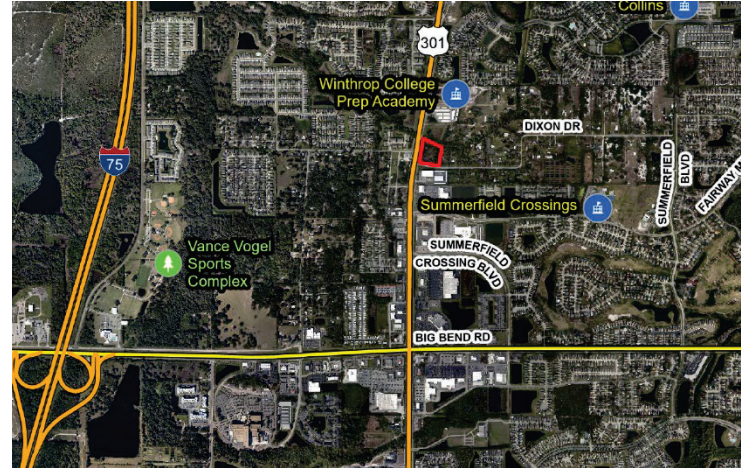


REZONING APPLICATION: PD 22-0948
ZONING HEARING MASTER DATE: FEBRUARY 20, 2023
BOCC LAND USE MEETING DATE: APRIL 11, 2023

1.0 APPLICATION SUMMARY

Applicant: Omar Chaudry
 FLU Category: Residential – 4 (RES-4)
 Service Area: Urban
 Site Acreage: 3.94
 Community Plan Area: Riverview
 Overlay: None



INTRODUCTION SUMMARY

The applicant is requesting a rezoning from Agriculture, Single-family (AS-0.4) to a Planned Development (PD) on a 3.94-acre property located at the northeast corner of US Highway 301 S and Dixon Drive, Riverview, Florida. The request is to allow a 20,000 square-foot kennel that would provide daycare, boarding, and grooming services, and an office facility with up to 10,000 square feet of kennel, business services, government office, medical office or clinics with scheduled emergency services by physicians, professional office, or professional services use. The site is located within the Urban Service Area and has a Future Land Use category of RES-4.

ZONING	EXISTING	PROPOSED
District(s)	AS-0.4	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	3.94	3.94
Density/Intensity	1 unit per 2.5 acres/FAR: NA	NA/FAR: 0.17
Mathematical Maximum*	1 units	30,000 SF GFA

*number represents a pre-development approximation

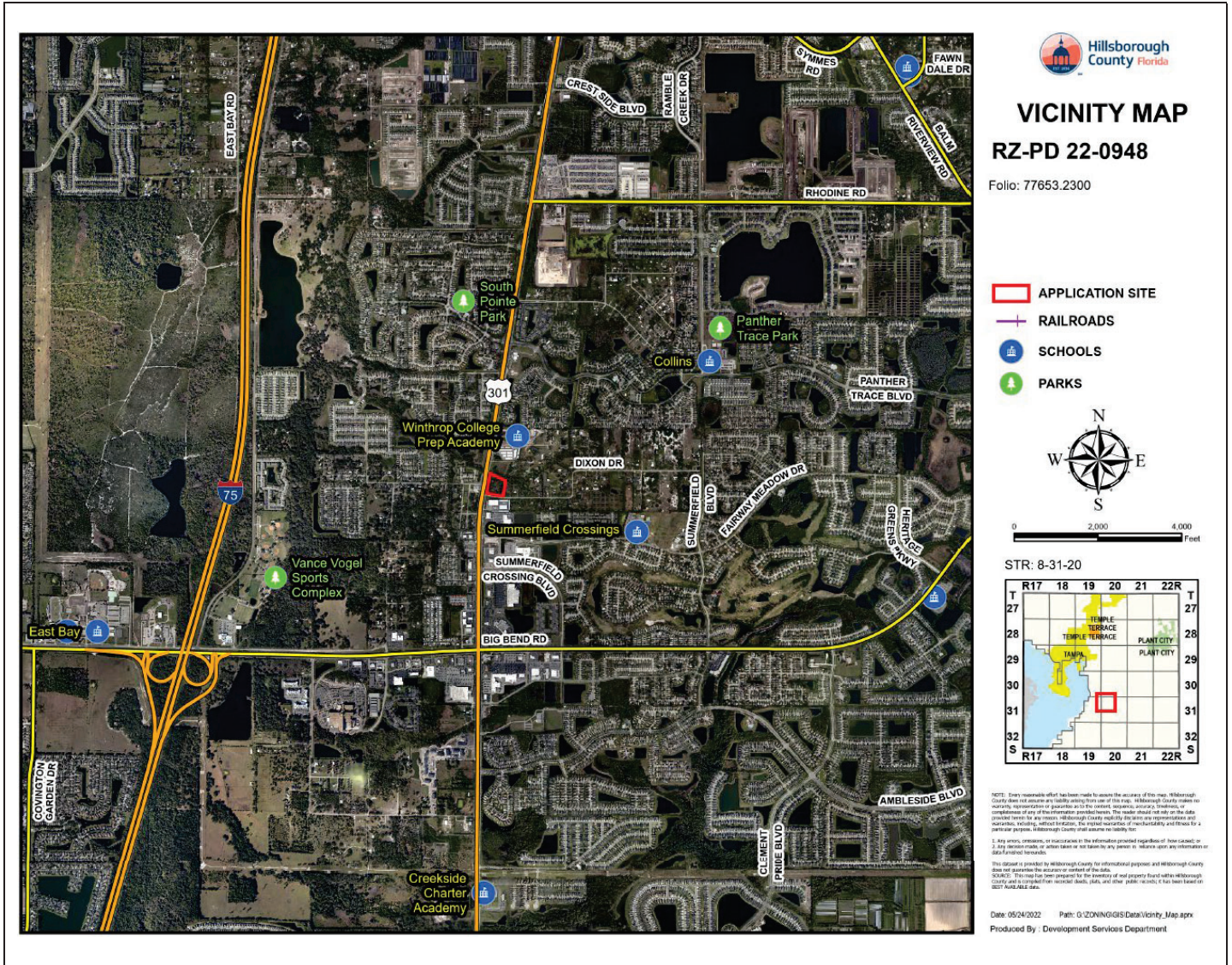
DEVELOPMENT STANDARDS	EXISTING	PROPOSED
District(s)	AS-0.4	PD
Lot Size / Lot Width	108,900 SF/150' Wide	NA
Setbacks/Buffering and Screening	Front: 50' Rear: 50' Sides: 25'	North: 100' South: 60' East: 90' Setback, 40' Type B West: 30'
Height	50'	20'

ADDITIONAL INFORMATION

PD Variation(s)	None requested as part of this application	
Waiver(s) to the Land Development Code		
Planning Commission Recommendation: Inconsistent	Development Services Recommendation: Approvable, subject to proposed conditions	

2.0 LAND USE MAP SET AND SUMMARY DATA

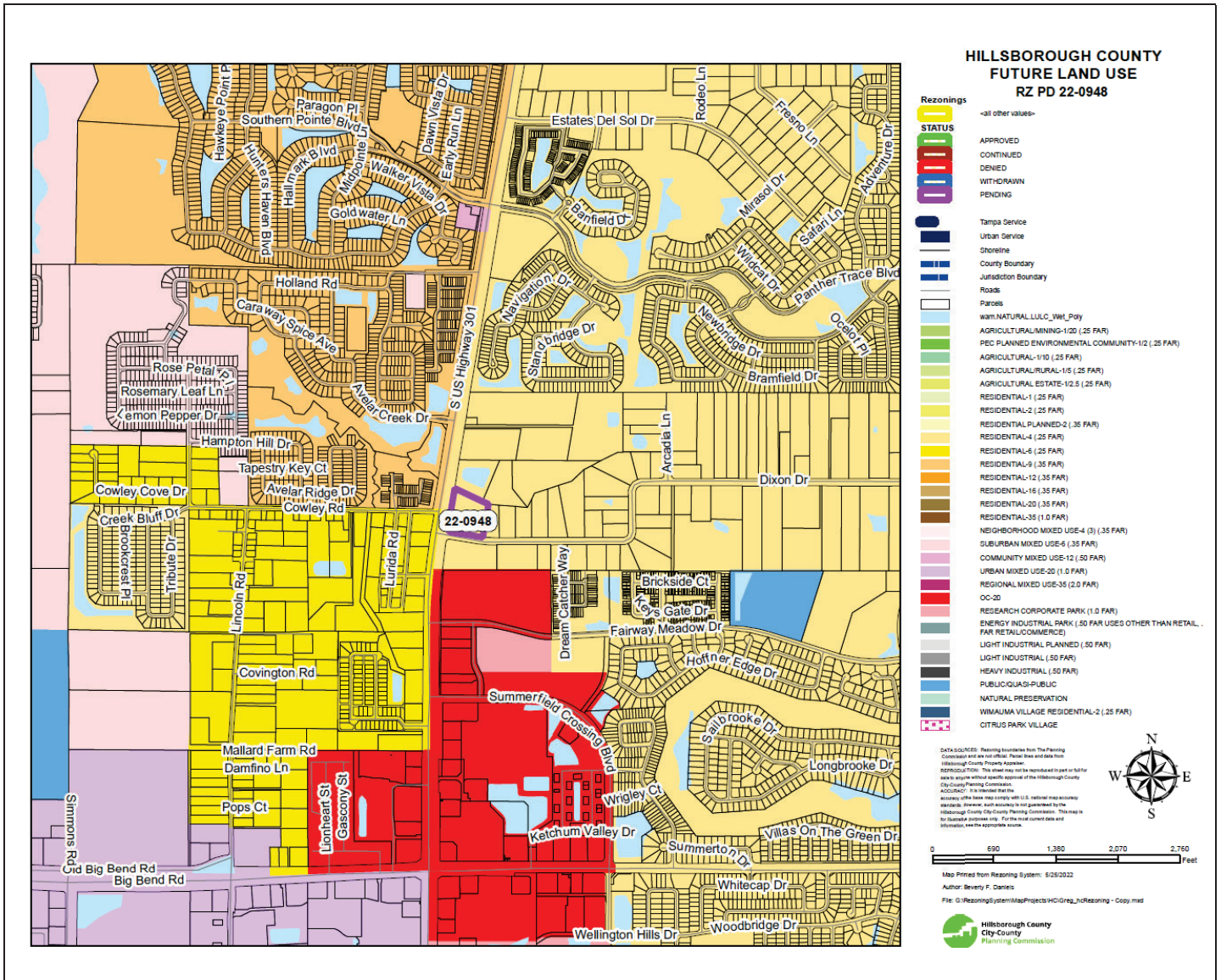
2.1 Vicinity Map



Context of Surrounding Area:

Development in the general vicinity consists of a mix of uses including single-family residential, vacant residential, general commercial, institutional, and office. The neighboring properties include a vacant site owned by FDOT to the north; single-family residential to the east; a mini-warehouse facility to the south of Dixon Drive; and a townhome community, convenience store with gas pumps, and vacant residential across US-301 to the west.

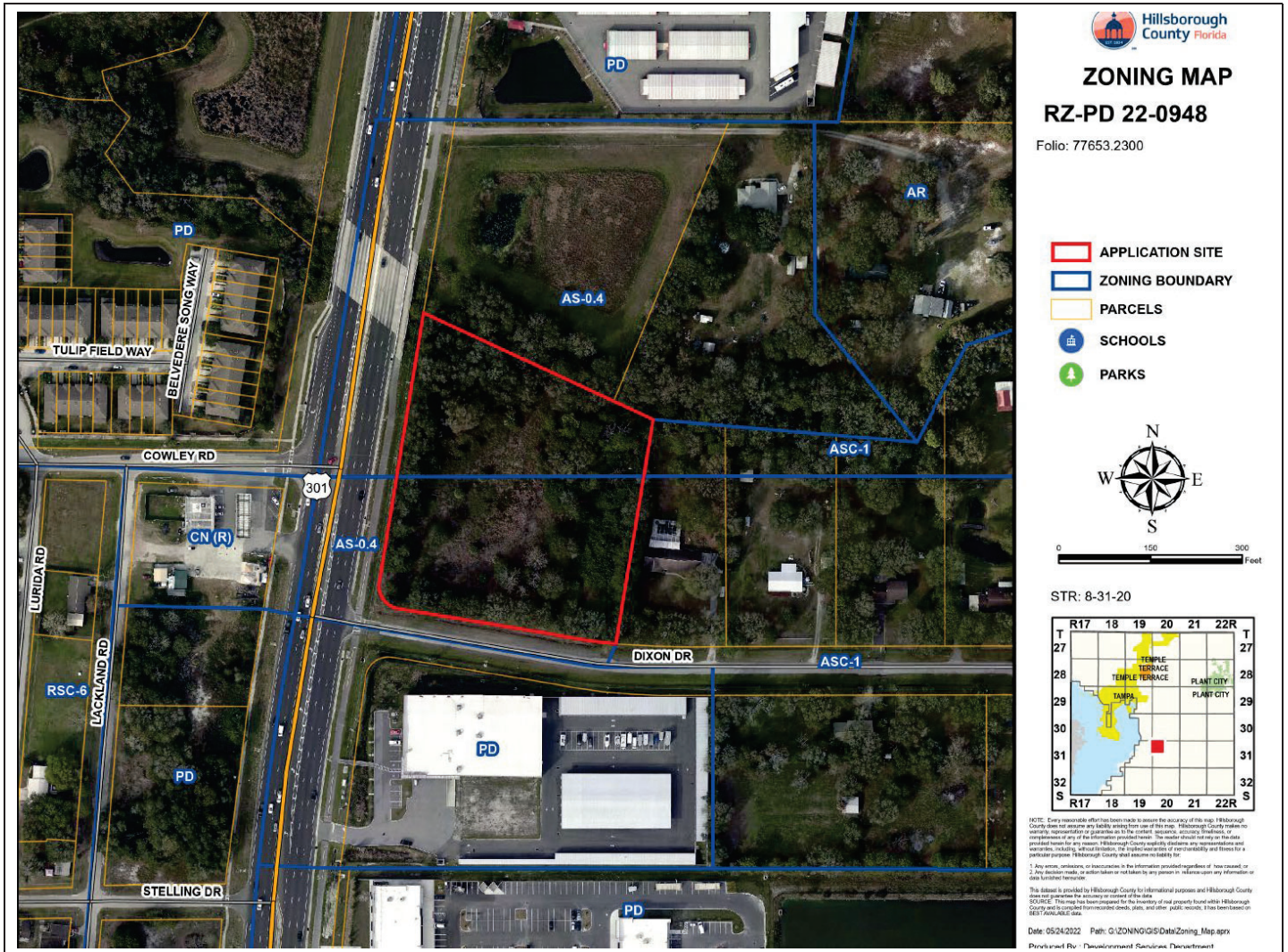
2.2 Future Land Use Map



Subject Site Future Land Use Category	Residential - 4
Maximum Density/FAR	4 du per ga/FAR: 0.25 up to 175,000 SF
Typical Uses	Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

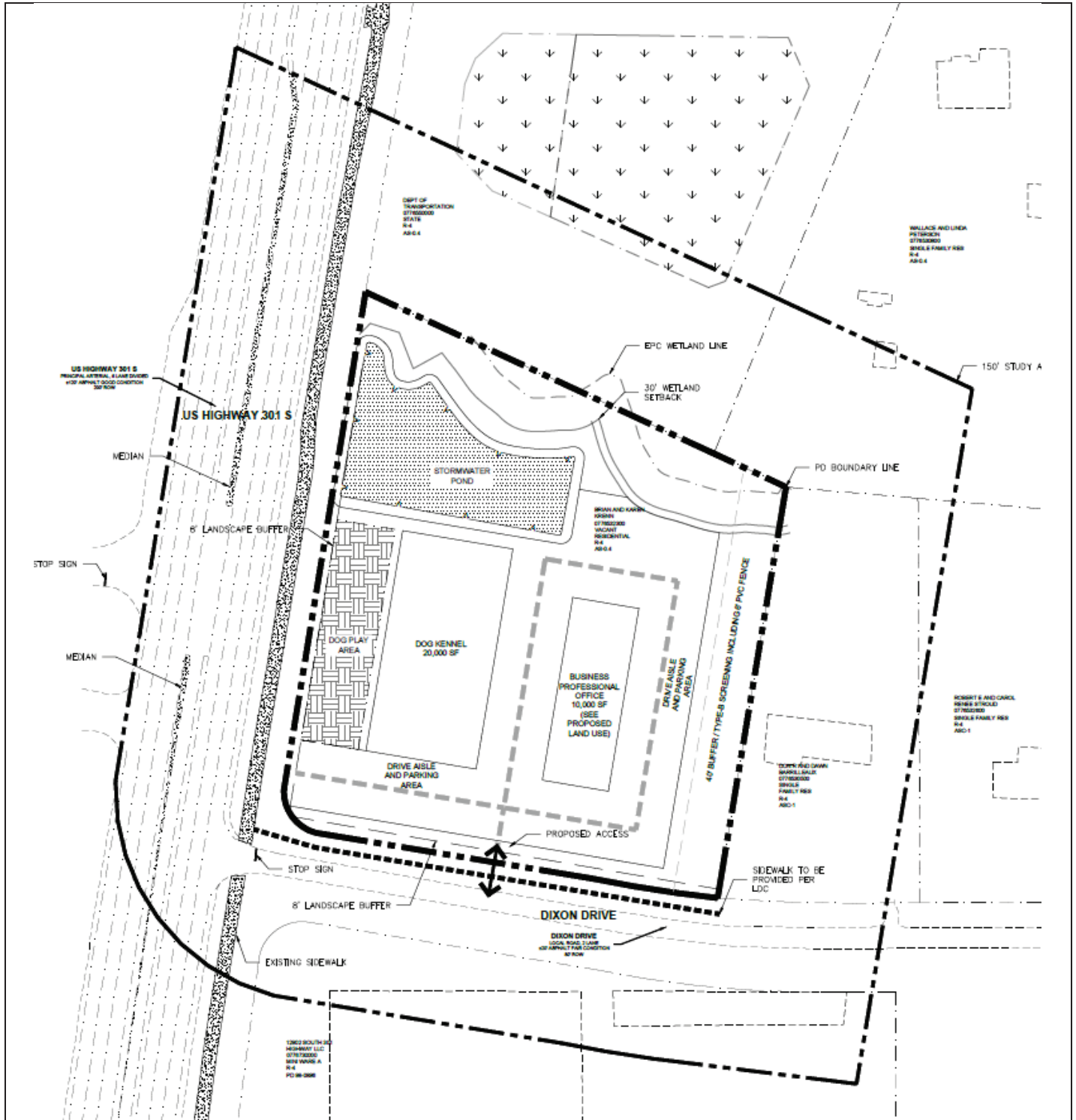


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/FAR Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-0.4	1 du per 2.5 gross acres/NA	Single-Family Conventional and Mobile Homes	Vacant-Owned by FDOT
South	PD 98-0896	NA/FAR: 0.55	Mini Warehousing	Mini Warehousing
East	ASC-1	1 du per 1.0 gross acres/NA	Single-Family Conventional	Single-Family Conventional
West	CN	NA/FAR: 0.20	Retail and Personal Services	Convenience Store with Gas Pumps
West	PD 04-1682	4.2 per 1.0 gross acres	Single-Family Detached & Attached	Single-Family Detached & Attached

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
US Highway 301 S	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Dixon Drive	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	9	1	1
Proposed	790	104	110
Difference (+/1)	+781	+103	+109

*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	X	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
Dixon Drive	Design Exception Requested	Approvable
Notes: Improvements include 6 feet of right of way dedication along Dixon Dr. proffered by applicant.		

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	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <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 type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Medical Office (greater than 10,000 s.f.) (Per 1,000 s.f.) Pet Resort (Daycare) (Per 1,000 s.f.) Mobility: \$31,459 * 12.6 = \$169,583.40 Mobility: \$13,156 * 20 = \$263,120.00 Fire: \$ 158 * 12.6 = \$1,990.80 Fire: \$ 95 * 20 = \$1,900.00				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" 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 checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed development fronts US Highway 301 S to the west would result in a kennel with up to 20,000 square feet to be located on the western side of the property with the dog-run located between the building envelop and US Highway 301 S. The Kennel is currently a permissible Conditional Use under the existing AS-0.4 zoning district. The proposed kennel is in compliance with the setback requirements for outdoor runs and exercise areas per LDC Section 6.11.52. The building envelop of the proposed 10,000 square-foot office building would be separated from the adjacent residential property by a 90-foot minimum setback with a 40-foot minimum Type "B" buffer where the minimum buffer required by the LDC would be a 20-foot Type "B" for buffers between incompatible land uses. In addition, the business hours of the uses within the office building would be restricted to 6:30 AM to 7:00 PM daily. Based on the abutting proximity of US Highway 301 S and the adjacent zonings and uses identified in this report, staff finds that the proposed site configuration and limited hours of operation would minimize the impacts on the residential properties in the vicinity and is compatible with the existing zoning districts and development pattern.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions.

6.0 PROPOSED CONDITIONS


Prior to PD Site Plan certification, the applicant will depict the 6 feet of right of way along Dixon Dr. frontage that the applicant is proffering to dedicate as part of the submitted design exception.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 31, 2023.

1. Development of the project shall proceed in strict accordance with the terms and conditions contained in the General Site Plan.
2. Development of the project shall be limited to no more than 30,000 square feet of gross floor area. Allowable uses are restricted to a kennel with up to 20,000 square feet and up to 10,000 square feet of office development to be used for a kennel, business services, government office, health practitioner's office, medical office or clinic with scheduled emergency services by physicians, professional office, professional services as depicted on the general development plan.
3. Kennel uses must comply with the requirements within LDC Section 6.11.52.
4. The daily hours of operation for uses within office facility shall be limited to 6:30 AM to 7:00 PM.
5. The office building must be architecturally finished on all four sides.
6. Minimum building setbacks and buffering requirements shall be as follows.
North: 100 feet
South: 60 feet
East: 90 feet setback with a 40-foot buffer with type "B" screening with a 6-foot tall PVC fence.
West: 30 Feet
7. The maximum building height shall be 20 feet tall.
8. Building coverage shall not exceed 25 percent.
9. Impervious surface area shall not exceed 70 percent.
10. If PD 22-0948 is approved, the County Engineer will approve a Design Exception, submitted on February 3, 2023, for substandard roadway improvements to Dixon Drive. which was found approvable by the County Engineer on February 9, 2023 As Dixon Drive. is a substandard rural local roadway, the developer will be required to make certain improvements to Dixon Drive. consistent with the Design Exception including:
 - a. 84 feet of right of way;
 - b. 12-foot lanes;
 - c. 5-foot paved shoulders; and
 - d. 6 feet of ROW dedication to accommodate said improvements.
11. The project shall be permitted one (1) full access connection on Dixon Drive.
12. The developer shall construct a northbound right turn lane on US Highway 301 S at the intersection with Dixon Drive., subject to FDOT approval, with the initial increment of development.
13. The developer shall construct minimum 5-foot-wide sidewalk along the project's frontage on Dixon Drive.
14. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

15. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
16. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
17. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
18. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
19. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
20. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
21. 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.
22. 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 Feb 20 2023 16:48:11

APPLICATION NUMBER: PD 22-0948

ZHM HEARING DATE: FEBRUARY 20, 2023

BOCC LUM MEETING DATE: APRIL 11, 2023

CASE REVIEWER: SAM BALL

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

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 2/10/2023

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Riverview/ Central

PETITION NO: PD 22-0948

- 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

- If PD 22-0948 is approved, the County Engineer will approve a Design Exception, submitted on February 3, 2023, for substandard roadway improvements to Dixon Dr. which was found approvable by the County Engineer on February 9, 2023. As Dixon Dr. is a substandard rural local roadway, the developer will be required to make certain improvements to Dixon Dr. consistent with the Design Exception including:
 - a. 84 feet of right of way;
 - b. 12-foot lanes;
 - c. 5-foot paved shoulders; and
 - d. 6 feet of ROW dedication to accommodate said improvements.
- The project shall be permitted one (1) full access connection on Dixon Rd.
- The developer shall construct a northbound right turn lane on US 301 at the intersection with Dixon Dr., subject to FDOT approval, with the initial increment of development.
- The developer shall construct minimum 5-foot-wide sidewalk along the project's frontage on Dixon Rd.
- Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

OTHER CONDITIONS:

- Prior to PD Site Plan certification, the applicant will depict the 6 feet of right of way along Dixon Dr. frontage that the applicant is proffering to dedicate as part of the submitted design exception.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 3.93 ac. parcel to Planned Development (PD) to allow a mix of non-residential uses including a dog kennel/veterinary clinic, medical office and general office. The subject property is zoned Agricultural Single Family -0.4 (AS-0.4) and designated Residential - 4 (R-4) future land use.

