with these policy directions established by the Seffner-Mango Community Plan and is therefore consistent with the Livable Communities Element.

Overall, the proposed Planned Development is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*, as it is compatible with the surrounding development pattern.

Recommendation

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

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

FUTURE LAND USE ELEMENT

Urban Service Area (USA)

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.*

Policy 8.2: *Each potential use must be evaluated for compliance with the goals, objectives, and policies of the Future Land Use Element and with applicable development regulations.*

Policy 8.3: Calculating Density

Densities are applied on a gross residential acreage basis which means that each development proposal is considered as a “project”. Only those lands specifically within a project’s boundaries may be used for calculating any density credits. Acreage dedicated to commercial, office and industrial land uses that fall within a project’s boundaries are excluded.

Density may be transferred between non-contiguous parcels in accordance with the County’s transferable development rights regulations or when the parcels are physically separated from each other by a roadway, wetlands, stream, river, lake or railway.

The following lands may be included when calculating gross residential density: planned but unconstructed roads and road rights-of-ways, utility rights-of-way, public and private parks and recreation sites, sites for schools and churches, open space sites and land uses, and community facilities sites such as sewage treatment plants, community centers, well fields, utility substations, and drainage facility sites.

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.

Neighborhood/Community Development

Objective 16: Neighborhood Protection The neighborhood is a 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 16.2: 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 16.10: Any density increase shall be compatible with existing, proposed or planned surrounding development. Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as”. Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Community Design Component

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

GOAL 12: Design neighborhoods which are related to the predominant character of the surroundings.

OBJECTIVE 12-1: New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE policy 1.4) with the established character of the surrounding neighborhood.

LIVABLE COMMUNITIES ELEMENT: Seffner-Mango Community Plan

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

Density and intensity calculations shall be as follows: If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on: o Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category. If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on: o Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on. That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category.

RZ PD 24-1261

APPROVED
CONTINUED
DENIED
WITHDRAWN
PENDING

Tampa Service Area
Urban Service Area
Shoreline
County Boundary
Jurisdiction Boundary
Roads

WATER	NATURAL	LULUC	Wet_Poly
AGRICULTURAL	MIXED	USE-120	(25 FAR)
PEC PLANNED ENVIRONMENTAL	COMMUNITY-12	(25 FAR)	
AGRICULTURAL	-1/10	(25 FAR)	
AGRICULTURAL	RURAL-1/5	(25 FAR)	
AGRICULTURAL	ES STATE-1/2.5	(25 FAR)	
RESIDENTIAL-1	(25 FAR)		
RESIDENTIAL-2	(25 FAR)		
RESIDENTIAL PLANNED-2	(35 FAR)		
RESIDENTIAL-4	PLANNED-2	(35 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 COMMERCIAL)		
LIGHT INDUSTRIAL	PLANNED (75 FAR)		
HEAVY INDUSTRIAL	(75 FAR)		
PUBLIC/QUASIPUBLIC			
NATURAL PRESERVATION			
WIMAUNA 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 the Hillsborough County Property Appraiser.

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City-County
Planning Commission