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, 10th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-0.4; 1 unit, Single-Family Detached (ITE LUC 210)	9	1	1

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak	Hour Trips
		AM	PM
PD: 20,000 sf, Vet. Clinic (ITE Code 640)	430	73	71
PD: 10,000 sf, Medical Office (ITE Code 720)	360	31	39
Total Trips	790	104	110

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	+781	+103	+109

The proposed rezoning will increase the maximum potential trips generated by the subject property by +781 daily trips, +103 AM peak hour trips, and +109 PM peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on US Highway 301 and Dixon Rd.

US Highway 301 is a 6-lane, divided, Florida Department of Transportation (FDOT) maintained Principal Arterial roadway with +/- 12-foot lanes and +/- 5-foot bikelanes. The roadway lies within a +/- 200-foot-wide right-of-way. There is a +/- 12-foot multi-use path along the project frontage and a +/- 5-foot sidewalk on the west side of the roadway.

US Highway 301 is identified in the Hillsborough County Corridor Preservation Plan as a 6-lane facility. The 6-lane roadway has been built. Therefore, no corridor preservation is required.

Dixon Dr. is a substandard, 2-lane, public, rural local roadway characterized by +/- 19 feet of pavement, no sidewalks or bikelanes within +/- 85 feet of right of way. Staff notes that there is a programmed road resurfacing project for Dixon Dr. in the County's Capital Improvement Plan (CIP) to be completed in 2023. The project (Project # 69684057) is described in the CIP as part of the Roadway Pavement Preservation Program, which includes condition inspection, routine repairs, preventative maintenance treatments and road repaving projects. While said project will improve the roadway surface conditions, the roadway will still not meet minimum local roadway standards.

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. Dixon Dr. is not included in the Hillsborough County Corridor Preservation Plan.

The applicant has submitted a Design Exception to make improvements to Dixon Dr. within the vicinity of the project, including widening the travel lanes to 12 feet wide and adding 5-foot paved shoulders, described in greater detail in the Section titled Requested Design Exception, below.

SITE ACCESS

The project is proposing one (1) full access connection on Dixon Dr. Pursuant to LDC, Sec. 6.04.04. D. auxiliary lanes are not required at the project driveway.

Pursuant to formal FDOT comments, submitted on January 23, 2023, the developer will be required to construct a northbound right turn lane on US 301 to Dixon Dr., subject to FDOT approval.

Staff notes that the applicant initially proposed access to US Hwy 301, a Florida Department of Transportation facility, but later changed the sole project access to Dixon Dr. after reviewing the project with FDOT staff. As documented in the revised FDOT comments dated January 23, 2023, “*FDOT is not in favor of access to US 301 and would prefer access be taken from Dixon Drive for the following reasons,*

- a. Non-conformity to spacing guidelines*
- b. Safety concerns stemming from crash history data for the median opening at Cowley Rd.*
- c. Location of potential driveway on US 301 in relation to the guard rail and Tadpole Creek bridge.*
- d. Complications involving the bridge and guardrail existing configuration.”*

The developer shall construct a sidewalk along the project frontage. Additionally, the developer will be required to construct a minimum 5-foot-wide ADA-compliant sidewalk between the primary entrance(s) of the proposed structure(s) and the sidewalk to be constructed along the project’s Dixon Dr. frontage.

REQUESTED DESIGN EXCEPTION: DIXON DR.

As Dixon Dr. is a substandard rural local roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request for Dixon Dr. (February 3, 2023) 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 February 9, 2023). The developer will be required to make certain improvements to Dixon Dr. consistent with the Design Exception including:

- a. 84 feet of right of way;
- b. 12-foot lanes;
- c. 5-foot paved shoulders; and
- d. 6 feet of ROW dedication to accommodate said improvements.

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

ROADWAY LEVEL OF SERVICE

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US HWY 301	BALM RD	RHODINE RD	D	C

Source: Hillsborough County 2020 Level of Service Report.

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Thursday, February 9, 2023 6:34 PM
To: Jim Winter [jwinter@progressivedg.com]
CC: Elizabeth Rodriguez [libbytraffic@yahoo.com]; Ball, Fred (Sam) [BallF@hillsboroughcounty.org]; Perez, Richard [PerezRL@hillsboroughcounty.org]; Tirado, Sheida [TiradoS@hillsboroughcounty.org]; PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]
Subject: FW: RZ PD 22-0948 - Design Exception Review
Attachments: 22-0948 DEReq 02-06-23.pdf

Jim,

I have found the attached Section 6.04.02.B. Design Exception (DE) for PD 22-0948 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my transportation staff after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: WilliamsM@HillsboroughCounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hillsboroughcounty.org>
Sent: Wednesday, February 8, 2023 4:20 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>
Subject: RZ PD 22-0948 - Design Exception Review

Hello Mike,

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

jwinter@progressivedg.com
libbytraffic@yahoo.com
BallF@hillsboroughcounty.org
perezrl@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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February 3, 2023

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

**RE: Design Exception for Substandard Roadway (Dixon Drive)
FOLIO # 77653.2300/PD 22-0948**

Dear Mr. Williams:

The subject property is under review, as shown on the attached **Site Plan** and **Location Map**. This design exception per Transportation Technical Manual Section 1.7 to meet requirements of Land Development Code 6.04.03.L: Existing Facilities, is to request that the developer not be required to bring Dixon Drive *fully* up to County standards, but to instead allow for some reasonable improvements as described herein.

EXISTING CONDITIONS - The site has frontage on, and proposes access to, Dixon Drive. Project traffic only needs to traverse a small segment of Dixon Drive to reach a standard roadway (US 301), and only this small segment is thus addressed herein.

Dixon Drive is a rural road section with a 25 mph posted speed, and includes: (a) Pavement width/lane width measurements are attached. They depict about 9.25 foot lanes. (b) The attached ROW exhibits show about 85 feet of right-of-way in the vicinity of the proposed driveway. (c) There are no sidewalks. (d) Dixon Drive does not have bike lanes. (e) Relative to Fixed Objects in the right-of-way, on the north side, the fire hydrant near the US 301 intersection is 12 feet from the edge of pavement of Dixon Drive, and on the south side, the pictured utility pole is 15 feet from the edge of pavement (See photographs). (f) The pavement appears to be in fair condition (See photographs). (g) There are no paved shoulders. (g) There are ditches on both sides of Dixon Drive.

*PROPOSED IMPROVEMENTS – A modified TS-7 is proposed, as is shown in the **Typical Section Exhibit**. The roadway will be improved, but not brought fully to TS-7 standards because a standard TS-7 section would require 96 feet of right of way.*

The proposed typical section adheres to the Hillsborough County TS-7, except for the following:

- *South side - Sidewalk and 2 feet of sod on the outside of the sidewalk eliminated, and 3 feet of sod provided outside the ditch rather than 2 feet; and*
- *North side - The typical section on the north side adheres to TS-7 with 6 feet of right-of-way being dedicated to the county by the developer.*

Hillsborough County
Design Exception – Dixon Road
FOLIO #77653.2300/PD 22-0948
February 3, 2023
Page 2

JUSTIFICATION FOR THE REQUEST – The applicant is making substantial improvements to this low volume local roadway. Most significantly, 12 foot travel lanes and 5 foot paved shoulders are being constructed. This is an improvement as compared to existing conditions, and serves project traffic and background traffic near the US 301/Dixon Drive intersection.

Regarding sidewalk, a five foot sidewalk is being constructed on the north side of the roadway along the project frontage. The justification for not constructing sidewalk on the south side of the roadway is that this is a dead end local roadway serving a low density residential area that is rural in nature. The sidewalk on the north side of the roadway is available for such pedestrians as do walk along the segment.

Should you have any questions or require an additional information, please, do not hesitate to contact us at (813)805-0512.

Sincerely,
PROGRESSIVE DEVELOPMENT GROUP, INC.

This document has been electronically signed and sealed by James Michael Winter, P.E. on the date shown on the time stamp, using a digital signature. Printer copies of this document are NOT considered "signed and sealed" and this signature MUST be verified on any electronic copies.



2023.02.03
17:01:57 -05'00'

James M. Winter, P.E.
Fla. Reg. No. 18313

Based upon the information provided by the application, this request is:

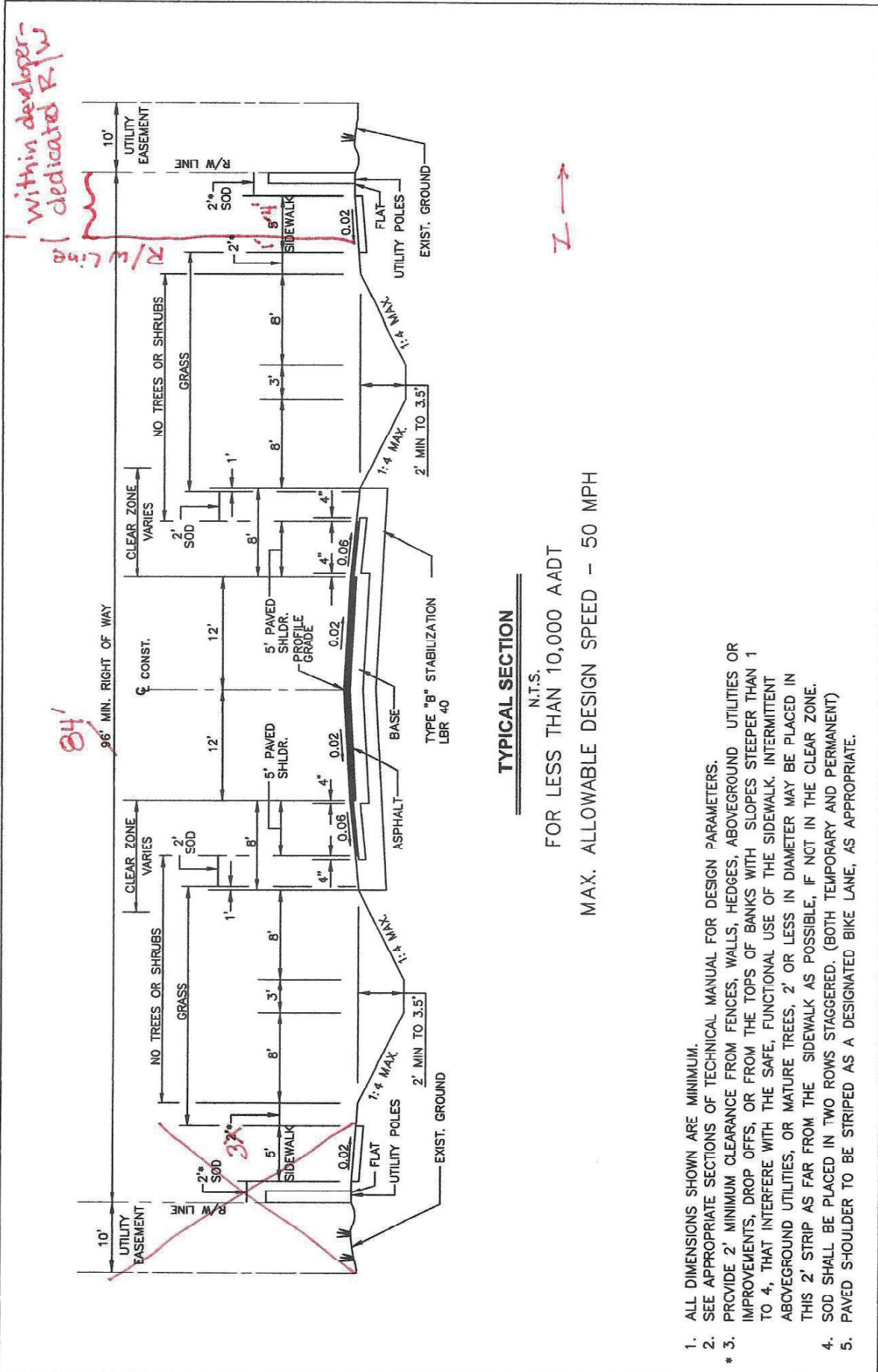
- Disapproved
- Approved with Conditions
- Approved

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. at (813) 276-8364.

Sincerely,

Michael J. Williams, P.E.
Hillsborough County Engineer

23 01 25 LTR – 12850 US 301 – Hillsborough Co – Design Exception



TYPICAL SECTION

N.T.S.

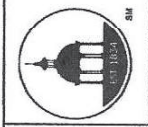
FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:
10/17

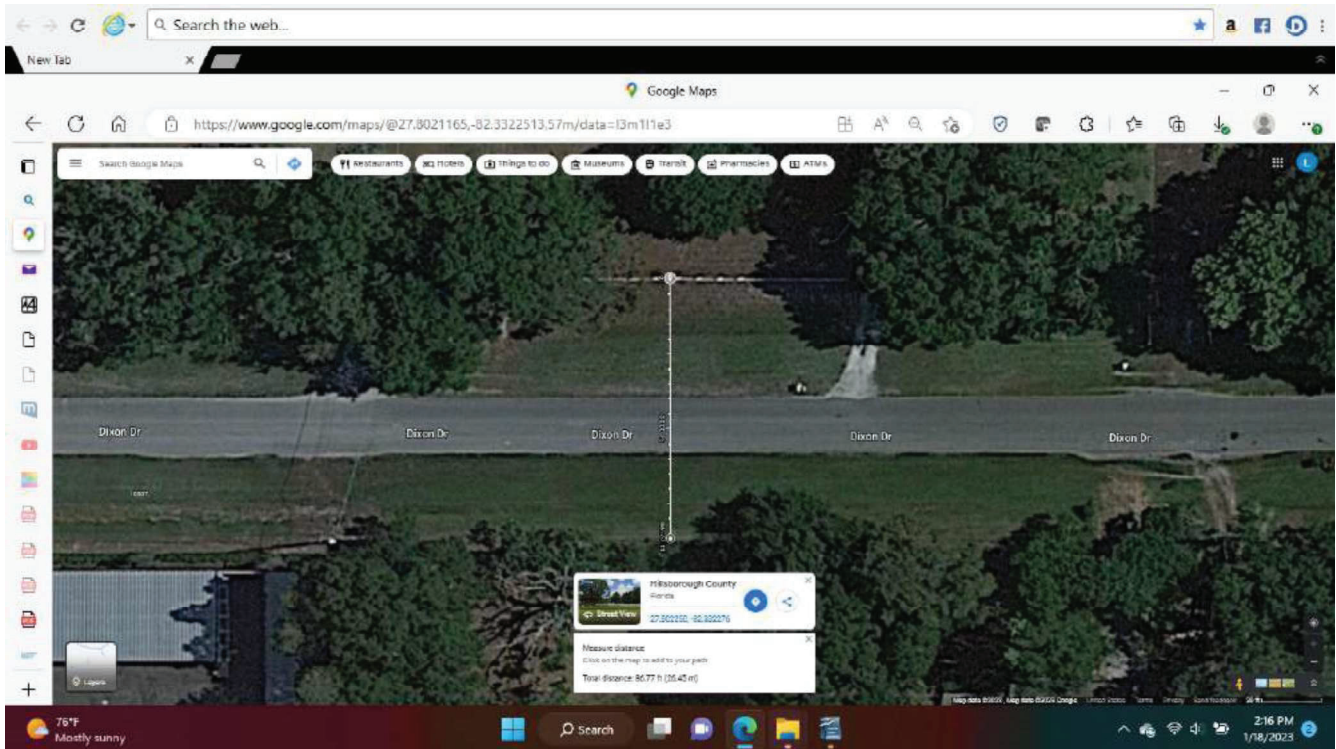
**TRANSPORTATION
TECHNICAL
MANUAL**



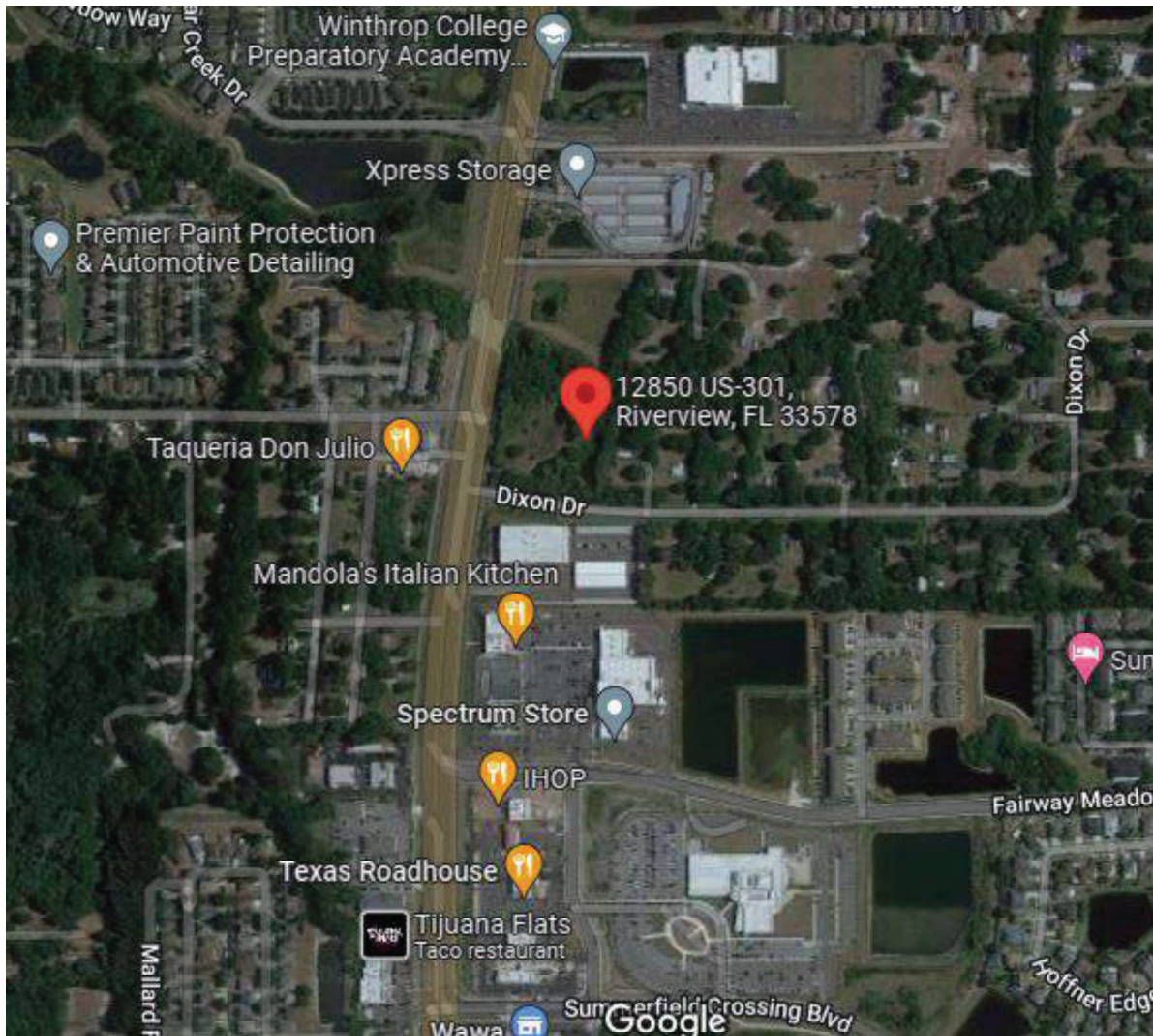
**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-7**
SHEET NO. 1 OF 1

Hillsborough County
Design Exception – Dixon Road
FOLIO #77653.2300/PD 22-0948
February 3, 2023
Page 5



Fence line to fence line relative to the parcel just to east, there is 86 feet of ROW – this corresponds to the approximately 85 feet shown on Hillsborough Mapper (See last exhibit).



LOCATION MAP



Dixon Drive looking east from 301 (North Right of Way)



Dixon Drive looking east from 301 (South Right of Way)



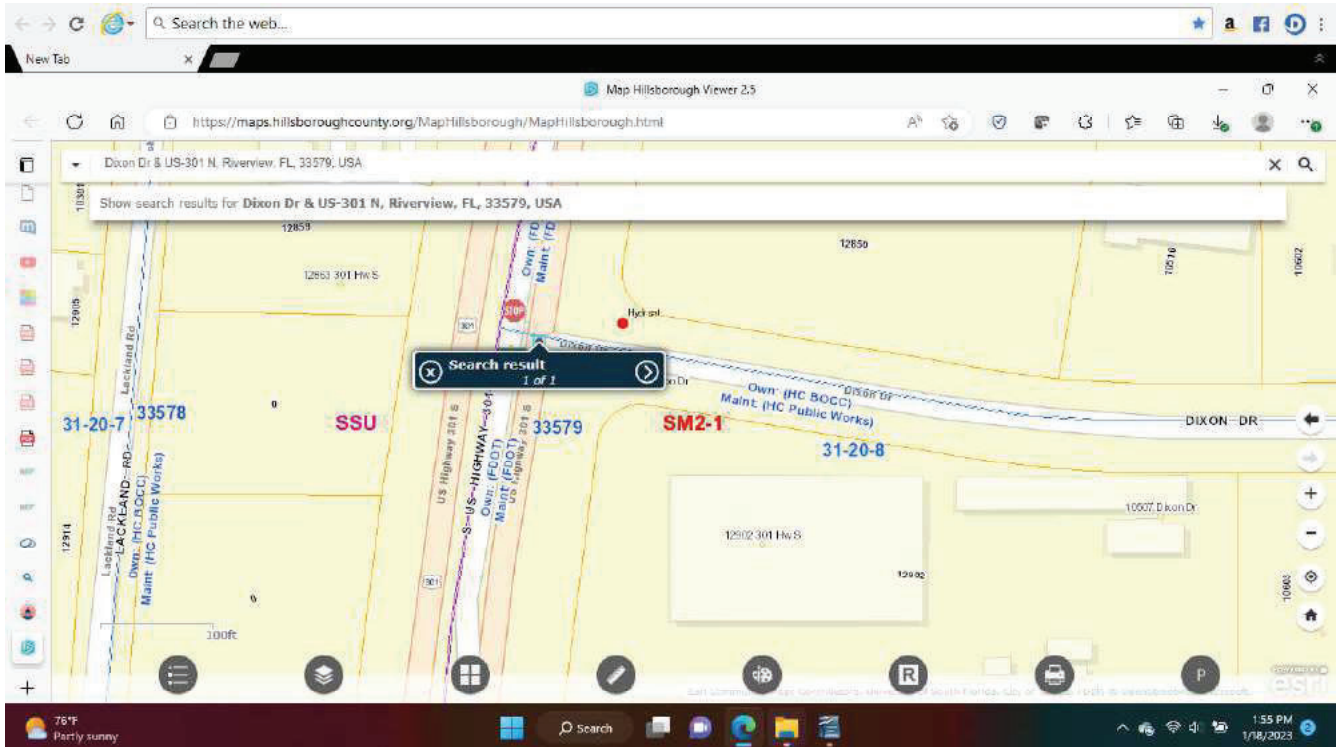
Utility pole on south side – 15' from edge of pavement of Dixon Drive



Dixon Drive – 18 ½ feet pavement width



Fire hydrant north side of Dixon Drive – 12 feet from edge of pavement



Per Pasco Mapper, approximately 85 feet of ROW.

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
US HWY 301	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Dixon Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	9	1	1
Proposed	790	104	110
Difference (+/-)	+781	+103	+109

*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	X	None	None	Meets LDC
East		None	None	Meets LDC
West		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
Dixon Dr./Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: Improvements include 6 feet of right of way dedication along Dixon Dr. proffered by applicant.		

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.

**COUNTY OF HILLSBOROUGH
LAND USE HEARING OFFICER'S RECOMMENDATION**

Application number:	RZ-PD 22-0948
Hearing date:	February 20, 2023
Applicant:	Omar Chaudry
Request:	Rezone to Planned Development
Location:	12850 South U.S. Highway 301, Riverview
Parcel size:	3.94 acres +/-
Existing zoning:	AS-0.4
Future land use designation:	R-4 (4 du/ga; 0.25 FAR)
Service area:	Urban Services Area
Community planning area:	Riverview Community Plan and South Shore Areawide Systems Plan

A. APPLICATION REVIEW

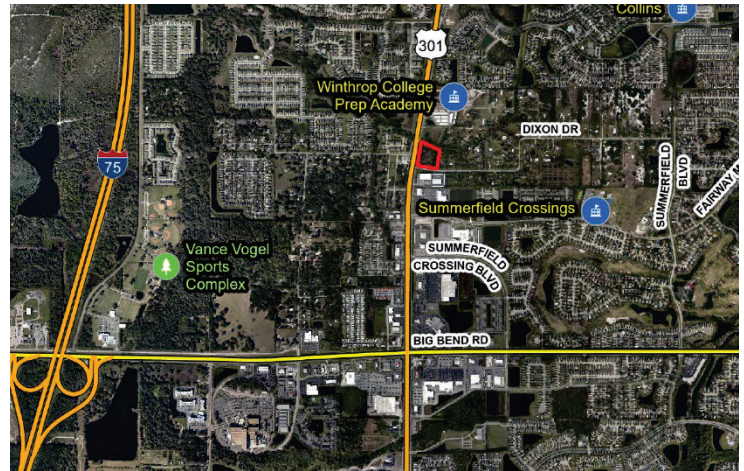
**DEVELOPMENT SERVICES STAFF REPORT
APPLICATION REVIEW SUMMARY AND RECOMMENDATION**



REZONING APPLICATION: PD 22-0948
ZONING HEARING MASTER DATE: FEBRUARY 20, 2023
BOCC LAND USE MEETING DATE: APRIL 11, 2023

1.0 APPLICATION SUMMARY

Applicant: Omar Chaudry
 FLU Category: Residential – 4 (RES-4)
 Service Area: Urban
 Site Acreage: 3.94
 Community Plan Area: Riverview
 Overlay: None



INTRODUCTION SUMMARY

The applicant is requesting a rezoning from Agriculture, Single-family (AS-0.4) to a Planned Development (PD) on a 3.94-acre property located at the northeast corner of US Highway 301 S and Dixon Drive, Riverview, Florida. The request is to allow a 20,000 square-foot kennel that would provide daycare, boarding, and grooming services, and an office facility with up to 10,000 square feet of kennel, business services, government office, medical office or clinics with scheduled emergency services by physicians, professional office, or professional services use. The site is located within the Urban Service Area and has a Future Land Use category of RES-4.

ZONING	EXISTING	PROPOSED
District(s)	AS-0.4	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	3.94	3.94
Density/Intensity	1 unit per 2.5 acres/FAR: NA	NA/FAR: 0.17
Mathematical Maximum*	1 units	30,000 SF GFA

*number represents a pre-development approximation

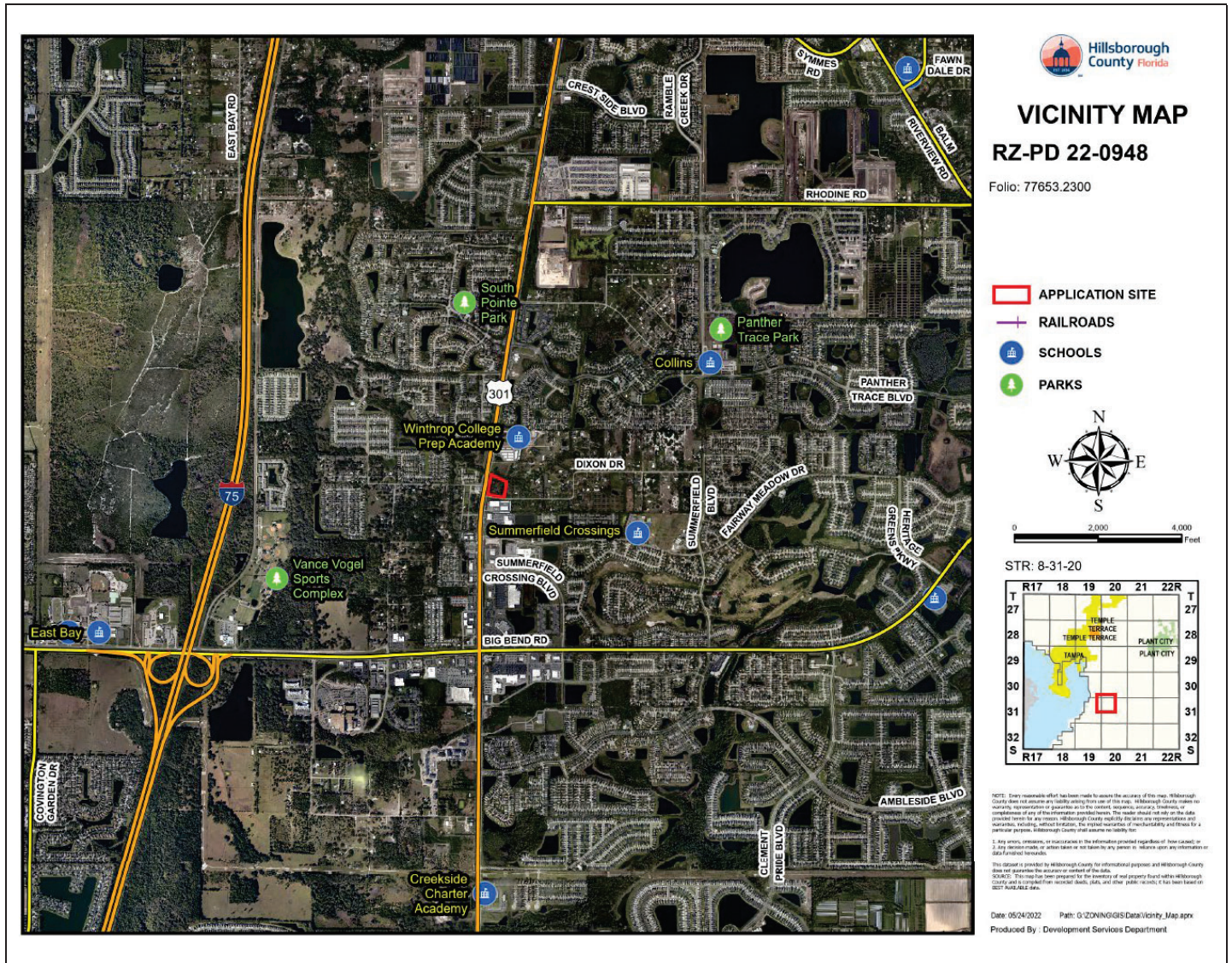
DEVELOPMENT STANDARDS	EXISTING	PROPOSED
District(s)	AS-0.4	PD
Lot Size / Lot Width	108,900 SF/150' Wide	NA
Setbacks/Buffering and Screening	Front: 50' Rear: 50' Sides: 25'	North: 100' South: 60' East: 90' Setback, 40' Type B West: 30'
Height	50'	20'

ADDITIONAL INFORMATION

PD Variation(s)	None requested as part of this application	
Waiver(s) to the Land Development Code		
Planning Commission Recommendation: Inconsistent	Development Services Recommendation: Approvable, subject to proposed conditions	

2.0 LAND USE MAP SET AND SUMMARY DATA

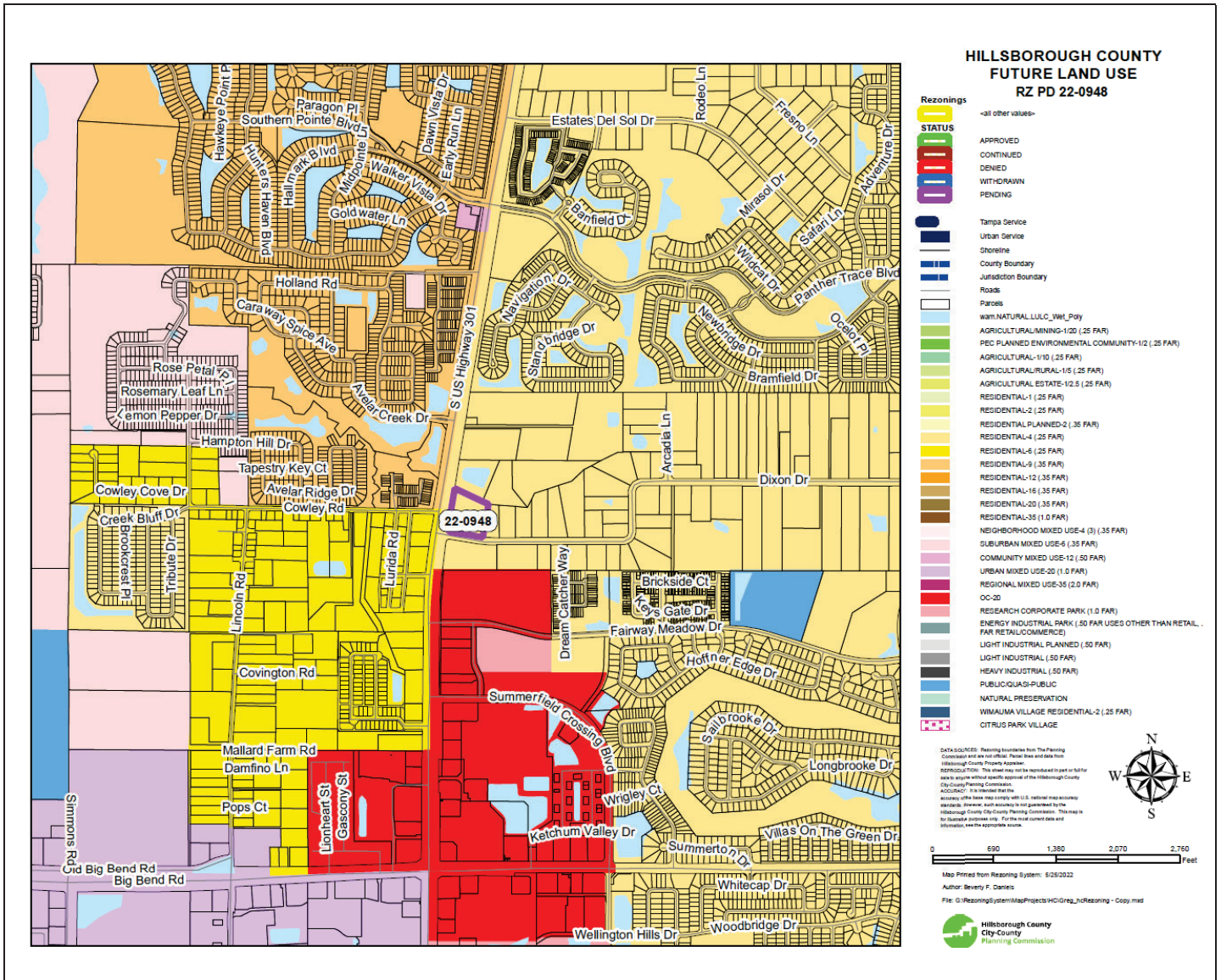
2.1 Vicinity Map



Context of Surrounding Area:

Development in the general vicinity consists of a mix of uses including single-family residential, vacant residential, general commercial, institutional, and office. The neighboring properties include a vacant site owned by FDOT to the north; single-family residential to the east; a mini-warehouse facility to the south of Dixon Drive; and a townhome community, convenience store with gas pumps, and vacant residential across US-301 to the west.

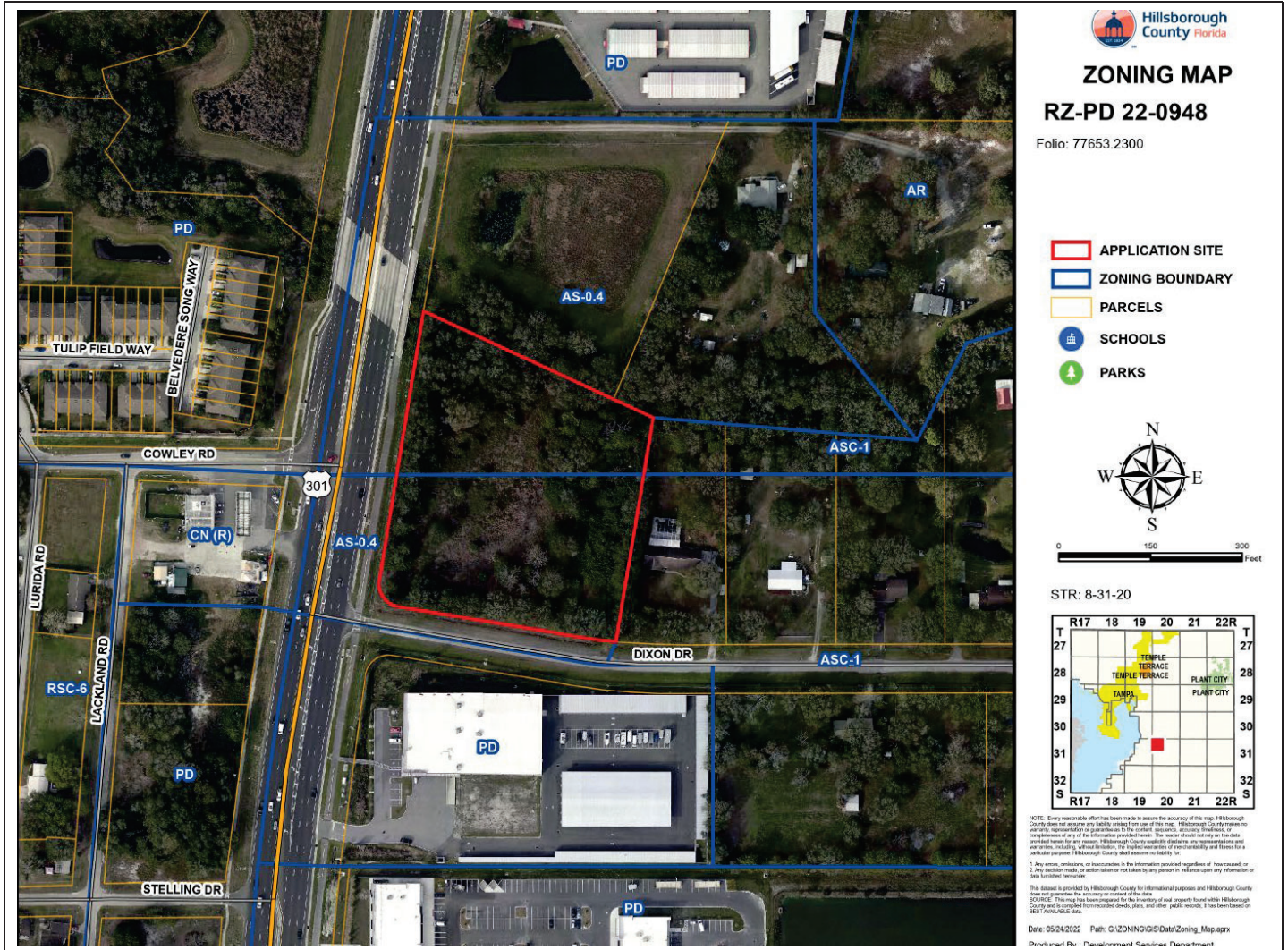
2.2 Future Land Use Map



Subject Site Future Land Use Category	Residential - 4
Maximum Density/FAR	4 du per ga/FAR: 0.25 up to 175,000 SF
Typical Uses	Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

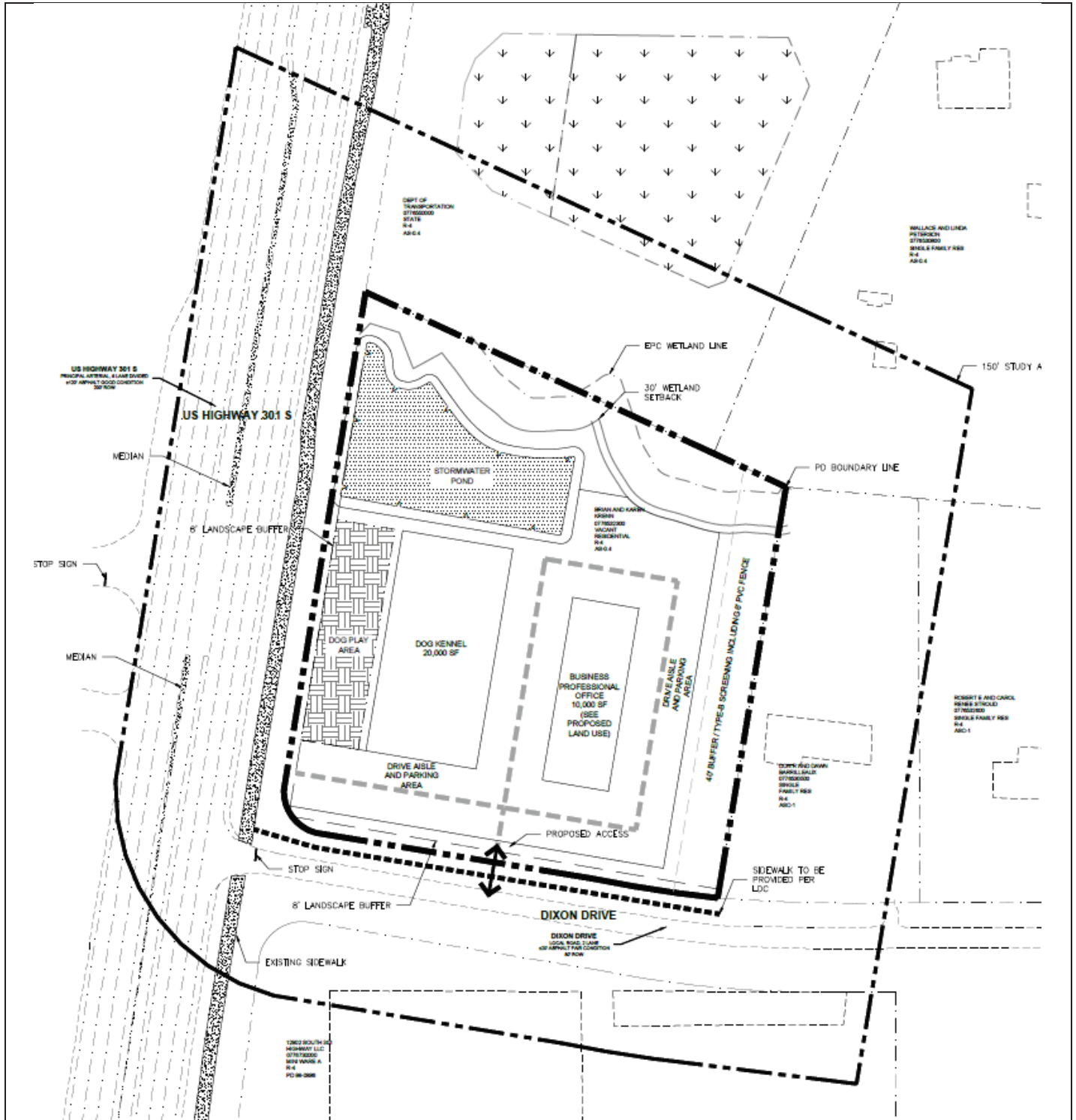


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/FAR Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-0.4	1 du per 2.5 gross acres/NA	Single-Family Conventional and Mobile Homes	Vacant-Owned by FDOT
South	PD 98-0896	NA/FAR: 0.55	Mini Warehousing	Mini Warehousing
East	ASC-1	1 du per 1.0 gross acres/NA	Single-Family Conventional	Single-Family Conventional
West	CN	NA/FAR: 0.20	Retail and Personal Services	Convenience Store with Gas Pumps
West	PD 04-1682	4.2 per 1.0 gross acres	Single-Family Detached & Attached	Single-Family Detached & Attached

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)



APPLICATION NUMBER: PD 22-0948

ZHM HEARING DATE: FEBRUARY 20, 2023

BOCC LUM MEETING DATE: APRIL 11, 2023

CASE REVIEWER: SAM BALL

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
US Highway 301 S	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Dixon Drive	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	9	1	1
Proposed	790	104	110
Difference (+/1)	+781	+103	+109

*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	X	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
Dixon Drive	Design Exception Requested	Approvable

Notes: Improvements include 6 feet of right of way dedication along Dixon Dr. proffered by applicant.

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	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <ul style="list-style-type: none"> <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 type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input 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 type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Medical Office (greater than 10,000 s.f.) (Per 1,000 s.f.) Pet Resort (Daycare) (Per 1,000 s.f.) Mobility: \$31,459 * 12.6 = \$169,583.40 Mobility: \$13,156 * 20 = \$263,120.00 Fire: \$ 158 * 12.6 = \$1,990.80 Fire: \$ 95 * 20 = \$1,900.00				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" 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 checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed development fronts US Highway 301 S to the west would result in a kennel with up to 20,000 square feet to be located on the western side of the property with the dog-run located between the building envelop and US Highway 301 S. The Kennel is currently a permissible Conditional Use under the existing AS-0.4 zoning district. The proposed kennel is in compliance with the setback requirements for outdoor runs and exercise areas per LDC Section 6.11.52. The building envelop of the proposed 10,000 square-foot office building would be separated from the adjacent residential property by a 90-foot minimum setback with a 40-foot minimum Type "B" buffer where the minimum buffer required by the LDC would be a 20-foot Type "B" for buffers between incompatible land uses. In addition, the business hours of the uses within the office building would be restricted to 6:30 AM to 7:00 PM daily. Based on the abutting proximity of US Highway 301 S and the adjacent zonings and uses identified in this report, staff finds that the proposed site configuration and limited hours of operation would minimize the impacts on the residential properties in the vicinity and is compatible with the existing zoning districts and development pattern.

5.2 Recommendation

Based on the above considerations, staff recommends approval of the request subject to conditions.

6.0 PROPOSED CONDITIONS


Prior to PD Site Plan certification, the applicant will depict the 6 feet of right of way along Dixon Dr. frontage that the applicant is proffering to dedicate as part of the submitted design exception.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted January 31, 2023.

1. Development of the project shall proceed in strict accordance with the terms and conditions contained in the General Site Plan.
2. Development of the project shall be limited to no more than 30,000 square feet of gross floor area. Allowable uses are restricted to a kennel with up to 20,000 square feet and up to 10,000 square feet of office development to be used for a kennel, business services, government office, health practitioner's office, medical office or clinic with scheduled emergency services by physicians, professional office, professional services as depicted on the general development plan.
3. Kennel uses must comply with the requirements within LDC Section 6.11.52.
4. The daily hours of operation for uses within office facility shall be limited to 6:30 AM to 7:00 PM.
5. The office building must be architecturally finished on all four sides.
6. Minimum building setbacks and buffering requirements shall be as follows.
North: 100 feet
South: 60 feet
East: 90 feet setback with a 40-foot buffer with type "B" screening with a 6-foot tall PVC fence.
West: 30 Feet
7. The maximum building height shall be 20 feet tall.
8. Building coverage shall not exceed 25 percent.
9. Impervious surface area shall not exceed 70 percent.
10. If PD 22-0948 is approved, the County Engineer will approve a Design Exception, submitted on February 3, 2023, for substandard roadway improvements to Dixon Drive. which was found approvable by the County Engineer on February 9, 2023 As Dixon Drive. is a substandard rural local roadway, the developer will be required to make certain improvements to Dixon Drive. consistent with the Design Exception including:
 - a. 84 feet of right of way;
 - b. 12-foot lanes;
 - c. 5-foot paved shoulders; and
 - d. 6 feet of ROW dedication to accommodate said improvements.
11. The project shall be permitted one (1) full access connection on Dixon Drive.
12. The developer shall construct a northbound right turn lane on US Highway 301 S at the intersection with Dixon Drive., subject to FDOT approval, with the initial increment of development.
13. The developer shall construct minimum 5-foot-wide sidewalk along the project's frontage on Dixon Drive.
14. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

15. Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.
16. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
17. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
18. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
19. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
20. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
21. 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.
22. 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 Feb 20 2023 16:48:11

B. HEARING SUMMARY

This case was heard by the Hillsborough County Land Use Hearing Officer on February 20, 2023. Mr. Brian Grady of the Hillsborough County Development Services Department introduced the petition.

Applicant

Ms. Isabelle Albert spoke on behalf of the applicant. Ms. Albert presented the rezoning request, and provided testimony as reflected in the hearing transcript, a copy of which is attached to and made a part of this recommendation. Ms. Albert stated she is a certified planner and described her professional experience in the area. She stated the applicant's justifications for requesting waiver of the commercial locational criteria. She stated the access on Dixon Drive was required by FDOT and not the applicant's preference. She stated the Subject Property would be landlocked without access on Dixon Drive because FDOT would not allow access on Highway 301.

Development Services Department

Mr. Sam Ball, Hillsborough County Development Services Department, presented a summary of the findings and analysis as detailed in the revised staff report, a copy of which was submitted to the record at the hearing.

Planning Commission

Ms. Karla Llanos, Hillsborough County City-County Planning Commission, presented a summary of the findings and analysis as detailed in the Planning Commission report previously submitted to the record.

Proponents

The hearing officer asked whether there was anyone at the hearing in person or online to speak in support of the application. There were none.

Opponents

The hearing officer asked whether there was anyone at the hearing in person or online to speak in opposition to the application.

Mr. John Murdock stated his address on Dixon Drive, spoke in opposition to the rezoning, and provided testimony as reflected in the hearing transcript attached to and made a part of this recommendation. Mr. Murdock raised concerns that the proposed access on Dixon Drive would make it difficult for residents on Dixon Drive to access Highway 301.

Ms. Cathy Moore stated her address on Dixon Drive, spoke in opposition to the rezoning and provided testimony as reflected in the hearing transcript attached to and made a part of this recommendation. Ms. Moore stated there were a number of other people present at the hearing in opposition to the rezoning and she asked them to stand up. Ms. Moore raised concerns that the proposed access on Dixon Drive would make it difficult for

residents on Dixon Drive to access Highway 301. Ms. Moore stated she requested a traffic light at the intersection of Dixon Drive and she submitted to the record an article that was published in the Tribune.

Mr. Brent Davis stated his address on Dixon Drive, spoke in opposition to the rezoning, and provided testimony as reflected in the hearing transcript attached to and made a part of this recommendation. Mr. Davis raised concerns about the proposed access on Dixon Drive and stated a rezoning approval would allow the owner to flip the Subject Property and a future owner could do something else with it. Mr. Davis raised concerns about traffic crashes, lack of a traffic signal light, safety of local students walking to and from school, and placement of equipment during construction on the Subject Property.

The following persons stated their names and provided their addresses on Dixon Drive and stated they are in opposition to the rezoning: Lorianne Frattini, Alyson Fernandez, Bryon Moore, Steve Tran, James Hance, Brenda Hance, Rene Stroud, Charles Weldon, Daniel Parker, Collen Lhotka, Kathleen Rowland, Elizabeth Pete, Andrew Mosurick.

Development Services Department

Mr. Ball stated the Development Services Department had nothing further.

Applicant Rebuttal

Ms. Albert stated the applicant met with the neighbors who opposed the Subject Property's access being on Dixon Drive. She stated the applicant tried to get access on U.S. Highway 301 but was not permitted to do so.

Ms. Libby Rodriguez stated she is a transportation planner with a master's degree in planning and more than 30 years' experience. She stated she reviewed traffic studies for the county for several years. Ms. Rodriguez provided rebuttal testimony as reflected in the hearing transcript attached to and made a part of this recommendation.

Ms. Rodriguez stated four prior potential developers have approached FDOT for access on Highway 301 and have been denied, which is why the Subject Property remains undeveloped. She explained a guardrail exists along the Subject Property's frontage on Highway 301 and an access point on Highway 301 would have to align with Cowley Road, which would split the guardrail into two small pieces. She stated on the north side of where the access point would be located there is a creek and bridge. She stated the guardrail would have to be placed between the bridge and the new driveway and be built to current regulation requirements. She explained the guardrail currently is attached to the bridge, but that design is no longer allowed. She stated prior developers hired engineers to design a small guardrail segment for this location, but none could present a design acceptable to FDOT based on the size of the guardrail segment and slope of the area. She stated it is physically impossible to place an access point on Highway 301 with the required guardrail in place because there is no acceptable guardrail design that would work for the segment size, placement and slope under the current regulations.

Ms. Rodriguez stated placing the access point on Highway 301 would introduce a new conflict point with left-in left-out and more conflicting movement than if the access point were on Dixon Drive, which is an existing right-in right-out movement.

Ms. Albert stated the improvements to Dixon Drive would be built almost to county TS typical section standards. She stated lacking a few feet of right-of-way the applicant would not install sidewalk on the south side of Dixon Drive, but otherwise the proposed improvements would meet TS typical section standards.

In response to the hearing officer's questions, Ms. Rodriguez stated the proposed access point on Dixon Drive would be only two to three hundred feet from the intersection and would primarily affect traffic movement in the area between the intersection and the access point. She said it would not likely affect traffic to the east of the access point. Ms. Rodriguez stated in her professional opinion, based on her conversations with FDOT, it would be impossible to develop the Subject Property without having access on Dixon Drive rather than on U.S. Highway 301.

The hearing officer closed the hearing on RZ-PD 22-0948.

C. EVIDENCE SUBMITTED

Mr. Grady submitted to the record at the hearing a revised Development Services Department staff report.

Ms. Albert submitted to the record at the hearing a copy of the applicant's presentation packet and communications from the Florida Department of Transportation.

Ms. Moore submitted to the record at the hearing a copy of a newspaper article.

D. FINDINGS OF FACT

1. The Subject Property consists of approximately 3.94 acres at 12850 South U.S. Highway 301 in Riverview.
2. The Subject Property is designated Res-4 on the Future Land Use Map and is zoned AS-0.4.
3. The Subject Property is in the Urban Services Area and is located within the boundaries of the Riverview Community Plan and South Shore Areawide Systems Plan.
4. The Subject Property has roadway frontage on U.S. Highway 301 to the west and on Dixon Drive to the south. This segment of U.S. Highway 301 is classified as an FDOT Principal Arterial Urban roadway. Dixon Drive is classified as a county local-rural roadway.

5. The general area surrounding the Subject Property consists of a mix of single-family residential, vacant residential, general commercial, institutional, and office uses. Adjacent properties include a drainage parcel owned by FDOT to the north; a parcel zoned ASC-1 and developed with a single-family home to the east; Dixon Drive and a parcel zoned PD developed with a storage facility to the south; and U.S. Highway 301 to the west. Across Highway 301 to the west are Cowley Road and a parcel zoned CN developed with a gasoline station and convenience store on the south side of Cowley Road, and a parcel developed with a townhome community on the north side of Cowley Road.
6. The applicant is requesting to rezone the Subject Property from AS-0.4 to Planned Development to accommodate a 20,000 square-foot kennel that would provide daycare, boarding, and grooming services, and an office facility with up to 10,000 square feet of business professional office uses, which are limited to kennels, business services, government offices, health practitioner office, or medical offices or clinics with scheduled physician emergency services, professional offices, and professional services.
7. The applicant's site plan depicts the proposed 20,000 square-foot kennel and dog play area are to be situated on the Subject Property's western half near U.S. Highway 301, and the proposed 10,000 square-foot business professional office is to be situated on the Subject Property's eastern half with a 90-foot east setback, and 40-foot buffer and type-B screening along the eastern boundary adjacent to the residential property to the east. The applicant has committed to restricting business hours for the office building to 6:30 a.m. to 7:00 p.m. daily.
8. The applicant is requesting a waiver of commercial locational criteria. The applicant's narrative acknowledges the intersection at Dixon Drive and U.S. Highway 301 is not a qualifying intersection, but based on certain circumstances, including the surrounding development, the Subject Property being within the urban services area, availability of adequate public facilities, and adequate roadway, the applicant is requesting the waiver.
9. The applicant's representative testified there are unique circumstances in that Dixon Drive would have served as a collector roadway between U.S. Highway 301 and Summerfield Boulevard, but the connection point between the two roadways was never constructed. Aerial views on the Hillsborough County Property Appraiser's website show the Dixon Drive right-of-way intersects with the Summerfield Boulevard right-of-way, but a vegetated area of approximately 50 feet in width separates the two paved roadways.
10. Commercial development exists along the east side of U.S. Highway 301 from Dixon Drive south to Big Bend Road. From Dixon Drive north along the east side of U.S. Highway 301 there is the FDOT retention pond parcel, a self-storage facility, and a charter school.

11. The applicant requested a Design Exception for substandard roadway improvements on Dixon Drive. The County Engineer found the Design Exception approvable. The developer will be required to make certain improvements to Dixon Drive, including: 84 feet of right-of-way; 12-foot lanes; 5-foot paved shoulders; and 6 feet of right-of-way dedication to accommodate the required improvements. The developer will also be required to construct a northbound right turn lane on U.S. Highway 301 at the Dixon Drive intersection, and a minimum 5-foot-wide sidewalk along the Subject Property's frontage on Dixon Drive.
12. Owners of residential properties on Dixon Drive expressed opposition to the rezoning primarily based on the proposed access point on Dixon Drive and issues related to traffic and pedestrian safety.
13. The record evidence shows the applicant previously redesigned its site plan to propose an access point on U.S. Highway 301 across from Cowley Road rather than on Dixon Drive. However, the Florida Department of Transportation raised concerns about driveway spacing between Dixon Drive and the proposed site access on U.S. Highway 301 and safety concerns related to vehicle crash history for the proposed median opening at Cowley Road.
14. The applicant submitted to the record several FDOT communications, which show FDOT prefers access to be taken from Dixon Drive rather than U.S. Highway 301 because of non-conformity to spacing guidelines, safety concerns stemming from crash history data for the median opening at Cowley Road, location of potential driveway on U.S. Highway 301 in relation to the guardrail and Tadpole Creek bridge, and complications involving the bridge and guardrail existing configuration. The FDOT raised additional issues, including redesign of the existing guardrail to accommodate a right turn lane, installation of a traffic signal, site elevation, and appropriate reattachment of the guardrail to the Tadpole Creek bridge. FDOT additionally stated a turn lane for 55 MPH would be 430 feet long, which would cross over Dixon Drive and extend 405 feet to the south of Dixon Drive, and the existing pedestrian trail would have to be shifted to the east.
15. Additional FDOT documents submitted to the record by the applicant show multiple parties have in the past approached the FDOT for development of the Subject Property and FDOT consistently advised its preference for access on Dixon Drive based on the same concerns raised in this applicant's case.
16. The applicant's professional representatives, who included a certified planner and a transportation planner, testified the Subject Property would be undevelopable and effectively landlocked if access is unavailable on Dixon Drive because existing conditions on U.S. Highway 301 and FDOT regulations render an access point on U.S. Highway 301 infeasible.

- 17. Based on the abutting proximity of U.S. Highway 301, adjacent zonings and land uses, the proposed site configuration and limited hours of operation, Development Services staff found the proposed Planned Development rezoning minimizes impacts to the nearby residential properties and would be compatible with the existing zoning and development pattern. Development Services Department staff recommended approval subject to the conditions set out in the staff report.

- 18. Planning Commission staff does not support the applicant’s request for waiver of Commercial Locational Criteria and recommends the Board of County Commissioners not approve the waiver. Planning Commission staff found the proposed rezoning would not maintain the character of the area and would not provide a gradual transition of uses between the proposed uses and the existing single-family residential uses. Planning Commission staff found the proposed rezoning would allow development that is not consistent with the existing development pattern found in the surrounding area and would not provide a gradual transition from commercial to residential uses. Planning Commission staff concluded the proposed Planned Development is inconsistent with the *Unincorporated Hillsborough County Comprehensive Plan*.

**E. FINDINGS OF COMPLIANCE OR NON-COMPLIANCE
WITH COMPREHENSIVE PLAN**

The applicant’s professional representatives, who included a certified planner and transportation planner, presented testimony and evidence demonstrating the proposed Planned Development rezoning would be compatible with surrounding development including nearby residential uses. The applicant’s site plan depicts a design, buffering, screening, setbacks, and hours of operation that minimize impacts to the nearby residential properties and would render the proposed Planned Development compatible with the existing zoning and development pattern. An examination of the record as a whole demonstrates the proposed Planned Development zoning is in compliance with, and does further the intent of the Goals, Objectives, and Policies of the *Future of Hillsborough Comprehensive Plan for Unincorporated Hillsborough County*.

F. CONCLUSIONS OF LAW

A development order is consistent with the comprehensive plan if “the land uses, densities or intensities, and other aspects of development permitted by such order...are compatible with and further the objectives, policies, land uses, and densities or intensities in the comprehensive plan and if it meets all other criteria enumerated by the local government.” § 163.3194(3)(a), Fla. Stat. (2022). Based on the record as a whole, including evidence and testimony submitted in the record and at the hearing, reports and testimony of Development Services Staff and Planning Commission staff, applicant’s narrative, hearing testimony, and evidence, and party-of-record testimony and evidence, there is substantial competent evidence demonstrating the requested Planned Development rezoning is consistent with the *Future of Hillsborough Comprehensive Plan for*

Unincorporated Hillsborough County, and does comply with the applicable requirements of the Hillsborough County Land Development Code.

G. SUMMARY

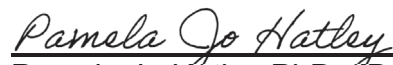
The applicant is requesting to rezone the Subject Property from AS-0.4 to Planned Development to accommodate a 20,000 square-foot kennel that would provide daycare, boarding, and grooming services, and an office facility with up to 10,000 square feet of business professional office uses, which are limited to kennels, business services, government offices, health practitioner office, or medical offices or clinics with scheduled emergency physician services, professional offices, and professional services.

The applicant is requesting a waiver of commercial locational criteria. The applicant's narrative acknowledges the intersection at Dixon Drive and U.S. Highway 301 is not a qualifying intersection, but based on certain circumstances, including the surrounding development, the Subject Property being within the urban services area, availability of adequate public facilities, and adequate roadway, the applicant is requesting the waiver.

The applicant requested a Design Exception for substandard roadway improvements on Dixon Drive. The County Engineer found the Design Exception approvable. The developer will be required to make certain improvements to Dixon Drive, including: 84 feet of right-of-way; 12-foot lanes; 5-foot paved shoulders; and 6 feet of right-of-way dedication to accommodate the improvements. The developer will also be required to construct a northbound right turn lane on U.S. Highway 301 at the Dixon Drive intersection, and a minimum 5-foot-wide sidewalk along the Subject Property's frontage on Dixon Drive.

H. RECOMMENDATION

Based on the foregoing Findings of Fact and Conclusions of Law, this recommendation is for **APPROVAL** of the Planned Development rezoning request subject to the site plan certification requirements and conditions set out in the Development Services staff report based on the applicant's general site plan submitted January 31, 2023.


Pamela Jo Hatley PhD, JD
Land Use Hearing Officer

March 13, 2023
Date:

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
IN RE:)
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ZONE HEARING MASTER)
HEARINGS)
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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY
Land Use Hearing Master

DATE: Monday, February 20, 2023

TIME: Commencing at 6:00 p.m.
Concluding at 8:11 p.m.

LOCATION: Hillsborough County Planning
Commission Board Room-2nd Floor
601 East Kennedy Boulevard
Tampa, Florida 36602

Reported via Cisco Webex Videoconference by:
Samantha Kozlowski, CER

1 MR. GRADY: And the final item on tonight's agenda is
2 Agenda Item D.2, rezoning PD 22-0948. The applicant is Omar
3 Chaudry. The request a rezone from AS-0.4 to planned
4 development. Sam Ball will provide staff recommendation after
5 presentation by the applicant.

6 MS. ISABEL: Thank you. Good evening. Isabel
7 (inaudible) with (inaudible) Associates 1000 North Profession
8 (phonetically) Drive, Suite 900? I have a presentation for you.

9 HEARING MASTER: Okay.

10 MS. ISABEL: Let me know if you can see it.

11 HEARING MASTER: I can. Yes. Thank you.

12 MS. ISABLE: Thank you. So what we have for you
13 tonight is a rezoning to a development for a site that's
14 approximately a little bit less than four acres. It's on the
15 northeast side of Dixon Drive and U.S. Highway 301. Current
16 zoning is AS-0.4. The future land use is Residential-4. And if
17 it is located in the urban service area. Just to zoom out a bit
18 or orient yourself. This is U.S. 301 to the south is Big Bend
19 and to the north of us, Rhodine Road.

20 So this request to allow a 20,000 square foot kennel
21 that be provided daycare, boarding and grooming services. And
22 as well as we are proposing a 10,000 square foot limited office
23 building towards the rear of the property. We have hours of
24 operations. We provided hours of operations. We are limiting
25 the uses for the site, as well as having architecturally

1 designed for the -- for this structure in the back. And we also
2 have a design exception that's approved for Dixon Drive. And I
3 have here with me Elizabeth who's going to speak on that if need
4 be.

5 But when we first started this site, it was six months
6 ago. And prior to that, we first originally started with an
7 access on Dixon Drive and we have these structures in the back
8 of the office with the kennel in the front. And after that, we
9 started receiving, and I actually received some emails from the
10 neighbors to the east, with the concerns on not having access on
11 Dixon Drive. And so we went back to the drawing board. And
12 while we were doing the drawing board and we reapplied for this,
13 you'll see in a second in the middle here to have the access of
14 U.S. 301. And we moved -- we moved a bit these offices towards
15 the west in order to address some of the compatibility concerns
16 that Planning Commission Staff had. And so while we were doing
17 that at the same time, we're having meetings with FDOT. And we
18 can go more into details after that, but they -- they basically
19 said that, you know, there's some great concerns that we have,
20 safety concerns and design concerns of this. And we would --
21 you know, you should have your access off Dixon. And so that --
22 that kind of made us redraw, which was not preferred because I
23 did tell the opposition that we were going to have access off of
24 301. We were trying everything. And so I feel bad that I do
25 have to go back on my words. And now we're having access off

1 Dixon Drive.

2 And then we also further limited the square footage of
3 the office to 10,000 square feet and put it in one structure per
4 Planning Commission Staff suggestion. And we increased the
5 buffer in the back because it is a residence to the east of us.
6 There's a residential neighborhood from -- from Dixon Drive. So
7 these are how we ended up where we are today. And then we also
8 need to look at, you know, really when we first started looking
9 at the site, we are off of U.S. Highway 301 and the surrounding
10 development around us on this highway is mostly commercial. If
11 we go through quickly, this is just south of us. This is a -- a
12 warehouse unit that has commercial vehicle and rentals and
13 parking. And it is also adjacent to, so this is where the site
14 is. This is where we are just to the northwest.

15 They got approved back actually in '98 for a flex of
16 the RC -- the next slide. But they -- they received a flex in
17 order to expand that commercial use. And they came in again in
18 2018. Since the land use to sell was amended to OC-20, they had
19 to request a -- of OC-20 and got supported approval. And with
20 this development, they waived the buffering screening from 20
21 feet to five feet with a Type B screening. But again, there's a
22 little history here with this site. We can look across the
23 street from us, there's a commercial neighborhood with -- that
24 was limited to 6,000 square feet. It had an access off this
25 local road and not 301.

1 And again, there's some residents to the south where a
2 20-foot with Type B screening would be required. And then if we
3 continue down again to the south, and this is further, you can
4 see our site almost caddy corner. They got approved for limited
5 CM uses. They have you know, their 20-foot set backs along the
6 perimeter of the property. And again, this -- this site does
7 not meet commercial location criterias. Most of these sites on
8 301, they request a waiver to that and found that with the
9 design and in design, architectural and buffers and screening,
10 they supported the waiver to the commercial location criteria.

11 And then we continue to south, this is southern field,
12 as you all know. There's -- this is Big Bend. This the
13 intersection from the commercial location criteria that they
14 measured. But, again, you'll see it's mostly all residential.
15 I mean commercial along the front with residential in the back.
16 And this is all throughout the -- the -- through -- along the
17 Highway 301. Again, this is a BPO, they're providing a 20-foot
18 screening or 20-foot buffer with the screening, as well as, you
19 know, hours of operation and things like that.

20 Again, same scenario, the BPO could not meet the
21 locational criteria, but founded with proper design and buffers
22 and screenings that they were supporting that. And we move
23 along again CM uses and -- and you have commercial, again, uses
24 to the south.

25 So this is the scenario all throughout U.S. 301 south

1 of our site. Now, if you look at the north of our site, this is
2 where you'll have the old development, residential development
3 that occurred pretty much prior to 2012. This is important is
4 because, right now this our site right here. This is that
5 Marathon gas station that we talked about just adjacent to us.
6 To the north is an FDOT pond that was created due to the
7 expansion and widening of U.S. 301 that was done back in 2012.
8 And then from there, we have self-storage here. We have a
9 non-residential use here. And then we have these pockets of
10 non-residential and commercial uses -- along along 301. And
11 these are all part of March plan development.

12 So here's why it's important. Prior to 2012, the U.S.
13 301 was only a two-lane little road and they did major
14 improvements to that road as we all know to a four to six lanes
15 at some instances. And what's been happening since then is
16 development since then has occurred, as you can see all along
17 U.S. 301. And this is, you know, all commercial uses,
18 non-residential uses along 301. That's the majority of the
19 (inaudible) the widening of the road. And that is also found
20 with the community plan where they visioned this as a highway
21 corridor and it even says the retail and the commercial
22 businesses have benefited from the re -- redesign of the U.S. 41
23 corridor. So this is where you would find those uses. Future
24 land use policy is where the urban service area. The
25 compatibility you've talked -- you've heard this all throughout

1 tonight. It's not the same as, but how do you address
2 compatibility? That is hours of operation, listed uses
3 increased, doubling the buffer, the screening. We're committed
4 to the fence, this per discussion that neighbor to the east of
5 us, existing vegetation and all of that is site planning design.
6 I mean, we come up with these to adjust compatibility. And then
7 we have a gradual transition. You heard it again tonight from
8 the Planning Commission, it says a gradual transition is office
9 use is a good gradual transition from residential to a
10 commercial corridor.

11 And that is how you address, again, the neighborhood
12 protection. Is that that graduation of uses, but there are also
13 some concerns where they said, we have some concerns because
14 you're accessing Dixon Drive. Again, it is a local street. We
15 understand it's a local street, but it's -- it's -- Dixon Drive
16 was never built to the end. They just had a barrier there and
17 they're supposed to connection to Simmon to -- to -- which I
18 have in the next slide. But I'll show you that. And -- but it
19 is on 301. It is fronting 301. The access is probably not a
20 collector road, but it is facing 301, which meets the intent of
21 this policy.

22 And this brings us to the commercial location
23 criteria, which I've -- you heard quite a -- a lot today. You
24 have to look at the compatibility issue. The compatibility, as
25 we've talked about previous policy is focusing as long as you

1 have good planing technique and specific findings of why would
2 you support a commercial location criteria.

3 In this instance, as you can see Dixon Drive, I was
4 calling it Dixon Road and I -- I'm sorry about that. This is
5 Dixon Drive, it did finish and it was supposed to connect
6 Summerfield Boulevard, but they just never connected that -- did
7 that connection. It would've been a collector road. But it's
8 functioning as a local road because it does -- doesn't have that
9 exit. And the unique circumstances is when we looked at the
10 site, we also looked at the area and -- and found that this was
11 not a use that would be incompatible with the area. It fits in
12 the area. There's other development on 301 where they did not
13 meet the commercial location criteria and addressed through
14 different, again planning tools to address that.

15 We had no objections from reviewing -- reviewing
16 agencies. We also got support Development Services Staff that
17 prepares some conditions, and I believe they're going to submit
18 revised conditions because in the set that was in front of you,
19 did not have this one commitment where we committed to
20 architectural design on all -- the office commercial portion of
21 the office building portion are part of it. But I should have
22 started with I'm a certified planner. I have been in the area
23 for 20 years. I have done ten years of it working at the
24 county, looking at, you know, the uses, looking at the
25 comprehensive plan and looking at Land Development Code. And

1 I -- I -- and I feel like the commercial location criteria
2 considering the surroundings should be waived. This -- this is
3 a unique circumstance to be where -- where it is. And the
4 access on -- on Dixon Drive is not our choosing. It is for, you
5 know, the -- the -- the site without it would be land lock
6 because we cannot get access on 301. So with me, I have -- if
7 you have any question or I can reserve some of our time, I think
8 I have some time reserved, five minutes that she can use in
9 rebuttal if -- if you want.

10 HEARING MASTER: There's about two minutes and 40
11 seconds left. And --

12 MS. ISABEL: I'll reserve that.

13 HEARING MASTER: Thank you. Yeah. For rebuttal.
14 Understand. I might have questions for you at rebuttal, but --

15 MS. ISABEL: Okay.

16 HEARING MASTER: All right. Thank you. All right.
17 Development Services, please.

18 MR. BALL: Hi. Good evening. Sam Ball with the
19 Hillsborough County Development Services. A revised report was
20 submitted to change was needed on that condition. The office
21 building must be architectural finished on all four sides. The
22 applicant is requesting to rezone from AS-04 to plan development
23 to allow the site to be developed for kennel, professional
24 office, medical office on a 3.4 acre property located at the
25 northeast corner of Highway 301 South and Dixon Drive.

1 The subject property is located approximately three
2 quarters of a mile north of the Big Bend Road and 301
3 intersection in the Riverview Community Plan Area. The property
4 is also near the service area and is designated a Residential-4
5 on the Future Land Use. Development in the general vicinity
6 consist of -- consists of mixed uses. A single-family
7 residential, vacant residential, general commercial,
8 institutional and office. The neighboring properties include a
9 vacant site owned by DOT the north, a single-family residential
10 to the east and a mini warehouse facility to the south of
11 Dixon Drive. A townhome community, convenience store, gas and
12 vacant residential across U.S. 301 to the west. If Plan
13 Development 22-0948 is approved the development would be limited
14 to account up to 20,000 square feet of gross floor area and
15 office space up to 10,000 square feet of space, which would
16 result in an FAR of 0.17. The minimum set back requirements
17 would be 100 feet from the north, 90 feet from the east, 60 feet
18 from the south and 30 feet from the west boundaries. Building
19 coverage would be limited to 25% impervious surface area would
20 not -- would not be allowed to exceed 70%. All the buildings
21 would be limited to 20 feet tall. Built -- the office building
22 must be architecturally finished on all four sides and separated
23 from the residential property to the east by the required
24 90-foot setback and a 40-foot landscape buffer and Type B
25 screening with a six-foot tall PDC fence -- PVC fence, excuse

1 me. The office uses also be restricted to the hours of 6:30
2 a.m. to 7:00 p.m. The kennel would be allowed to provide
3 daycare, boarding and grooming services.

4 I'd also like to add that the kennel is currently a
5 municipal conditional use under the current ASO-4 zoning
6 designation, but if approved, the county engineer will also
7 approved a design exception for substandard road -- roadway
8 improvements to Dixon Drive. But based on the proximity of
9 U.S. 301 south and the adjacent zoning and uses, staff finds
10 that the proposed site configuration, architectural
11 requirements, limited hours of operation would minimize the
12 impacts on the residential properties in the vicinity and is
13 compatible with the existing zoning districts and development
14 pattern of the area.

15 Staff recommends approval of the request, subject to
16 conditions. That concludes my presentation. If you have any
17 questions.

18 HEARING MASTER: All right. No questions for you.
19 Thank you.

20 MR. BALL: Thank you.

21 HEARING MASTER: All right. Planning Commission.

22 MS. LLANOS: Karla Llanos with Planning Commission
23 Staff. The subject site is located in the urban service area
24 within the limits of the SouthShore AreaWide Systems Community
25 Plan. The applicant is requesting to rezone on this property

1 from agricultural single-family estate AS-0.4 plan development
2 to allow for 20,000 square feet dog kennel and 10,000 square
3 feet of business professional office.

4 The subject site is located within the Residential-4
5 Future Land Use Category, which can be considered for a maximum
6 density of four dwelling units an acre or a maximum intensity of
7 0.25 floor area ratio. Typical uses include, but are not
8 limited to, residential suburban scale neighborhood commercial
9 office uses. And multipurpose projects and mixed use
10 developments. Now non-residential uses are subject to
11 locational criteria. And the site currently does not meet
12 locational criteria and a waiver has been requested.

13 Now, the subject site has Residential-4 Future Land
14 Use Category located to the north, east and south of the subject
15 site. You have a Residential-9 and Residential-6 located to the
16 west of the subject site and further to the south is the
17 property is office commercial 20. The request is not compatible
18 with Comprehensive Plan Policy 1.4, the subject site is
19 currently classified as vacant and and agricultural
20 single-family estates. There are properties to the north that
21 are classified as public institutional use, single-family
22 residential land industrial uses, plan development zoning. And
23 then you have single-family residential as well on agricultural
24 and single-family conventional zoning to the east.

25 There are a lot of single-family uses within the

1 vicinity. So the subject site, again, does not on commercial
2 locational criteria. And based on the waiver that they
3 requested, the Planning Commission Staff is not in support.

4 Dixon Drive is not considered a major local road. It
5 does not connect to at least two or more collector or high --
6 higher roadways. It doesn't have primary access road to at
7 least 500 -- from a collector arterial road. The nearest
8 qualifying intersection is south at Big Bend Road and U.S.
9 Highway 301. And per Policy 22.2, the Future Land Use Element
10 at least 75% of the subject segment fall within the 900 feet of
11 the intersection. The subject site is way over. It's 3,700
12 linear feet away from that intersection. Consequently, the site
13 does not mean commercial locational criteria. And that's why
14 the waiver was required.

15 The applicant, again, they submitted the -- the
16 waiver. They indicated that Dixon Drive was supposed to be a
17 collector road and that it was never connected between
18 Summerfield and U.S. Highway 301. The waiver had also stated
19 that it is compatible with the Commercial Land Use along 301.
20 And the applicant asserts that the mini warehouse on the south
21 was approved for AOC-20 with a five-foot setback from the
22 Residential-1. To clarify for the record, the -- the PD that
23 was approved down to the south, which is that warehouse storage
24 area, it does not have access off of Dixon, it has access off of
25 U.S. Highway 301. And by looking at the proposed conditions of

1 the PD that was last approved in 2018, and I believe there's
2 another PRS from afterwards, it does indicate some type of
3 mitigation effort as to the single-family, as well as by
4 limiting access on Dixon.

5 So Planning Commission Staff didn't find that as
6 supportable to the commercial locational criteria waiver. Now
7 the -- let's see. Okay. So the -- it's not compatible with
8 Future Land Use Policy 16.1, which requires higher density,
9 higher intensity, non-residential uses, establishing
10 neighborhoods to be, you know, restricted to collect materials.
11 The site only has access off of that local road, so it doesn't
12 meet that policy. It's also not consistent with policy 16.2,
13 which the eastern portion of the -- that development is
14 proposing the intensity of 10,000 square feet of business
15 professional uses adjacent to single-family residential uses.

16 New development must demonstrate a gradual transition
17 of intensities between different land uses, as well as site does
18 orient most of the intense use down towards the 301. It still
19 places higher intensity non-residential use adjacent to the
20 single-family properties. Due to this lack of gradual
21 transition abuses, the applicant has proposed, you know, 40-foot
22 buffer with Type B screening and some of the conditions that are
23 placed in that list. However, Planning Commission Staff doesn't
24 see this as sufficient to help mitigate for the same type of
25 intense use next to the single-family residential.

1 Now, while the commercial use with the residential,
2 again, may try to appear that they're mitigating to the nearby
3 residential. Again, this placement of commercial uses outside
4 of that designated commercial zone is not consistent with
5 Objective 16 Policy -- policies of the complaint.

6 So overall, the development were produced in intensity
7 at a scale that would not be compatible with the single-family
8 development pattern in the area.

9 So at this point, Planning Commission Staff is
10 recommending inconsistency with the comprehensive -- the overall
11 comprehensive plan policies and objectives on Unincorporated
12 Hillsborough County.

13 HEARING MASTER: Thank you, Ms. Llanos. All right.
14 Is there anyone here or online who wishes to speak in support of
15 this application? I don't hear anyone. Is there anyone here or
16 online who wishes to speak in opposition to this application?
17 Okay.

18 MR. MURDOCK: My name is John Murdock.

19 UNIDENTIFIED SPEAKER: Please turn the mic on.

20 MR. MURDOCK: I live at 10702 Dixon Drive. I've lived
21 there for over 35, 40 years. I think I speak for most of my
22 neighborhood. No one wants to enter on Dixon Drive. It would
23 be a hardship for everybody in our neighborhood trying to get
24 out on 301. Those cars come by there, they don't do 55, they're
25 going 60, 70 miles an hour. We have a school up the street.

1 They cross that intersection right there. They don't stop at
2 the stop signs. That leaves us hanging out in the traffic. And
3 there have been numerous accidents out there, numerous deaths
4 out there. The property is listed on 301. If you have an entry
5 on 301, not on Dixon Drive. Thank you.

6 HEARING MASTER: Thank you, sir. All right. Does
7 anyone else wish to speak in opposition?

8 MS. MOORE: Yes.

9 HEARING MASTER: Please come forward. We need you on
10 the microphone. Thank you.

11 MS. MOORE: Kathy Moore at 10603 Dixon Drive. And we
12 have a lot of other people that are here in support of not
13 having this. If they would all stand up, I'd appreciate it.
14 These are all opposition. Okay. Thank you.

15 HEARING MASTER: Thank you.

16 MS. MOORE: Okay. I'm Kathy Moore from 10603 Dixon
17 Drive. I've lived on Dixon Drive since 1968 and enjoy the
18 country life that my husband and I share with our horses, cats,
19 dogs and other animals on our three acre property. Our
20 neighbors are not against development when it is done, it's done
21 correctly. Taking away the lifestyle and the freedom to come
22 and go from your residence isn't doing it the right way. When
23 there's another way to get business, Highway 301. It might be
24 expensive for the developer who will make money, but it will be
25 a hardship for the residents and cause and could possibly cause

1 property values to go down.

2 So who will benefit? Not the Dixon Drive residents.
3 We fight the craziness on 301 every time we leave our
4 neighborhood. Why do we need to add waiting in line behind
5 customer cars on our street, Dixon when they could be backed up
6 on the property of the business they're supporting. Please put
7 your home on Dixon Drive where you live a quiet, slow paced life
8 with animals, children and friends and see if you want crazy
9 fast paced world 301 to enter your life. This is why I don't
10 support this change. It can still be changed. Thank you.

11 Oh, and we did -- our residents did meet with the
12 owners and we discussed this and stuff, but we were kind of
13 mislead that they were going to do 301. Then now we find out
14 they're going to do Dixon. So, thank you.

15 HEARING MASTER: Thank you, ma'am. Yes, sir. And are
16 the other persons in opposition, do you wish to speak as well or
17 you just -- okay. All right. Does some one of you want to
18 speak?

19 UNIDENTIFIED SPEAKER: I think it just --

20 HEARING MASTER: Okay.

21 UNIDENTIFIED SPEAKER: Just me.

22 HEARING MASTER: All right. So the others who are
23 here, would you want to come forward and just state your name
24 and address for the record and just put that in the record?
25 Okay. So after this gentleman speaks, we'll have you do that,

1 please? Yes, sir.

2 MR. DAVIS: Brent Davis, 10609 Dixon Drive. As you
3 can see, I think there's about 15 or 20 of us here tonight.
4 There are only about 40 families on Dixon Drive, but that
5 represents about half of our community are here tonight. As
6 stated previously, the property address is 12850 U.S. 301. It
7 is not a Dixon Drive address. The adjacent property that was
8 referenced before is 12902 U.S. 301 and it too has 301 access
9 only and was denied access on Dixon Drive previously, as I think
10 Isabel mentioned.

11 One other thing that we're concerned about, is a
12 zoning change would allow the developer to just flip the
13 property, sell the property and do something else with it,
14 realizing they would have to go back through the process again.
15 You know, we have been run over by development in our area.
16 Most of these people that are here tonight and -- and the rest
17 of our residents are retired people who have lived there for a
18 long time and didn't buy into all this development to begin
19 with. And we have fought numerous battles on every one of these
20 properties. So this is just another one. The accident history
21 that was mentioned, I looked at a site today and -- and you
22 realize that six of the top ten worst intersections in
23 Hillsborough County are in Riverview on 301? And we certainly
24 are -- are as bad as any of them, although we weren't -- weren't
25 listed. Now, Calloway, the street across where the gas station

1 is directly across from the applicant's property, really, that's
2 where the signal needs to -- to be put for -- regardless of what
3 happens with this hearing, a signal needs to be put there. The
4 school children that Mr. Murdock mentioned walk across there
5 and -- and -- and they don't, you know, pay attention very good.
6 They just walk across there. And so the people trying to turn
7 into Dixon Drive, come off of Dixon Drive, it -- it's very
8 dangerous right now. Adding this in there is only going to make
9 it a whole lot worse, especially if it's not done properly.

10 I'm also concerned about the placement of the
11 construction equipment when they go to develop the site. It's
12 going to be placed on Dixon Drive. There's a piece of it
13 sitting there right now that we passed on our way here tonight.
14 Now, FDOT did not deny the owner access to the property. They
15 said, we don't recommend that you do it. Easy for them to say,
16 they don't live on Dixon Drive. And I think the applicant could
17 get access to 301, they're just going to have to spend a lot
18 more money and a lot more time in order to -- to get that
19 access. But I think in the long run, that's really the only
20 answer here. Accessing Dixon Drive is just totally unacceptable
21 to us and it's just dangerous all the way around. It's really a
22 huge safety issue. I strongly advised that -- that you deny
23 this application as it -- as it stands. I don't think any of us
24 here want to deny the owner access to his property and -- and we
25 realize that it's going to be developed, but access on Dixon

1 Drive is just totally unacceptable to all of us. And we urge
2 you to -- to deny this application. I thank you.

3 HEARING MASTER: Thank you, sir. All right. Anyone
4 else in opposition, if you would just like to please come by in
5 the microphone and state your name and your address into the
6 microphone and then sign in with the Clerk, so that we have your
7 name on the record.

8 MS. PARTINI: Maryann Partini. 10709 Dixon Drive.

9 HEARING MASTER: You might also say that you're in
10 opposition.

11 MS. PARTINI: In opposition.

12 HEARING MASTER: Thank you.

13 MS. FERNANDEZ: Allison Fernandez. 10605 Dixon Drive
14 and I am definitely opposed.

15 MR. MOORE: Bryon Moore. 10604 Dixon Drive and I
16 oppose.

17 MR. TRAN: Steve Tran, 11001 Dixon Drive and I oppose.

18 MR. HANS: James Hans. 10802 Dixon Drive and I'm
19 definitely opposed.

20 MS. HANS: Brenda Hans. 10802 Dixon Drive. I'm
21 opposed.

22 MS. STRAW: Rene Straw. 10602 Dixon Drive and I am
23 opposed.

24 MR. WALDEN: Charles Walden. 10707 Dixon Drive and I
25 am opposed.

1 MR. PARKER: Daniel Parker 10718 Dixon Drive. I'm
2 opposed.

3 MS. MOTKA: Colleen Motka (phonetically). 10714 Dixon
4 Drive and I'm opposed.

5 MR. ROWLAND: Catlin Rowland. 10725 Dixon Drive. I'm
6 opposed.

7 MS. PEET: Elizabeth Peet. 10725 Dixon Drive. I'm
8 opposed.

9 MR. MEZOURIK: Andrew Mezourik (phonetically). 10714
10 Dixon Drive, and I'm opposed.

11 HEARING MASTER: All right. Thank you. You -- we
12 still have time. Clerk, we still have time on the opposition?

13 THE CLERK: Yes, ma'am.

14 HEARING MASTER: Okay. Did you have something further
15 you wanted to --

16 MS. MOORE: Yeah. Just --

17 HEARING MASTER: State your name please.

18 MS. MOORE: Kathy Moore. 10603 Dixon Drive. I just
19 wanted to bring up that we did request to have this intersection
20 looked at possibly a light back in -- before it was four lanes
21 and I have the article that was in the Tribune if that's of any
22 interest.

23 HEARING MASTER: Well, if you wish to submit it into
24 the record, you may. You'll have to submit that original that
25 you have in your hand. And you won't get it back. It'll go

1 into the record. But you can do that if you wish.

2 MS. MOORE: Okay.

3 HEARING MASTER: You would need to give it to the
4 Clerk over here.

5 MS. MOORE: Okay. Thank you.

6 HEARING MASTER: Yes, ma'am. Now, if -- if I could
7 ask everyone, please to sort of line up down that wall over
8 there and we'll make room at the microphone. At first, we're
9 going to go back to Development Services, was there anything
10 further Development Services had.

11 MR. BALL: Nothing further unless you have questions.

12 HEARING MASTER: Okay. No questions for Development
13 Services. Then we'll go back to the applicant. And the
14 applicant has five minutes plus, I think there was a couple of
15 minutes left over. I would like to hear from the
16 transportation. And I would like to hear either of you, please,
17 exactly what did FDOT require and what improvements would be
18 proposed on Dixon.

19 MS. ISABEL: Okay. As I said, with me, I have Libby,
20 but just for the record, again, we met with -- with the
21 neighbors and they said, no access on Dixon Drive, you're not
22 going to see us again. All right. So we did try the effort to
23 get on U.S. 301 in order to not have this and obviously, but we
24 were not permitted. So let me thank you.

25 HEARING MASTER: Thank you.

1 MS. RODRIGUEZ: Hi. Libby Rodriguez. 18156 Sandy
2 Point Drive, Tampa, Florida. And I have a master's degree in
3 planning and 30 plus years experience. I actually worked
4 reviewing traffic studies for the county for four to five years
5 or so. Thank you.

6 HEARING MASTER: Thank you for phrasing that. We'll
7 give you just a second to adjust. Yes. Are you an engineer,
8 transportation engineer?

9 MS. RODRIGUEZ: Transportation planner.

10 HEARING MASTER: Okay. I see.

11 MS. RODRIGUEZ: Yeah.

12 HEARING MASTER: Thank you.

13 MS. RODRIGUEZ: Okay. So DOT actually said, and this
14 is significant, that four groups recently in the last several
15 years have approached them about this site and about having
16 access to 301. And the reason it's significant is because
17 nobody has been able to design a driveway onto 301 to their
18 satisfaction. And that's why in this, you know, busy corner
19 they've been showing you this site remains undeveloped. So --
20 so what it is without getting too into the weeds is that there's
21 a guardrail along 301 in front of this property. And so the
22 guardrail, the driveway would have to go in the middle of where
23 the guardrail is right now. So then you'd have to put two
24 little pieces of guardrail on either side of the new driveway.
25 The small piece of guardrail that have to go between there's on

1 our north side, there's a little creek and the bridge. Okay.

2 So the little piece of guardrail that would have to go
3 between the bridge and the new driveway would have to be built to
4 today's standards. And it's -- guardrails currently bend into
5 the little bridge, but you can't do that anymore according to
6 today's standards. It would have to be free standing. And
7 given the short length of it and the slope that is being built
8 on, the -- the four groups that have approached them previously,
9 two of them hired engineers that specialize in designing these
10 types of guardrails. They could not come up with a design with
11 the current standards that was acceptable to DOT to replace the
12 guardrail. DOT will not waive the requirement for the
13 guardrail. And so since there's no satisfactory design for the
14 guardrail, we can't waive the requirement for the guardrail. We
15 can't break that guardrail that's there right now and put in a
16 driveway. It's -- in my understanding, it's physically
17 impossible to put a driveway on 301 and that's why this property
18 has not been developed yet. And without access to Dixon Drive,
19 however, is not being developed, the property is going to be
20 landlocked.

21 I was going to say one other thing really fast. The
22 comment about not wanting access to -- us to access Dixon is a
23 little bit in conflict with the comments about
24 crashes/accidents, because if we were to access 301, we'd be
25 introducing a new conflict point. DOT said we would have to

1 line up with median in front of Calloway Road, which tee's into
2 301 on the other side of the street. So then there'd be a new
3 conflict point, there would be less in, less out. And that
4 would have more conflicting movement than us accessing at Dixon
5 where there's already, you know, curve cut for Dixon and it's
6 only right and right out movement, which has less friction than
7 a left in and a left out movement. So that's it. Any
8 questions?

9 HEARING MASTER: Yeah.

10 MS. ISABEL: Oh, so really fast. Dixon would be --
11 we've done a a designing section and between our proposed
12 driveway and the 301 intersection, we are building it almost to
13 complete TS typical section seven standards. There was almost
14 enough right of way to build it completely. The standards. We
15 were just lacking a little on those side of the street. So
16 we've got like nine and a quarter, nine and a half foot lanes.
17 Right now, we're building the 12 foot lanes. And then on our
18 side of Dixon, in order to build it to -- so from the center
19 line to our site, we are building it to complete TS-7 standards
20 because we're going to dedicate the right of way to put the
21 sidewalk. And then from the center line to the other side where
22 you saw that big, you know, the big warehouse building, we're
23 building it completely to TS-7 standards, except lacking a few
24 feet of right away. We're not putting sidewalk on the south
25 side. So the lack of sidewalk on the south side is the only

1 thing that keeps it from being completely rebuilt to standard by
2 us.

3 HEARING MASTER: Okay. Just a couple of questions.
4 And I'm looking at the property, you know, the -- from the
5 Google street view you and I see Calleigh Road across from the
6 property and I see the guardrail.

7 MS. ISABEL: Yeah.

8 HEARING MASTER: And it appears there is some kind of
9 a trail or a riding path along 301 there.

10 MS. ISABEL: Yeah.

11 HEARING MASTER: And I assume, I guess that's what the
12 guardrail is there for or part of the reason that guardrail is
13 there?

14 MS. RODRIGUEZ: It would be there anyway, just because
15 of the road, but also, you know, it serves that too. Yeah.

16 HEARING MASTER: So it -- it looks like the guardrail
17 starts at about where the Calleigh Road intersection is. And so
18 was it -- was it your explanation then, that if you had an
19 entrance -- I mean, the problem is, if an entrance to this
20 property were to be on 301, that it -- that it would cause a
21 break in that guardrail?

22 MS. ISABEL: Yes.

23 HEARING MASTER: And there would have to be a little
24 tiny piece of the guardrail on one side and then the rest of it
25 on the other side?

1 MS. RODRIGUEZ: Right.

2 HEARING MASTER: And it was somehow impossible to do
3 that because at that part I guess I don't understand.

4 MS. RODRIGUEZ: Yeah. It's --

5 HEARING MASTER: The design is impossible.

6 MS. RODRIGUEZ: The -- the design is impossible, to
7 today's standards, to build the two smaller pieces on that slope
8 without pinning it to the bridge, which is no longer allowable.

9 HEARING MASTER: Okay. All right. Got that.

10 MS. RODRIGUEZ: Do you see how it's connected to the
11 bridge? Okay.

12 HEARING MASTER: No, I don't. But I understand --

13 MS. RODRIGUEZ: Okay.

14 HEARING MASTER: -- what you're saying now. I just
15 missed that part. Then, if the entrance were -- if the access
16 point were on Dixon, how far in from 301 would it be on Dixon?

17 MS. ISABEL: I don't remember.

18 Ms. RODRIGUEZ: What's -- what's the dimension
19 between? I just can't remember between -- sorry, I just can't
20 remember how far. We're checking.

21 HEARING MASTER: From your site plan, it looks like
22 it's roughly in the middle of the -- the -- the road frontage on
23 the site. If you can't give me exact footage that's okay.
24 It's -- just --

25 MS. ISABEL: She's saying about two. I thought it was

1 about three. Between two to -- two to 300 feet.

2 HEARING MASTER: Two to 300 feet. Okay. So that's
3 really the part of Dixon Road that would be affected then, about
4 two or 300 feet in from the intersection.

5 MS. RODRIGUEZ: Right. And then so -- so we're not
6 anticipating unless any of them would come to the facility, any
7 traffic, you know, from our driveway east. So they would only
8 be the traffic from our driveway west. And that's the section
9 that we're improving.

10 HEARING MASTER: Okay. And then -- so let me just ask
11 you one more question, Ms. Rodriguez.

12 MS. RODRIGUEZ: Yeah. Sure.

13 HEARING MASTER: Is it your professional opinion then,
14 that there's no other way to develop this site without having
15 access on Dixon Road?

16 MS. RODRIGUEZ: Yes, it is.

17 HEARING MASTER: Based on your experience and your
18 conversations with FDOT and so forth or what?

19 MS. RODRIGUEZ: Yes. And just to let you know too,
20 when we first started talking about accessing 301, the developer
21 was happy about it. The -- the property would be worth more,
22 especially if we lined up with Calleigh and we had talked to DOT
23 about putting a signal in there and boom there he is at a
24 signalized intersection, access to 301. He could -- you know,
25 the property would be worth more. We -- we tried to -- we

1 really wanted access 301. We -- we didn't -- we're not -- we
2 would like to access 301, we physically can't figure out how to
3 do it.

4 HEARING MASTER: Okay. All right. Thank you.
5 Anything else that you had -- you wanted to --

6 MS. ISABEL: No.

7 HEARING MASTER: All right. You're over your time,
8 but I had some questions. So did you have just briefly --

9 MS. ISABEL: No. I was just going to say this
10 completes our application presentation unless you had any
11 questions.

12 HEARING MASTER: I don't have any further questions.
13 Thank you so much.

14 MS. ISABEL: But I do want to -- I also would like to
15 just introduce the -- the document from FDOT that has the
16 history with the four different people meeting with us.

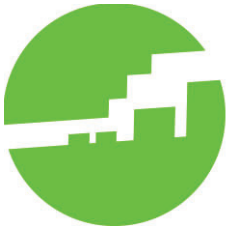
17 HEARING MASTER: You can put that into the record.

18 MS. ISABEL: Thank you.

19 HEARING MASTER: No, sir. I'm sorry, the -- the
20 hearing is -- with this, the hearing is closed on rezoning PD
21 22-0948.

22 And that concludes our meeting for the this evening.

23 (Off the record at 8:11 p.m.)
24
25



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: February 20, 2023 Report Prepared: February 8, 2023	Petition: PD 22-0948 12850 South U.S. Highway 301 <i>East of South U.S. Highway 301 and north of Dixon Drive</i>
Summary Data:	
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-4 (4 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan	Riverview & South Shore Areawide Systems Plan
Requested Modification	Agricultural - Single-Family Estate (AS-0.4) to a Planned Development (PD) for 20,000 sq. ft. dog kennel and 10,000 square feet of business professional office
Parcel Size	3.94 ± acres
Street Functional Classification	U.S. Highway 301 – State Principal Arterial Dixon Drive - Local
Locational Criteria	Does not meet/waiver requested
Evacuation Zone	None



Context

- The ±3.94 acre subject property is located east of South U.S. Highway 301 and north of Dixon Drive.
- The site is located within the Urban Service Area and is located within the limits of the Riverview and South Shore Areawide Systems Community Plans.
- The subject site is located within the Residential-4 (RES-4) Future Land Use category, which can be considered for a maximum density of 4 dwelling units per gross acre and a maximum intensity of 0.25 FAR. Typical uses include but are not limited to residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects and mixed-use development. Non-residential uses shall meet established locational criteria for specific land use. The site does not meet locational criteria and a waiver request has been submitted for review. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- Residential-4 (RES-4) is located to the north, east, and south of the subject property. Residential-9 (RES-9) and Residential-6 (RES-6) is located to the west of the subject property. Further south of the property is Office Commercial-20 (OC-20).
- The subject property is currently classified as vacant land and Agricultural - Single-Family Estate (AS-0.4). The properties to the north are classified as public institutional, single family residential, and light industrial with AS-0.4 and Planned Development (PD) zoning. Single-family residential with Agricultural Single-Family Conventional-1 (ASC-1) zoning are located to the east. To the south is a light industrial use and single-family residential lots with PD and ASC-1 zoning. West across U.S. Highway 301 is light commercial, vacant and single family residential properties with Commercial Neighborhood (CN) and PD zoning.
- The applicant is requesting to rezone the property from Agricultural - Single-Family Estate (AS-0.4) to a Planned Development (PD) for 20,000 sq. ft. dog kennel and 10,000 square feet of business professional office.

Compliance with Comprehensive Plan:

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

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 1.4: 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.

Relationship to the Future Land Use Map

Objective 7: The Future Land Use Map is a graphic illustration of the county's policies governing the determination of its pattern of development in the unincorporated areas of Hillsborough County through the year 2025.

Policy 7.1: The Future Land Use Map shall be used to make an initial determination regarding the permissible locations for various land uses and the maximum possible levels of residential densities and/or non-residential intensities, subject to any special density provisions, locational criteria and exceptions of the Future Land Use Element text. **Policy 7.2:** All land use category boundaries on the Future Land Use Map coinciding with and delineated by man-made or natural features, such as but not limited to roads, section lines, property boundaries, surface utility rights-of-way, railroad tracks, rivers, streams or other water bodies or wetlands are precise lines.

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.

Policy 13.3: Environmentally Sensitive Land Credit

Density and FAR calculations for properties that include wetlands will comply with the following calculations and requirements for determining density/intensity credits:

Wetlands are considered to be the following:

Conservation and preservation areas as defined in the Conservation and Aquifer Recharge Element

Man-made water bodies as defined (including borrow pits).

If wetlands are less than 25% of the acreage of the site, density and intensity is calculated based on:

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:

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

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 16.5: *Development of higher intensity non-residential land uses that are adjacent to established neighborhoods shall be restricted to collectors and arterials and to locations external to established and developing neighborhoods.*

Commercial-Locational Criteria

Objective 22: *To avoid strip commercial development, locational criteria for neighborhood serving commercial uses shall be implemented to scale new commercial development consistent with the character of the areas and to the availability of public facilities and the market.*

Policy 22.2: *The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site. In the review of development applications consideration shall also be given to the present and short-range configuration of the roadways involved. The five year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long Range Transportation Needs Plan shall be used as a guide to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.*

Policy 22.7: *Neighborhood commercial activities that serve the daily needs of residents in areas designated for residential development in the Future Land Use Element shall be considered provided that these activities are compatible with surrounding existing and planned residential development and are developed in accordance with applicable development regulations, including phasing to coincide with long range transportation improvements.*

The locational criteria outlined in Policy 22.2 are not the only factors to be considered for approval of a neighborhood commercial or office use in a proposed activity center. Considerations involving land use compatibility, adequacy and availability of public services, environmental impacts, adopted service levels of effected roadways and other policies of the Comprehensive Plan and zoning regulations would carry more weight than the locational criteria in the approval of the potential neighborhood commercial use in an activity center. The locational criteria would only designate locations that could be considered, and they in no way guarantee the approval of a particular neighborhood commercial or office use in a possible activity center.

Policy 22.8: *The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policy 22.2. The waiver would be based on the compatibility of the use with the surrounding area and would require a recommendation by the Planning Commission staff. Unique circumstances and specific findings should be identified by the staff or the Board of County Commissioners which would support granting a waiver to this section of the Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. The waiver can only be related to the location of the neighborhood serving commercial or agriculturally oriented community serving commercial zoning or development. The square footage requirement of the plan cannot be waived.*

Livable Communities Element: Riverview Community Plan

III. Vision Statements

Community Vision

As the community has grown, Riverview's small town charm and atmosphere has been maintained. The community has a town center containing a peaceful, family-oriented and pedestrian-friendly atmosphere in which all safely live, work and play.

A strong sense of "community identity" and spirit, with versatile recreational and economic opportunities as well as cultural and educational resources, stimulates both the young and elderly. The recreational and economic opportunities uniquely afforded them by the Alafia River were maximized while also prioritizing the protection of it and other natural resources.

Vision Concept

Physically, Riverview is a diverse community sharing the characteristics of both suburban and rural areas, loosely defined by historical development patterns and predominant land uses. The Advisory Committee and the Planning Team addressed these issues and illustrated their vision graphically by developing the "Riverview District Concept Map". See attached figure 10.

It identifies distinct visions for the Riverfront, Downtown, Highway 301, Residential, Industrial, Open Space, and Mixed-Use districts. These unique districts reflect community assets and guide development.

1. Highway 301 Corridor District Vision

Visitors and residents know they have arrived in Riverview as they pass through gateway entrances. This is a mixed-use area with high densities and a variety of businesses. The gateways are the beginning of a pleasant drive or walk along well-maintained, tree lined streets with center medians, bike lanes, sidewalks, crosswalks, adequate lighting and traffic signals. Strict traffic laws are enforced to protect the pedestrian and bicycle-friendly environment. The retail and commercial businesses have benefited from the redesign of the US 301 corridor. The historical buildings have been marked and maintained to indicate their historical importance.

Goal 2 Reflect the vision of Riverview using the Riverview District Concept Map. The Riverview District Concept Map will illustrate the unique qualities and land uses related to distinct geographic areas identified as "districts". (see Figure 10)

The following specific districts are incorporated into the Riverview District Concept Map. Require future development and redevelopment to comply with the adopted Riverview District Concept Map.

- 1. Hwy 301 Corridor – Provide a safe, attractive and efficient corridor system that contributes to the character and economic well-being of the community and provides a sense of arrival.*
- 2. Downtown – Focus and direct mixed-use development to create an aesthetically pleasing and pedestrian-friendly downtown.*
- 3. Riverfront – Recognize the historical, environmental, scenic, and recreational value of the Alafia River.*
- 4. Mixed Use – Focus and direct development toward walkable mixed-use town center locations throughout the community while respecting existing land use.*
- 5. Residential – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.*
- 6. Industrial–Attract employment centers and desirable industry with appropriate infrastructure in areas without conflicting with surrounding land use.*
- 7. Open Space – Build upon the county owned Boyette Scrub lands by acquiring lands from willing sellers.*

Goal 4 Provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit.

- *Prepare and adopt a US Highway 301 Corridor Plan Overlay that also designates mixed-use town centers.*
- *Enhance the appearance of US Highway 301 with attractively landscaped medians, tree plantings, sidewalks and the provision of pedestrian-scale lighting.*
- *Establish east/west pedestrian crossings along US Highway 301 to facilitate access to retail opportunities and other destinations (i.e., library, school, neighborhoods). To this end, consider a pedestrian overpass and traffic calming techniques as options.*

LIVABLE COMMUNITIES ELEMENT: SouthShore Areawide Systems Plan

Transportation Objective

The communities within the SouthShore Areawide Systems Plan boundary desire to be served by a balanced transportation system. A thoughtfully planned system of roadways accommodates existing automobile traffic, supports strategically placed activity centers, connected by efficient

public transit and is designed to connect to a rapid transit system. Community groups actively participate in planning transportation facilities, resulting in a harmonious integration of roads and communities. People living here have mobility choices; they can safely walk, bicycle, drive a car, and take the bus or rail transit. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

2. Coordination - Coordinate transportation planning and greenway trails planning, right-of-way and corridor protection whenever possible and/or feasible to accommodate future development. In order to protect the rights-of-way needed to implement the Countywide Corridor plan map and to avoid encroachment into such rights-of-way by buildings, parking areas and other types of developments, acquiring the needed rights-of-way in advance of development is necessary.

a. Support the provision of adequate space for alternative modes of transportation such as bikeways, and sidewalks along appropriate transportation corridors.

b. Support the review of new development to determine if the development is within or adjacent to rights-of-way identified on the map to ensure adequate space is available for alternative modes.

c. Support that additional buffering and wildlife undercrossing(s) are considered for the following roadways:

- Rhodine Road Extension
- Big Bend Road Extension

Economic Development Objective

The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

The community desires to pursue economic development activities in the following areas:

1. Land Use/ Transportation

a. Analyze, identify and market lands that are available for economic development, including: residential, commercial, office, industrial, agricultural (i.e., lands that already have development orders or lands that are not developable.)

b. Recognize preferred development patterns as described in individual community plans, and implement the communities' desires to the greatest extent possible (including codification into the land development code). I.e., activity center, compatibility, design and form, pedestrian and bicycle/trail connectivity.

c. Utilize the Hillsborough County Competitive Sites Program to identify potential competitive sites (e.g., SouthShore Park DRI).

d. Analyze potential new economic sites, (e.g., Port Redwing)

e. Support the potential Ferry Study and auxiliary services around Port Redwing

f. Utilize Hillsborough County Post Disaster Redevelopment Plan

Environmental and Sustainability Section (E&S)

Objective 3.5: Apply adopted criteria, standards, methodologies and procedures to manage and maintain wetlands and/or other surface waters for optimum fisheries and other environmental values in consultation with EPC.

Policies: 3.5.1 Collaborate with the EPC to conserve and protect wetlands and/or other surface waters from detrimental physical and hydrological alteration. Apply a comprehensive planning-based approach to the protection of wetland ecosystems assuring no net loss of ecological values

provided by the functions performed by wetlands and/or other surface waters authorized for projects in Hillsborough County.

3.5.2: Collaborate with the EPC through the land planning and development review processes to prohibit unmitigated encroachment into wetlands and/or other surface waters and maintain equivalent functions.

3.5.4: Regulate and conserve wetlands and/or other surface waters through the application of local rules and regulations including mitigation during the development review process.

Staff Analysis of Goals, Objectives, and Policies:

The +/- 3.94 acre subject property is located east of south U.S. Highway 301 and north of Dixon Drive. The site is located within the Urban Service Area and is located within the limits of the Riverview and Southshore Areawide Systems Community Plans. The applicant is requesting to rezone the property from Agricultural - Single-Family Estate (AS-0.4) to a Planned Development (PD) for a 20,000 sq. ft. dog kennel and 10,000 square feet of business professional office.

The subject site is designated Residential-4 (RES-4) on the Future Land Use Map. The intent of the category is to designate areas that are suitable for low density residential development. Non-residential uses shall meet locational criteria for specific land use. Non-residential uses are limited to 175,000 sq. ft. or 0.25 FAR, whichever is less intense. The proposed project proposes a maximum of 30,000 square feet, which is less than the maximum 42,906 sq. ft. allowed per the RES-4 Future Land Use category.

The subject site does not meet Commercial-Locational Criteria. Commercial-Locational Criteria are based on the Future Land Use category of the property and the nearest qualifying roadway intersection as shown on the adopted 2040 Highway Cost Affordable Long-Range Transportation Plan Map. Dixon Drive is not considered a major local roadway as it does not connect to at least two or more collector or higher roadways and/or be a primary access road to at least 500 dwelling units from a collector or arterial roadway. The nearest qualifying intersection is to the south at Big Bend and U.S. Highway 301. Per Policy 22.2 of the Future Land Use Element (FLUE) at least 75% of the subject property must fall within 900 feet of the intersection. The subject site is over 3,700 linear feet away from the intersection and consequently, the site does not meet Commercial-Locational Criteria and a waiver was required.

The applicant has submitted a Commercial-Locational Criteria waiver stating that Dixon Drive and U.S. Highway 301 is in the Urban Service Area, and it has adequate public facilities. The applicant states Dixon Drive was supposed to be a collector road but was never connected between Summerfield Boulevard and U.S. Highway 301. The waiver also states that the proposed commercial is compatible with commercial land uses along which U.S. 301. The applicant asserts that the adjacent mini-warehouse to the south was approved for a flex of OC-20 FLU with a 5-foot setback from the residential lot to the east. Lastly, the waiver states that the site is located within the mixed-use district of the Riverview Community Plan and encourages contribution to the character and economics.

FLUE Policy 16.5 requires development of higher intensity non-residential land uses that are adjacent to established neighborhoods to be restricted to collectors and arterials and to locations external to established and developing neighborhoods. The site only has

access off Dixon Drive, a local road, and has an established neighborhood to the east. Thus, the site does not meet the intent of Policy 16.5.

The eastern portion of the Planned Development is proposing an intensity of 10,000 square feet of business professional office uses adjacent to single family residential uses. New development must demonstrate the gradual transition of intensities between different land uses using professional site planning, buffering, and screening techniques, and control of specific land uses (FLUE Policy 16.2). Development and redevelopment are also required to be integrated with adjacent land uses through the creation of like uses, creation of complementary uses or mitigation of adverse impacts (FLUE Policy 16.3). While the site does orient the most intense use, dog kennel, towards U.S. 301, it still places a higher intensity non-residential land use, business professional offices, adjacent to single family residential properties. In addition, the proposed rezoning does not meet the intent of Policy 1.4 as it is incompatible with the surrounding area that is primarily single family residential with agricultural/single family zoning districts in proximity to the subject site. According to Policy 1.4 “compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development”. In this case, a rezoning from AS-0.4 to PD would not maintain the character of the area. The proposed development would not provide a gradual transition of uses between the proposed Commercial General (CG) zoning uses and the existing single family residential.

Due to this lack of a gradual transition of uses, the applicant has proposed a 40 foot buffer with Type B screening, approximately a 90 foot setback and a 6 foot PVC fence on the eastern boundary. There is an 8 foot landscaped buffer on the western and southern boundary. The applicant has placed the medical buildings further west, with parking as a buffer between the buildings and adjacent existing neighborhood. The existing vegetation will remain on the eastern boundary. The office building will not exceed a 20 foot height, with a residential style architecture, and hours of operation from 6:30 am to 7:00 pm. The applicant is also proposing to limit the business professional office uses to the following: dog kennels, business professional offices, business services, government offices, health practitioner offices, medical offices or clinics with scheduled emergency services by physicians, professional offices and services. The applicant is meeting the minimum buffering and screening requirements, per the Land Development Code. However, the site does not meet Commercial-Locational Criteria requirements. In addition, the dog kennel, and office uses would disrupt the gradual transition to the single-family lots located immediately to the east of the subject site undermining Objective 16 and Policies 16.1, 16.2, 16.3, 16.5 and Objective 1 and Policies 1.4 of the Future Land Use Element.

The Community Design Component (CDC) in the FLUE contains policy direction about designing developments that relate to the predominant character of the surroundings (CDC Goal 12). While there is an existing mini warehouse across Dixon Drive and a gas station to the west, across U.S. Highway 301, the proposed development places offices adjacent to an existing single family residential development. The application does state that the offices are proposed with a residential style architecture finished on all sides, consequently, the request does move closer towards the intent of the Comprehensive Plan (CDC Objective 12-1). While a commercial use with a residential appearance can help to mitigate impacts to nearby residential development the placement of commercial uses outside of the designated commercial node is not consistent with Objective 16 and Policies 16.1, 16.2 and 16.3 in the Future Land Use Element.

A dog kennel and business professional office uses would disrupt the gradual transition of uses from the intersection and the overall development pattern of the residential area that is immediately to the east of the node. Staff has reviewed the waiver request based on compatibility with the surrounding area and has not found unique circumstances or findings that would justify a waiver to commercial-locational criteria. Planning Commission staff recommends that the Hillsborough Board of County Commissioners (BOCC) not approve the waiver to commercial-locational criteria.

The subject site is located within the limits of the Riverview Community Plan and SouthShore Areawide Systems. The site is located in the U.S. Highway 301 corridor district, which is a mixed-use area with high densities, a variety of businesses, and provides a safe, attractive, and efficient corridor system. The request provides a mix of uses and an opportunity for a variety of businesses along the U.S. Highway 301 corridor. The proposed site plan shows a sidewalk along Dixon Drive and connect to the existing sidewalk on U.S. Highway 301, which meets the intent of Goal 4 of the Riverview Community Plan for the transportation system and the SouthShore Areawide Systems Plan transportation objective. The SouthShore Areawide Systems Plan has no specific language relevant to commercial uses for this proposed development. However, it does have language per the Economic Development section on recognizing preferred development patterns and implementing the communities' desires to the greatest extent possible (activity center, compatibility, design and form, pedestrian, and bicycle/trail connectivity). Overall, the proposed development would produce an intensity at a scale that would not be compatible with the single family residential development pattern within the area.

Wetlands are located on the northern area of the subject property. The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning and determined that in the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. Given that there is a separate approval process for wetland impacts with the Environmental Protection Commission and they currently do not object, Planning Commission staff finds this request consistent with Objective 13 and associated policies in the FLUE and Objective 3.5 and associated policies in the E&S.

Per FLUE Policy 9.2, developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County. 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.

Overall, the Planning Commission does not find the CLC waiver request for the Planned Development to be supportable. The proposed Planned Development would allow for development that is not consistent with the existing development pattern found in the surrounding area. The request would also not provide a gradual transition from commercial to residential uses within the area. Therefore, it is not consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

Based upon the above considerations, Planning Commission staff finds the proposed Planned Development **INCONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*.

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ PD 22-0948

«all other values»

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

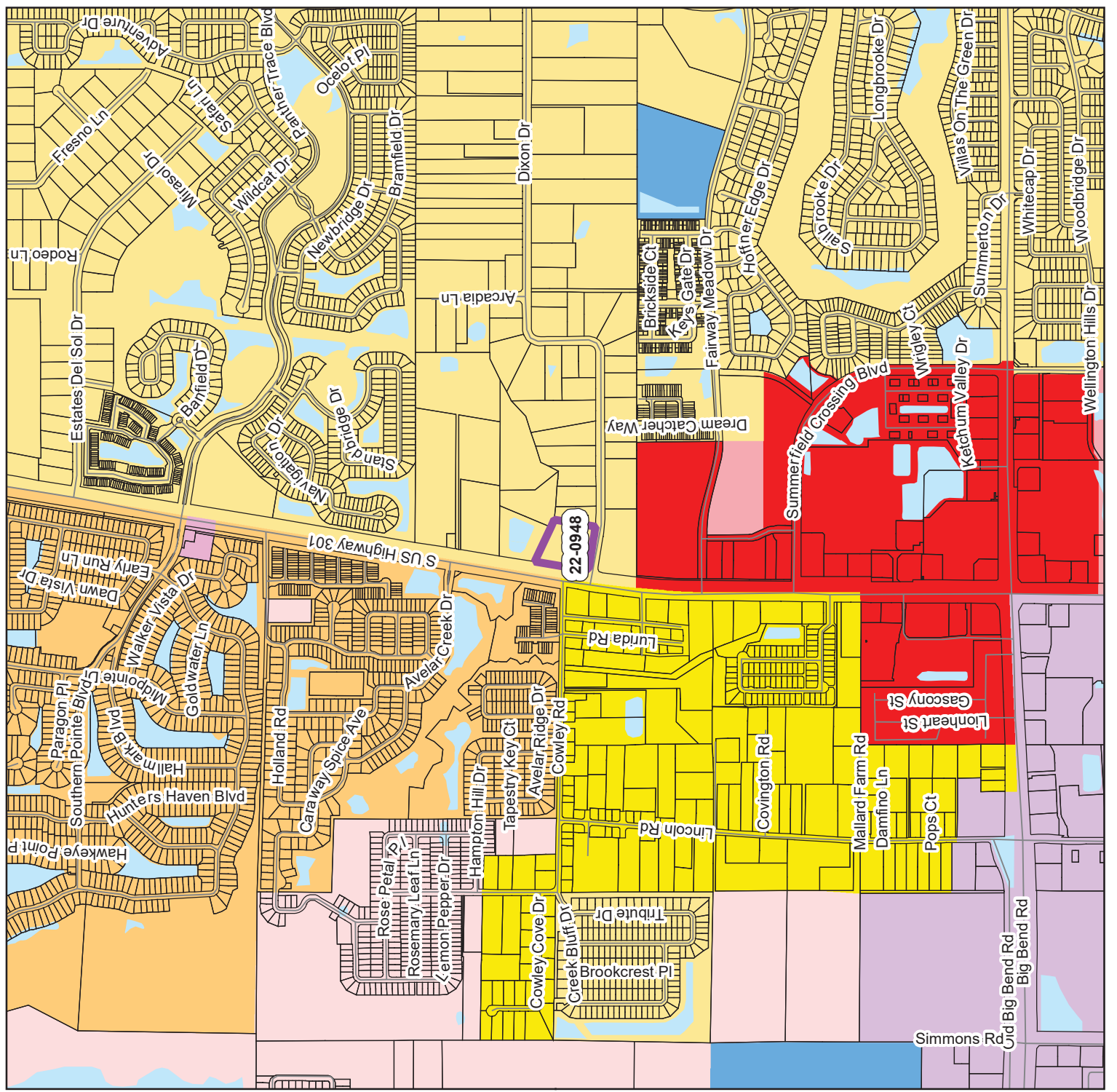
- Tampa Service
- Urban Service
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels

WATER NATURAL LULC, Wet, Dry	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)	OC-20	RESEARCH CORPORATE PARK (1.0 FAR)	ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)	LIGHT INDUSTRIAL PLANNED (.50 FAR)	LIGHT INDUSTRIAL (.50 FAR)	HEAVY INDUSTRIAL (.50 FAR)	PUBLIC/QUASIPUBLIC	NATURAL PRESERVATION	WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)	CITRUS PARK VILLAGE
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DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning status is for informational purposes only. It is intended that the City/County Planning Commission. ACCURACY: It is intended that the Hillsborough County City/County Planning Commission. This map is for informational purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 5/25/2022
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\Map\Projects\HC\0948_ReZoning_Copy.mxd





**GENERAL
SITE PLAN
FOR
CERTIFICATION**



DEVELOPMENT SERVICES

PO Box 1110, Tampa, FL 33601-1110
(813) 272-5600

**HILLSBOROUGH COUNTY
DEVELOPMENT SERVICES DEPARTMENT**

GENERAL SITE PLAN REVIEW/CERTIFICATION

**BOARD OF COUNTY
COMMISSIONERS**

Harry Cohen
Ken Hagan
Pat Kemp

Gwendolyn "Gwen" Myers
Michael Owen
Donna Cameron Cepeda
Joshua Wostal

COUNTY

ADMINISTRATOR Bonnie
M. Wise **COUNTY**

ATTORNEY Christine M.
Beck **INTERNAL AUDITOR**
Peggy Caskey

DEPUTY COUNTY ADMINISTRATOR

Gregory S. Horwedel

Project Name: Dixon Drive

Zoning File: RZ-PD(22-0948) Modification: None

Atlas Page: None Submitted: 03/28/23

To Planner for Review: 03/28/23 Date Due: ASAP

Contact Person: Isabelle Albert, AICP, Halff Phone: 813-331-0976/ialbert@halff.com

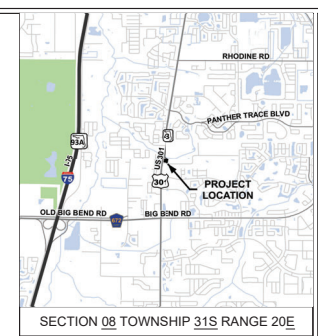
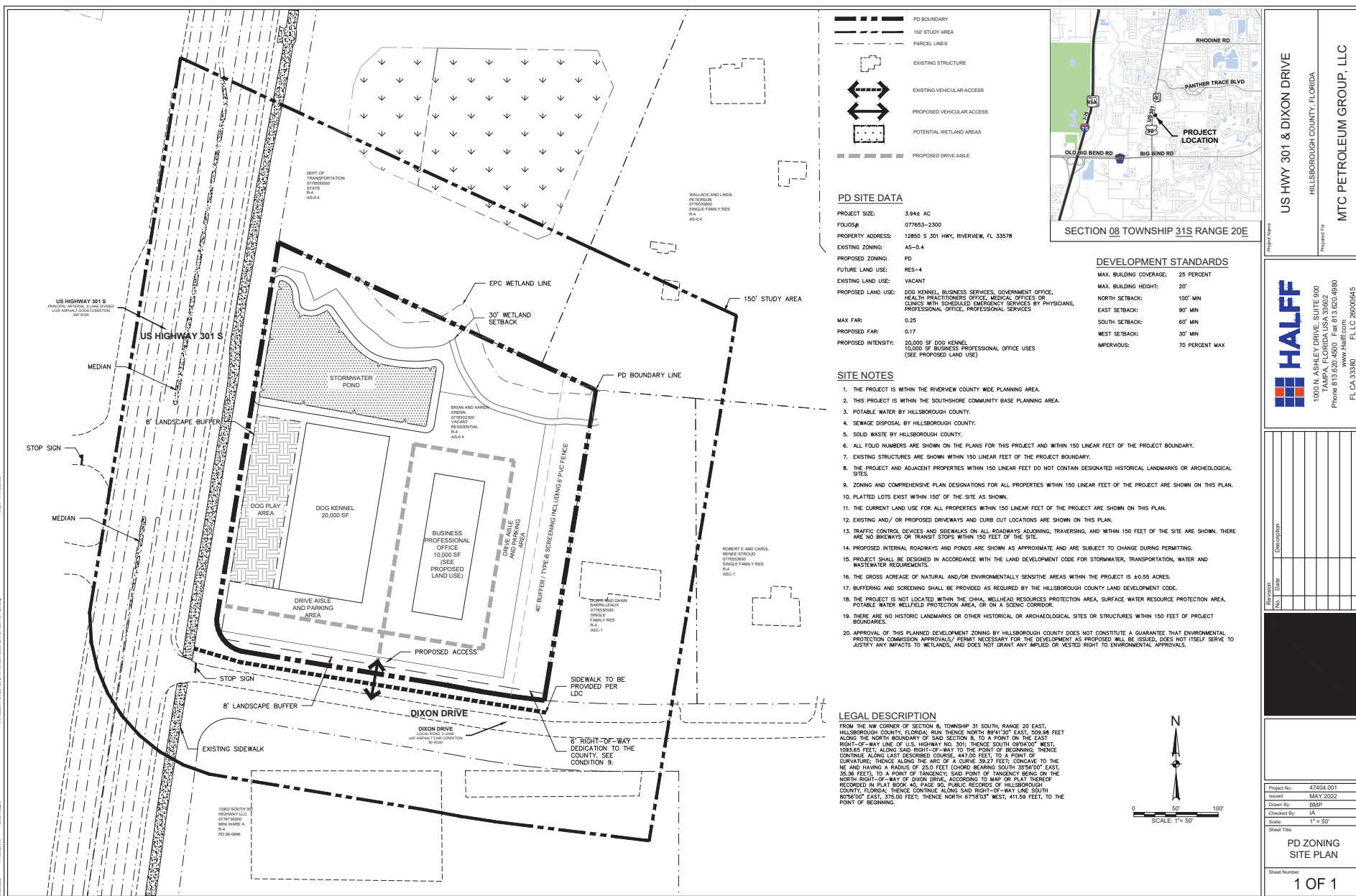
Right-Of-Way or Land Required for Dedication: Yes No

The Development Services Department HAS NO OBJECTION to this General Site Plan.

The Development Services Department RECOMMENDS DISAPPROVAL of this General Site Plan for the following reasons:

Reviewed by: Sam Ball Date: 3-28-23

Date Agent/Owner notified of Disapproval: _____



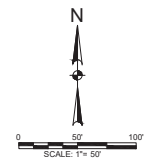
PD BOUNDARY
150' STUDY AREA
PARCEL LINES
EXISTING STRUCTURE
EXISTING VEHICULAR ACCESS
PROPOSED VEHICULAR ACCESS
POTENTIAL WETLAND AREAS
PROPOSED DRIVE AISLE

PD SITE DATA
PROJECT SIZE: 3.944 AC
FOLIO#: 077653-2300
PROPERTY ADDRESS: 12850 S 301 HWY, RIVERVIEW, FL 33578
EXISTING ZONING: AS-D-4
PROPOSED ZONING: PD
FUTURE LAND USE: RES-4
EXISTING LAND USE: VACANT
PROPOSED LAND USE: DOG KENNEL, BUSINESS SERVICES, GOVERNMENT OFFICE, HEALTH PRACTITIONERS OFFICE, MEDICAL OFFICES OR CLINICS WITH SCHEDULED EMERGENCY SERVICES BY PHYSICIANS, PROFESSIONAL OFFICE, PROFESSIONAL SERVICES
MAX FAR: 0.25
PROPOSED FAR: 0.17
PROPOSED INTENSITY: 20,000 SF DOG KENNEL, 10,000 SF BUSINESS PROFESSIONAL OFFICE USES (SEE PROPOSED LAND USE)

DEVELOPMENT STANDARDS
MAX. BUILDING COVERAGE: 25 PERCENT
MAX. BUILDING HEIGHT: 20'
NORTH SETBACK: 100' MIN
EAST SETBACK: 90' MIN
SOUTH SETBACK: 60' MIN
WEST SETBACK: 30' MIN
IMPERVIOUS: 70 PERCENT MAX

- SITE NOTES**
1. THE PROJECT IS WITHIN THE RIVERVIEW COUNTY WIDE PLANNING AREA.
 2. THIS PROJECT IS WITHIN THE SOUTHSHORE COMMUNITY BASE PLANNING AREA.
 3. POTABLE WATER BY HILLSBOROUGH COUNTY.
 4. SEWAGE DISPOSAL BY HILLSBOROUGH COUNTY.
 5. SOLID WASTE BY HILLSBOROUGH COUNTY.
 6. ALL FOLIO NUMBERS ARE SHOWN ON THE PLANS FOR THIS PROJECT AND WITHIN 150 LINEAR FEET OF THE PROJECT BOUNDARY.
 7. EXISTING STRUCTURES ARE SHOWN WITHIN 150 LINEAR FEET OF THE PROJECT BOUNDARY.
 8. THE PROJECT AND ADJACENT PROPERTIES WITHIN 150 LINEAR FEET DO NOT CONTAIN DESIGNATED HISTORICAL LANDMARKS OR ARCHEOLOGICAL SITES.
 9. ZONING AND COMPREHENSIVE PLAN DESIGNATIONS FOR ALL PROPERTIES WITHIN 150 LINEAR FEET OF THE PROJECT ARE SHOWN ON THIS PLAN.
 10. PLATTED LOTS EXIST WITHIN 150' OF THE SITE AS SHOWN.
 11. THE CURRENT LAND USE FOR ALL PROPERTIES WITHIN 150 LINEAR FEET OF THE PROJECT ARE SHOWN ON THIS PLAN.
 12. EXISTING AND/OR PROPOSED DRIVEWAYS AND CURB CUT LOCATIONS ARE SHOWN ON THIS PLAN.
 13. TRAFFIC CONTROL DEVICES AND SIDEWALKS ADJOINING, TRAVERSING, AND WITHIN 150 FEET OF THE SITE ARE SHOWN, THERE ARE NO BKEWAYS OR TRANSIT STOPS WITHIN 150 FEET OF THE SITE.
 14. PROPOSED INTERNAL ROADWAYS AND PONDS ARE SHOWN AS APPROXIMATE AND ARE SUBJECT TO CHANGE DURING PERMITTING.
 15. PROJECT SHALL BE DESIGNED IN ACCORDANCE WITH THE LAND DEVELOPMENT CODE FOR STORMWATER, TRANSPORTATION, WATER AND WASTEWATER REQUIREMENTS.
 16. THE GROSS ACREAGE OF NATURAL AND/OR ENVIRONMENTALLY SENSITIVE AREAS WITHIN THE PROJECT IS 40.55 ACRES.
 17. BUFFERING AND SCREENING SHALL BE PROVIDED AS REQUIRED BY THE HILLSBOROUGH COUNTY LAND DEVELOPMENT CODE.
 18. THE PROJECT IS NOT LOCATED WITHIN THE CHHA, WELLSHEAD RESOURCES PROTECTION AREA, SURFACE WATER RESOURCE PROTECTION AREA, POTABLE WATER WELLFIELD PROTECTION AREA, OR ON A SCENIC CORRIDOR.
 19. THERE ARE NO HISTORICAL LANDMARKS OR OTHER HISTORICAL OR ARCHEOLOGICAL SITES OR STRUCTURES WITHIN 150 FEET OF PROJECT BOUNDARIES.
 20. APPROVAL OF THIS PLANNED DEVELOPMENT ZONING BY HILLSBOROUGH COUNTY DOES NOT CONSTITUTE A GUARANTEE THAT ENVIRONMENTAL PROTECTION COMMISSION APPROVALS/ PERMIT NECESSARY FOR THE DEVELOPMENT AS PROPOSED WILL BE ISSUED, DOES NOT ITSELF SERVE TO JUSTIFY ANY IMPACTS TO WETLANDS, AND DOES NOT GRANT ANY IMPLIED OR VESTED RIGHT TO ENVIRONMENTAL APPROVALS.

LEGAL DESCRIPTION
FROM THE NW CORNER OF SECTION 8, TOWNSHIP 31 SOUTH, RANGE 20 EAST, HILLSBOROUGH COUNTY, FLORIDA: RUN THENCE NORTH 89°41'30" EAST, 509.26 FEET ALONG THE NORTH BOUNDARY OF SAID SECTION 8; TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF U.S. HIGHWAY NO. 301; THENCE SOUTH 09°44'00" WEST, 109.64 FEET, ALONG SAID RIGHT-OF-WAY TO THE POINT OF BEGINNING; THENCE CONTINUE ALONG SAID DESCRIBED COURSE, 447.00 FEET, TO A POINT OF CURVATURE; THENCE ALONG THE ARC OF A CURVE 39.27 FEET, CONCAVE TO THE NE AND HAVING A RADIUS OF 25.0 FEET (CHORD BEARING SOUTH 33°56'00" EAST, 35.36 FEET); TO A POINT OF TANGENCY; SAID POINT OF TANGENCY BEING ON THE NORTH RIGHT-OF-WAY OF DIXON DRIVE, ACCORDING TO MAP OR PLAT THEREOF RECORDED IN PLAT BOOK 40, PAGE 90, PUBLIC RECORDS OF HILLSBOROUGH COUNTY, FLORIDA; THENCE CONTINUE ALONG SAID RIGHT-OF-WAY LINE SOUTH 80°00'00" EAST, 375.00 FEET; THENCE NORTH 67°00'00" WEST, 411.59 FEET, TO THE POINT OF BEGINNING.



Project Name: **US HWY 301 & DIXON DRIVE**
HILLSBOROUGH COUNTY, FLORIDA
MTC PETROLEUM GROUP, LLC

Project No.: 47404.001
Issue: MAY 2022
Drawn By: BMP
Checked By: IA
Scale: 1" = 50'
Sheet Title: **PD ZONING SITE PLAN**
Sheet Number: **1 OF 1**

Project Name: **HALFF**
1000 N. ASHLEY DRIVE, SUITE 900
TAMPA, FLORIDA, USA 33602
Phone 813.620.4500 Fax 813.620.4960
www.halff.com Email: info@halff.com
FL, CA, 33338 IL, LC 26000045

Revision No.	Date	Description

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14455523.0040 11/15/23 2:04M G:\mca\31004\31004.dwg



AGENCY COMMENTS

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 2/10/2023

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Riverview/ Central

PETITION NO: PD 22-0948

- 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

- If PD 22-0948 is approved, the County Engineer will approve a Design Exception, submitted on February 3, 2023, for substandard roadway improvements to Dixon Dr. which was found approvable by the County Engineer on February 9, 2023. As Dixon Dr. is a substandard rural local roadway, the developer will be required to make certain improvements to Dixon Dr. consistent with the Design Exception including:
 - a. 84 feet of right of way;
 - b. 12-foot lanes;
 - c. 5-foot paved shoulders; and
 - d. 6 feet of ROW dedication to accommodate said improvements.
- The project shall be permitted one (1) full access connection on Dixon Rd.
- The developer shall construct a northbound right turn lane on US 301 at the intersection with Dixon Dr., subject to FDOT approval, with the initial increment of development.
- The developer shall construct minimum 5-foot-wide sidewalk along the project's frontage on Dixon Rd.
- Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.

OTHER CONDITIONS:

- Prior to PD Site Plan certification, the applicant will depict the 6 feet of right of way along Dixon Dr. frontage that the applicant is proffering to dedicate as part of the submitted design exception.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 3.93 ac. parcel to Planned Development (PD) to allow a mix of non-residential uses including a dog kennel/veterinary clinic, medical office and general office. The subject property is zoned Agricultural Single Family -0.4 (AS-0.4) and designated Residential - 4 (R-4) future land use.

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, 10th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-0.4; 1 unit, Single-Family Detached (ITE LUC 210)	9	1	1

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak	Hour Trips
		AM	PM
PD: 20,000 sf, Vet. Clinic (ITE Code 640)	430	73	71
PD: 10,000 sf, Medical Office (ITE Code 720)	360	31	39
Total Trips	790	104	110

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (+/-)	+781	+103	+109

The proposed rezoning will increase the maximum potential trips generated by the subject property by +781 daily trips, +103 AM peak hour trips, and +109 PM peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The subject property has frontage on US Highway 301 and Dixon Rd.

US Highway 301 is a 6-lane, divided, Florida Department of Transportation (FDOT) maintained Principal Arterial roadway with +/- 12-foot lanes and +/- 5-foot bikelanes. The roadway lies within a +/- 200-foot-wide right-of-way. There is a +/- 12-foot multi-use path along the project frontage and a +/- 5-foot sidewalk on the west side of the roadway.

US Highway 301 is identified in the Hillsborough County Corridor Preservation Plan as a 6-lane facility. The 6-lane roadway has been built. Therefore, no corridor preservation is required.

Dixon Dr. is a substandard, 2-lane, public, rural local roadway characterized by +/- 19 feet of pavement, no sidewalks or bikelanes within +/- 85 feet of right of way. Staff notes that there is a programmed road resurfacing project for Dixon Dr. in the County’s Capital Improvement Plan (CIP) to be completed in 2023. The project (Project # 69684057) is described in the CIP as part of the Roadway Pavement Preservation Program, which includes condition inspection, routine repairs, preventative maintenance treatments and road repaving projects. While said project will improve the roadway surface conditions, the roadway will still not meet minimum local roadway standards.

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. Dixon Dr. is not included in the Hillsborough County Corridor Preservation Plan.

The applicant has submitted a Design Exception to make improvements to Dixon Dr. within the vicinity of the project, including widening the travel lanes to 12 feet wide and adding 5-foot paved shoulders, described in greater detail in the Section titled Requested Design Exception, below.

SITE ACCESS

The project is proposing one (1) full access connection on Dixon Dr. Pursuant to LDC, Sec. 6.04.04. D. auxiliary lanes are not required at the project driveway.

Pursuant to formal FDOT comments, submitted on January 23, 2023, the developer will be required to construct a northbound right turn lane on US 301 to Dixon Dr., subject to FDOT approval.

Staff notes that the applicant initially proposed access to US Hwy 301, a Florida Department of Transportation facility, but later changed the sole project access to Dixon Dr. after reviewing the project with FDOT staff. As documented in the revised FDOT comments dated January 23, 2023, “*FDOT is not in favor of access to US 301 and would prefer access be taken from Dixon Drive for the following reasons,*

- a. Non-conformity to spacing guidelines*
- b. Safety concerns stemming from crash history data for the median opening at Cowley Rd.*
- c. Location of potential driveway on US 301 in relation to the guard rail and Tadpole Creek bridge.*
- d. Complications involving the bridge and guardrail existing configuration.”*

The developer shall construct a sidewalk along the project frontage. Additionally, the developer will be required to construct a minimum 5-foot-wide ADA-compliant sidewalk between the primary entrance(s) of the proposed structure(s) and the sidewalk to be constructed along the project’s Dixon Dr. frontage.

REQUESTED DESIGN EXCEPTION: DIXON DR.

As Dixon Dr. is a substandard rural local roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request for Dixon Dr. (February 3, 2023) 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 February 9, 2023). The developer will be required to make certain improvements to Dixon Dr. consistent with the Design Exception including:

- a. 84 feet of right of way;
- b. 12-foot lanes;
- c. 5-foot paved shoulders; and
- d. 6 feet of ROW dedication to accommodate said improvements.

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

ROADWAY LEVEL OF SERVICE

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
US HWY 301	BALM RD	RHODINE RD	D	C

Source: Hillsborough County 2020 Level of Service Report.

From: Williams, Michael [WilliamsM@HillsboroughCounty.ORG]
Sent: Thursday, February 9, 2023 6:34 PM
To: Jim Winter [jwinter@progressivedg.com]
CC: Elizabeth Rodriguez [libbytraffic@yahoo.com]; Ball, Fred (Sam) [BallF@hillsboroughcounty.org]; Perez, Richard [PerezRL@hillsboroughcounty.org]; Tirado, Sheida [TiradoS@hillsboroughcounty.org]; PW-CEIntake [PW-CEIntake@hillsboroughcounty.org]
Subject: FW: RZ PD 22-0948 - Design Exception Review
Attachments: 22-0948 DEReq 02-06-23.pdf

Jim,

I have found the attached Section 6.04.02.B. Design Exception (DE) for PD 22-0948 APPROVABLE.

Please note that it is you (or your client's) responsibility to follow-up with my transportation staff after the BOCC approves the PD zoning or PD zoning modification related to below request. This is to obtain a signed copy of the DE/AV.

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

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

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

Mike

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

P: (813) 307-1851
M: (813) 614-2190
E: Williamsm@HillsboroughCounty.org
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@hillsboroughcounty.org>
Sent: Wednesday, February 8, 2023 4:20 PM
To: Williams, Michael <WilliamsM@HillsboroughCounty.ORG>
Cc: Perez, Richard <PerezRL@hillsboroughcounty.org>
Subject: RZ PD 22-0948 - Design Exception Review

Hello Mike,

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

jwinter@progressivedg.com
libbytraffic@yahoo.com
BallF@hillsboroughcounty.org
perezrl@hillsboroughcounty.org

Best Regards,

Sheida L. Tirado, PE *(she/her/hers)*
Transportation Review Manager
Development Services Department

P: (813) 276-8364
E: tirados@HCFLGov.net
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

February 3, 2023

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

**RE: Design Exception for Substandard Roadway (Dixon Drive)
FOLIO # 77653.2300/PD 22-0948**

Dear Mr. Williams:

The subject property is under review, as shown on the attached **Site Plan** and **Location Map**. This design exception per Transportation Technical Manual Section 1.7 to meet requirements of Land Development Code 6.04.03.L: Existing Facilities, is to request that the developer not be required to bring Dixon Drive *fully* up to County standards, but to instead allow for some reasonable improvements as described herein.

EXISTING CONDITIONS - The site has frontage on, and proposes access to, Dixon Drive. Project traffic only needs to traverse a small segment of Dixon Drive to reach a standard roadway (US 301), and only this small segment is thus addressed herein.

Dixon Drive is a rural road section with a 25 mph posted speed, and includes: (a) Pavement width/lane width measurements are attached. They depict about 9.25 foot lanes. (b) The attached ROW exhibits show about 85 feet of right-of-way in the vicinity of the proposed driveway. (c) There are no sidewalks. (d) Dixon Drive does not have bike lanes. (e) Relative to Fixed Objects in the right-of-way, on the north side, the fire hydrant near the US 301 intersection is 12 feet from the edge of pavement of Dixon Drive, and on the south side, the pictured utility pole is 15 feet from the edge of pavement (See photographs). (f) The pavement appears to be in fair condition (See photographs). (g) There are no paved shoulders. (g) There are ditches on both sides of Dixon Drive.

*PROPOSED IMPROVEMENTS – A modified TS-7 is proposed, as is shown in the **Typical Section Exhibit**. The roadway will be improved, but not brought fully to TS-7 standards because a standard TS-7 section would require 96 feet of right of way.*

The proposed typical section adheres to the Hillsborough County TS-7, except for the following:

- *South side - Sidewalk and 2 feet of sod on the outside of the sidewalk eliminated, and 3 feet of sod provided outside the ditch rather than 2 feet; and*
- *North side - The typical section on the north side adheres to TS-7 with 6 feet of right-of-way being dedicated to the county by the developer.*

Hillsborough County
Design Exception – Dixon Road
FOLIO #77653.2300/PD 22-0948
February 3, 2023
Page 2

JUSTIFICATION FOR THE REQUEST – The applicant is making substantial improvements to this low volume local roadway. Most significantly, 12 foot travel lanes and 5 foot paved shoulders are being constructed. This is an improvement as compared to existing conditions, and serves project traffic and background traffic near the US 301/Dixon Drive intersection.

Regarding sidewalk, a five foot sidewalk is being constructed on the north side of the roadway along the project frontage. The justification for not constructing sidewalk on the south side of the roadway is that this is a dead end local roadway serving a low density residential area that is rural in nature. The sidewalk on the north side of the roadway is available for such pedestrians as do walk along the segment.

Should you have any questions or require an additional information, please, do not hesitate to contact us at (813)805-0512.

Sincerely,
PROGRESSIVE DEVELOPMENT GROUP, INC.

This document has been electronically signed and sealed by James Michael Winter, P.E. on the date shown on the time stamp, using a digital signature. Printer copies of this document are NOT considered "signed and sealed" and this signature MUST be verified on any electronic copies.



2023.02.03
17:01:57 -05'00'

James M. Winter, P.E.
Fla. Reg. No. 18313

Based upon the information provided by the application, this request is:

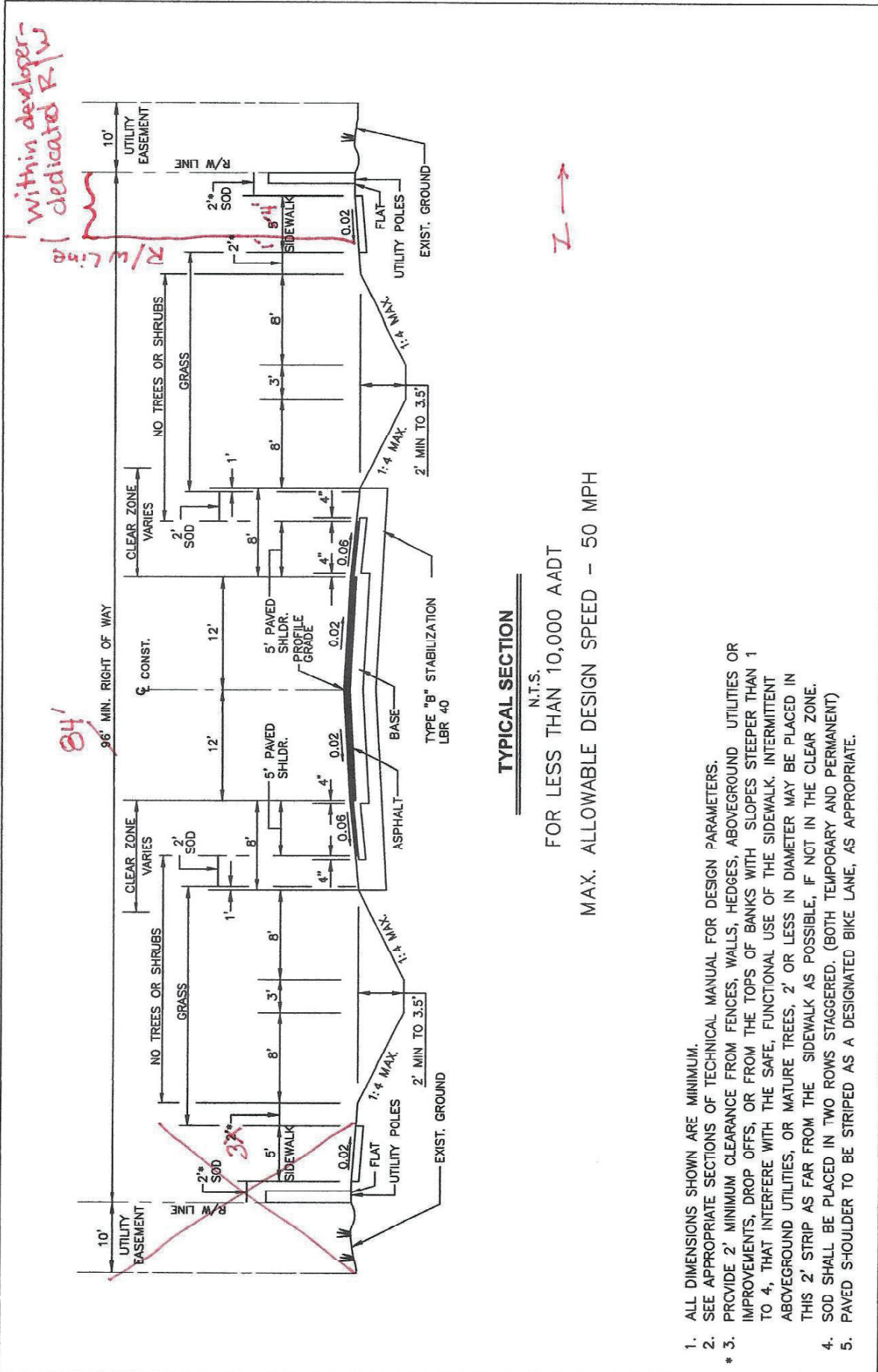
- Disapproved
- Approved with Conditions
- Approved

If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. at (813) 276-8364.

Sincerely,

Michael J. Williams, P.E.
Hillsborough County Engineer

23 01 25 LTR – 12850 US 301 – Hillsborough Co – Design Exception



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

1. ALL DIMENSIONS SHOWN ARE MINIMUM.
2. SEE APPROPRIATE SECTIONS OF TECHNICAL MANUAL FOR DESIGN PARAMETERS.
- * 3. PROVIDE 2' MINIMUM CLEARANCE FROM FENCES, WALLS, HEDGES, ABOVEGROUND UTILITIES OR IMPROVEMENTS, DROP OFFS, OR FROM THE TOPS OF BANKS WITH SLOPES STEEPER THAN 1 TO 4, THAT INTERFERE WITH THE SAFE, FUNCTIONAL USE OF THE SIDEWALK. INTERMITTENT ABOVEGROUND UTILITIES, OR MATURE TREES, 2' OR LESS IN DIAMETER MAY BE PLACED IN THIS 2' STRIP AS FAR FROM THE SIDEWALK AS POSSIBLE, IF NOT IN THE CLEAR ZONE.
4. SOD SHALL BE PLACED IN TWO ROWS STAGGERED. (BOTH TEMPORARY AND PERMANENT)
5. PAVED SHOULDER TO BE STRIPED AS A DESIGNATED BIKE LANE, AS APPROPRIATE.

REVISION DATE:
10/17

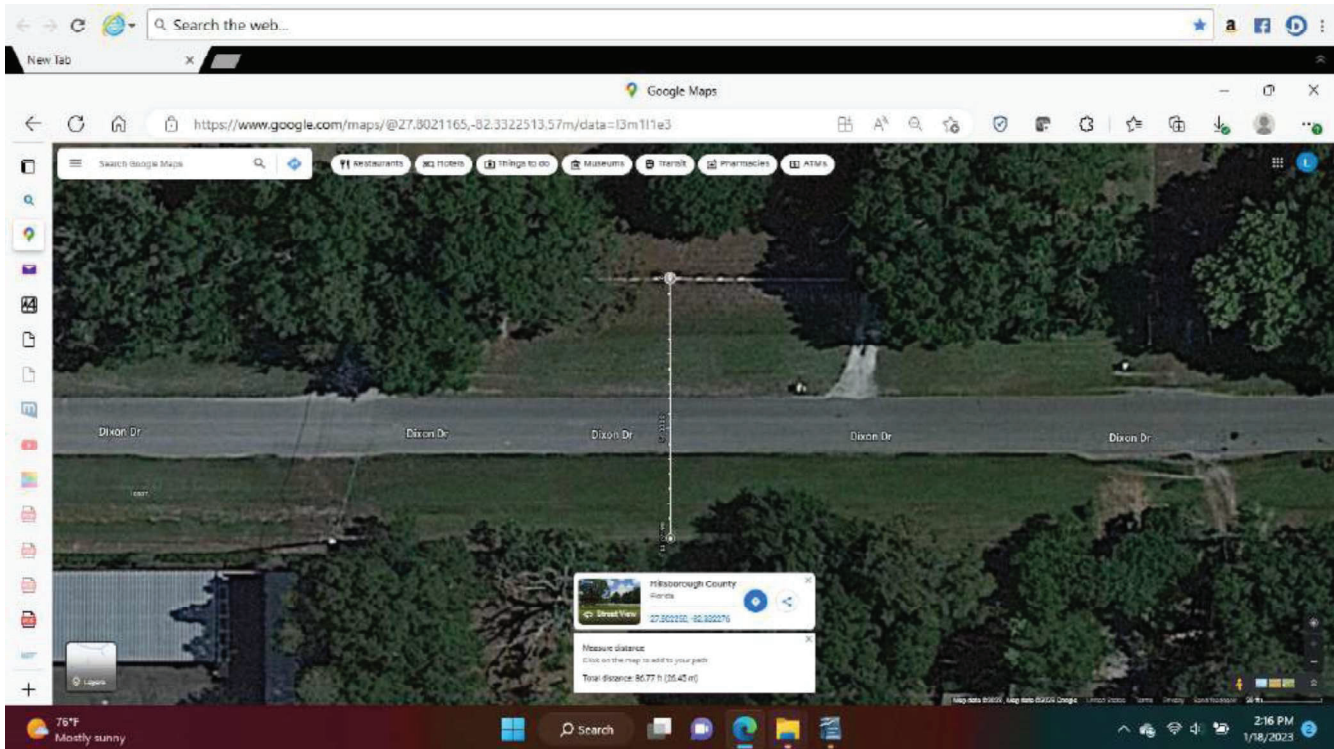
**TRANSPORTATION
TECHNICAL
MANUAL**



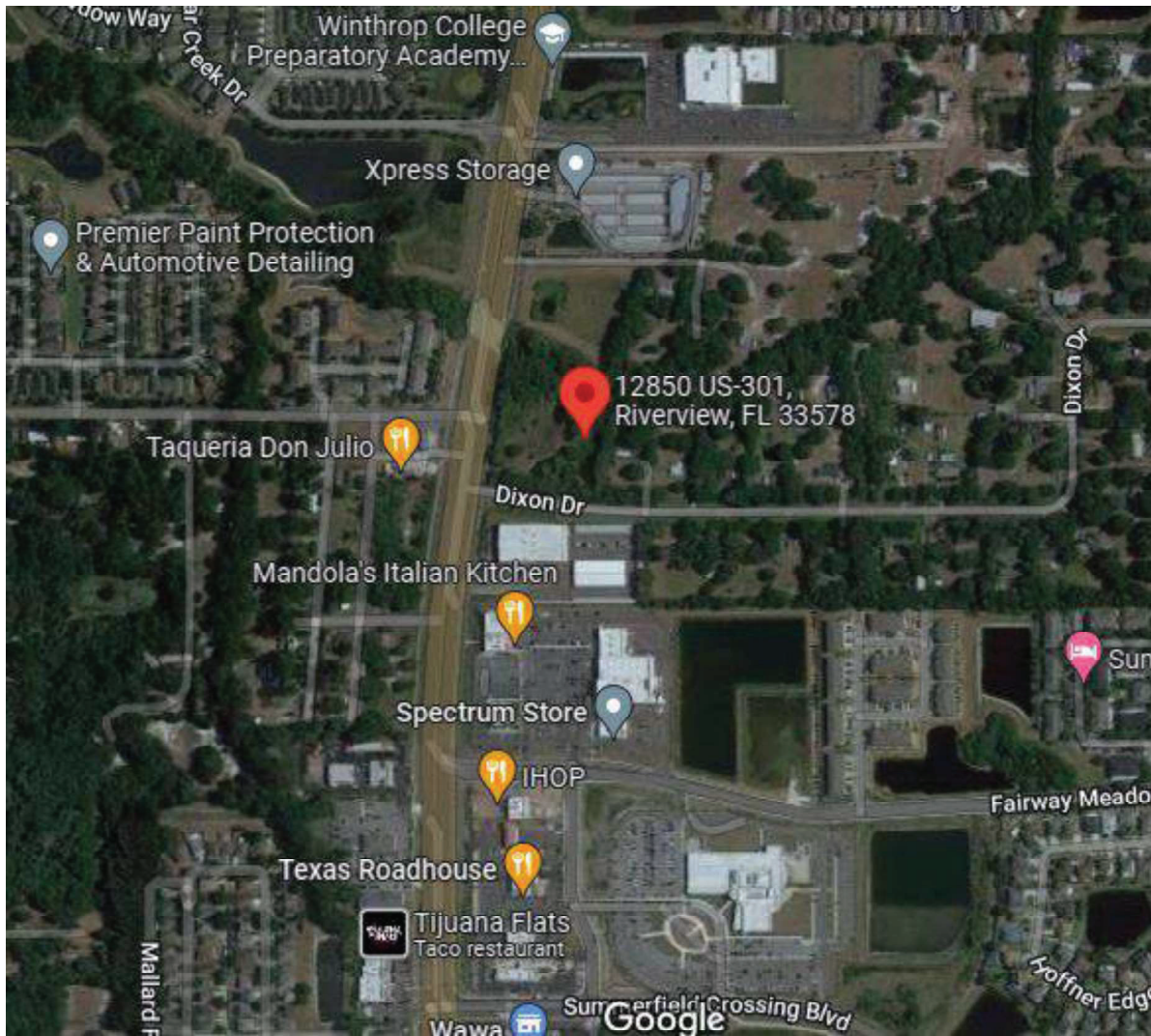
**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

DRAWING NO. **TS-7**
SHEET NO. 1 OF 1

Hillsborough County
Design Exception – Dixon Road
FOLIO #77653.2300/PD 22-0948
February 3, 2023
Page 5



Fence line to fence line relative to the parcel just to east, there is 86 feet of ROW – this corresponds to the approximately 85 feet shown on Hillsborough Mapper (See last exhibit).



LOCATION MAP



Dixon Drive looking east from 301 (North Right of Way)



Dixon Drive looking east from 301 (South Right of Way)



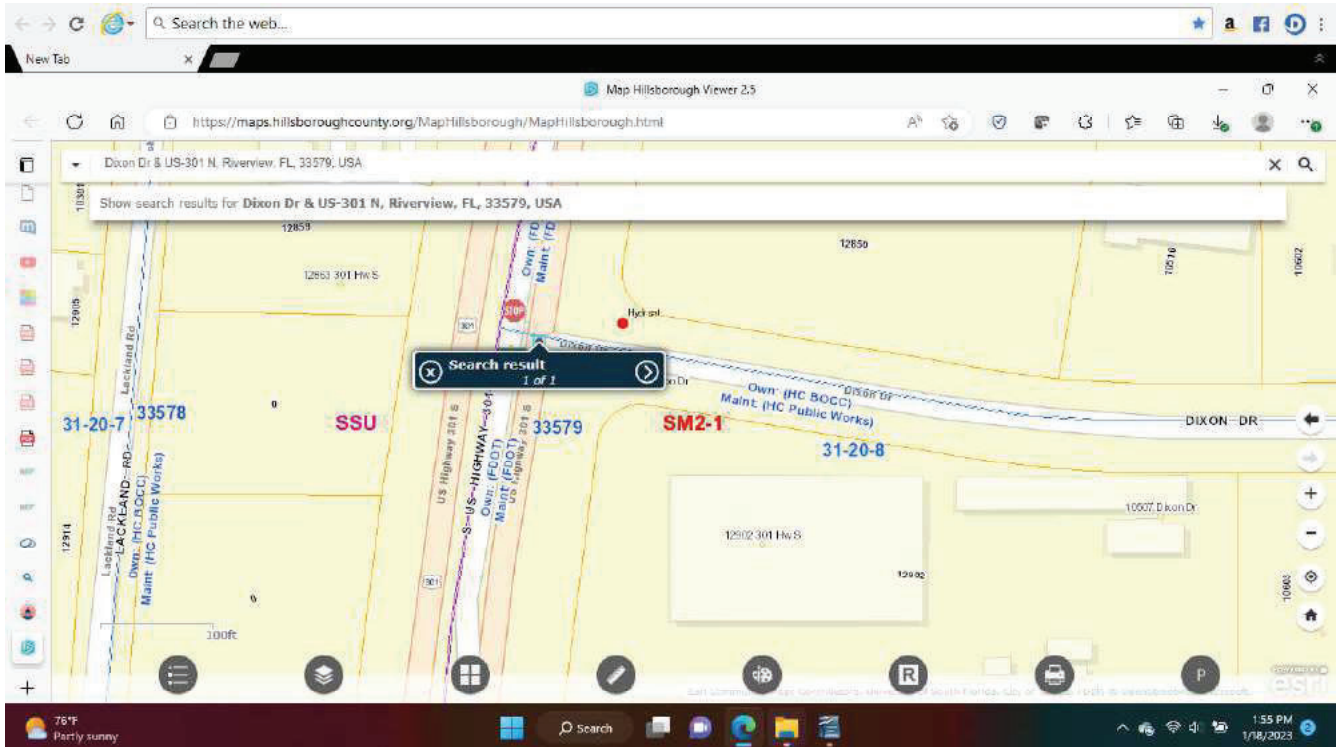
Utility pole on south side – 15' from edge of pavement of Dixon Drive



Dixon Drive – 18 ½ feet pavement width



Fire hydrant north side of Dixon Drive – 12 feet from edge of pavement



Per Pasco Mapper, approximately 85 feet of ROW.

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
US HWY 301	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Dixon Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	9	1	1
Proposed	790	104	110
Difference (+/-)	+781	+103	+109

*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	X	None	None	Meets LDC
East		None	None	Meets LDC
West		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
Dixon Dr./Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: Improvements include 6 feet of right of way dedication along Dixon Dr. proffered by applicant.		

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.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

January 11th, 2023
Revised 1/23/23

Dixon Drive Pet Resort

SR 43
10 010 000
MP 12.115 Rt Rdwy
Class 3 @ 55 MPH
Connection/signal spacing - 660'/2640'
Directional/full median opening spacing – 1320'/2640'
Folio # 077653-2300

RE: Pre-Application Meeting

THIS DOCUMENT IS NOT A PERMIT APPROVAL

THE COMMENTS AND FINDINGS FROM THIS PRE-APPLICATION MEETING MAY BE SUBJECT TO CHANGE AND MAY NOT BE USED AS A BASIS OF APPROVAL AFTER 7/11/2023

Attendees:

Guests: Tim Bauer, Libby Rodriguez, Omar Chaudhry, Tirado Sheida, Sean Ulch, Rick Perez, Fred (Sam) Ball and Jake Hannaway

FDOT: Mecale' Roth, William Gregory, Joel Provenzano, Dan Santos, Lindsey Mineer, Luis Mejia, Amanda Serra, Andrew Perez, Benjamin Salvo, and Tony Celani

Proposed Conditions:

This development is proposing new access to **SR 43**, a **class 3** roadway with a posted speed limit of **55 MPH**. Florida Administrative Code, Rule Chapter 14-97, requires **660'** driveway spacing, **2640'** directional, **1320'** full median opening spacing, and **2640'** signal spacing requirements.

FDOT Recommendations:



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Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
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1. **FDOT is not in favor of access to US 301 and would prefer** access be taken from Dixon Drive for the following reasons,
 - a. Non-conformity to spacing guidelines
 - b. Safety concerns stemming from crash history data for the median opening at Cowley Rd.
 - c. Location of potential driveway on US 301 in relation to the guard rail and Tadpole Creek bridge.
 - d. Complications involving the bridge and guardrail existing configuration.
2. Access on Dixon will require a turn lane on US 301 NB onto Dixon.
3. If access is on US 301, the guardrail will need to be redesigned to accommodate a right turn lane, a signal being installed, site elevation, and appropriate reattachment to Tadpole bridge.
 - a. The Department highly recommends conferring with someone that has significant experience with state structures to assist with the guardrail design and bridge attachment.
 - b. Contact Jim Jacobsen, our P.E. structures management engineer for bridge structures information and assistance.
James.Jacobsen@dot.state.fl.us
4. A turn lane for 55 MPH would be 430' which would cross over Dixon and extend 405' to the S. of Dixon when including the required length of the required turn lane onto Dixon Dr.
5. 301 access would need to have 2 outbound lanes, thru/left out and a right out.
6. Trail would need to be shifted east.
7. The right turn lane requirement is not due to a warranted need but rather non-conformance to spacing and the crash history of this location.
8. The 301 driveway would be a right in/right out, in the interim, until FDOT installs a signal at Cowley.
 - a. If the Department does not have a plan to install a signal within a year of permitting, then the developer will be responsible for directionalizing the median opening until the signal is installed.
9. 50' radii on driveway with 5' paved shoulders that wrap around and tie into the ROW.
10. Sidewalk connection to the state road required.
11. Will need to upgrade Dixon Rd. approaching the intersection.



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12. All work in the ROW that is permanent, built by contractors, and later maintained by the Department (sidewalks, medians, turn lanes, etc.) needs to be done under a construction agreement permit.
13. The driveway on US 301 will be done under an access permit with an associated fee.
14. A drainage permit will be required.
 - a. Meet critical duration.
 - b. Check spread for turn lane.
 - c. Maintain existing patterns if possible.
 - d. Provide pre and post basin maps.
 - e. Evaluate flood plain encroachment and compensation
 - f. The turn lane will require them to modify our ERP for 301.
15. Contact Joel Provenzano or Andrew Perez for any traffic or access related questions at joel.provenzano@dot.state.fl.us, andrewa.perez@dot.state.fl.us, or at 813-975-6000.
16. Contact Todd, Tom or Mecale' (makayla) for permit, pre app, or general questions at todd.croft@dot.state.fl.us, thomas.allen@dot.state.fl.us, mecale.roth@dot.state.fl.us, or 813-612-3200.
17. Contact Amanda Serra for drainage related questions at amanda.serra@dot.state.fl.us or 813-262-8257.

Summary:

After reviewing and discussing the information presented in this meeting, the Department has determined we are

- in favor (considering the conditions stated above)
- not in favor
- willing to revisit a revised plan

The access, as proposed in this meeting, would be considered

- conforming
- non-conforming
- N/A (no access proposed)

in accordance with the rule chapters 1996/97 for connection spacing. The following state permits will need to be applied for by visiting our One Stop Permitting website (osp.fdot.gov):

- access-category A or B



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- access-category C, D, E, or F
 - traffic study required
- access safety upgrade
- drainage
 - or
 - drainage exception
- construction agreement
- utility
- general Use
- other _____

Thank you for allowing us the opportunity to review and discuss this project in advance. Please feel free to contact me with any questions. We look forward to working with you again.

Respectfully,

Mecale' Roth

Permit Coordinator II
2822 Leslie Rd.
Tampa, FL 33619
Office - 813-612-3237
M-F 8:30 AM – 5:00 PM



Additional Comments/Standard Information:

(These comments may or may not apply to this project, they are standard comments)

1. Document titles need to reflect what the document is before it is uploaded into OSP, and please do not upload unnecessary documents.
2. Documents need to be signed and sealed or notarized.
3. Include these notes with the application submittal.



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Tampa, FL 33612-6456

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4. Permits that fall within the limit of a FDOT project must contact project manager, provide a work schedule, and coordinate construction activities prior to permit approval. Ask Mecale' for information if not provided in the notes.
5. Plans shall be per the current Standard Plans and FDM.
6. All the following project identification information must be on the Cover Sheet of the plans:
 - a. all associated FDOT permit #'s
 - b. state road # (& local road name) and road section ID #
 - c. mile post # and left (Lt) or right (Rt) side of the roadway (when facing north or east)
 - d. roadway classification # and posted speed limit (MPH)
7. All typical driveway details are to be placed properly:
 - a. 24" thermoplastic white stop bar equal to the lane width placed 4' behind crosswalk or a minimum of 25' in front of it
 - b. 36" stop sign mounted on a 3" round post, aligned with the stop bar
 - c. if applicable, a "right turn only" sign mounted below the stop sign (FTP-55R-06 or FTP-52-06)
 - d. double yellow 6" lane separation lines
 - e. 6' wide, high emphasis, ladder style crosswalk straddling the detectable warning mats
 - f. warning mats to be red in color unless specified otherwise
 - g. directional arrow(s) 25' behind the stop bar
 - h. all markings on concrete are to be high contrast (white with black border)
 - i. all striping within and approaching FDOT ROW shall be thermoplastic
8. Maintain 20' x 20' pedestrian sight triangles and draw the triangles on the plans to show there are no obstructions taller than 24" within the triangles. Also, no parking spaces can be in these triangles Measure 20' up the sidewalk and 20' up the driveway from the point at which the sidewalk meets the driveway. Here is an example of what these triangles look like and how they are positioned.



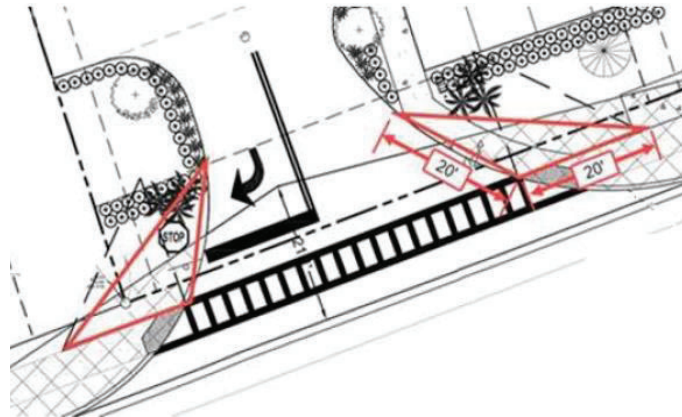


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9. Any relocation of utilities, utility poles, signs, or other agency owned objects must be coordinated with the Department and the **existing and proposed location** must be clearly labeled on the plans. Contact the Permits Department for more details and contact information.
10. Make note on plans that it is the responsibility of the contractor to not only restore the ROW, but they are also responsible for maintaining the ROW for the duration of the project.

Context Classification:

Here is the link to find information about context classification to see what class standards the proposed project needs to be built to. Below is the standard table for sidewalk width for each class:

<https://kai.maps.arcgis.com/apps/webappviewer/index.html?id=b5ecc163fe04491dafeb44194851ba93>



Florida Department of Transportation

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2822 Leslie Road
Tampa, FL 33612-6456

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Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 222.1.1 Standard Sidewalk Widths

Context Classification	Sidewalk Width (feet)
C1 Natural	5
C2 Rural	5
C2T Rural Town	6
C3 Suburban	6
C4 Urban General	6
C5 Urban Center	10
C6 Urban Core	12

Notes:

- (1) For C2T, C3 and C4, sidewalk width may be increased up to 8 feet when the demand is demonstrated.
- (2) For C5 and C6, when standard sidewalk width cannot be attained, provide the greatest attainable width possible, but not less than 6 feet.
- (3) For RRR projects, unaltered sidewalk with width 4 feet or greater may be retained within any context classification.
- (4) See **FDM 260.2.2** for sidewalk width requirements on bridges.

Provide the following minimum unobstructed sidewalk width (excluding the width of the curb) when there is no practical alternative to placing a pole within the sidewalk:

- 36 inches for aboveground utilities. This 36 inch width may be reduced to 32 inches, not exceeding 24 inches in length, when there is no practical alternative available to avoid an obstruction.
- 48 inches for signal, light, sign poles

When used for plantings and street furniture, the area between the back of curb and the sidewalk should be 5 feet or greater in width. Consider providing treewells in areas where on-street parking is provided.

Lighting:

Lighting of sidewalks and/or shared paths must be to current standards (FDM section 231). Newly implemented FDOT Context classifications updated the required sidewalk widths (FDM section 222.2.1.1). Where sidewalk is being added and/or widened, the lighting will be analyzed to ensure sidewalks are properly lighted per FDOT FDM standards. Reference the following link and table for details:

https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35bf_2



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33612-6456

JARED W. PERDUE, P.E.
SECRETARY

Topic #625-000-002
FDOT Design Manual

January 1, 2020

Table 231.2.1 Lighting Initial Values

Roadway Classification Or Project Type	Illumination Level Average Foot Candle		Illumination Uniformity Ratios		Veiling Luminance Ratio
	Horizontal (H.F.C.)	Vertical (V.F.C.)	Avg./Min.	Max./Min.	$L_{V(MAX)}/L_{AVG}$
Conventional Lighting					
Limited Access Facilities	1.5	N/A	4:1 or Less	10:1 or Less	0.3:1 or Less
Major Arterials	1.5				
Other Roadways	1.0				
High Mast Lighting					
All Roadway Classifications	0.8 to 1.0	N/A	3:1 or Less	10:1 or Less	N/A
Signalized Intersection Lighting					
New Reconstruction	3.0	2.3	4:1 or Less	10:1 or Less	N/A
Lighting Retrofit	1.5 Std. 1.0 Min.	1.5 Std. 1.0 Min.			
Midblock Crosswalk Lighting					
Low Ambient Luminance	N/A	2.3	N/A	N/A	N/A
Medium & High Ambient Luminance		3.0			
Sidewalks and Shared Use Paths					
Facilities Separated from the Roadway	2.5	N/A	4:1 or Less	10:1 or Less	N/A
Sign Lighting					
Low Ambient Luminance	15-20	N/A	N/A	6:1	N/A
Medium & High Ambient Luminance	25-35				
Rest Area Lighting					
All Roadways and Parking Areas	1.5	N/A	4:1 or Less	10:1 or Less	N/A

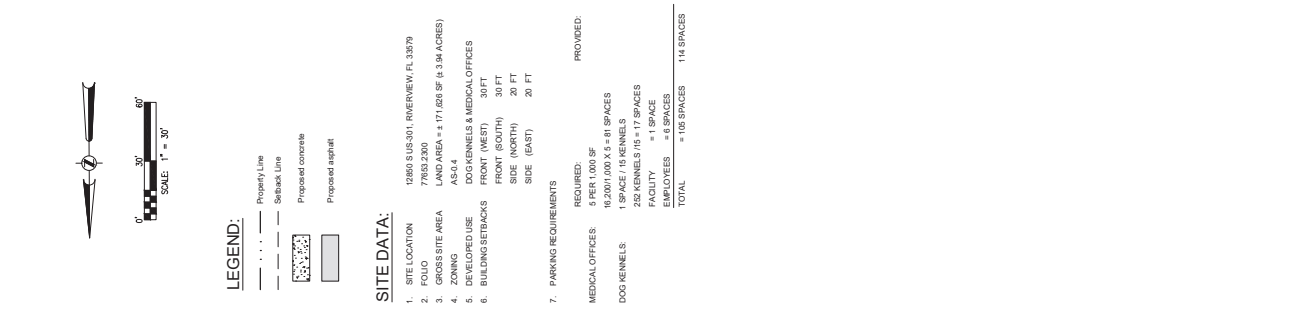
231-Lighting

AMERICAN WILDLIFE FUND
THIS PLAN HAS BEEN REVIEWED AND APPROVED
DATE: 05/18/2022

Project Title	PET RESORT 12850 S US-301, RIVERVIEW, FL 33799
Sheet Title	PRELIMINARY SITE PLAN

For	Prepared MTC INVESTMENT GROUP LLC TAMPA, FLORIDA
By	Prepared <i>Progressive</i> DEVELOPMENT GROUP, INC. CENT. OF ALTH. NO. 7703 P.O. Box 1831 Tampa, FL 33601 Phone: (813) 825-0512 Fax: (813) 825-0512 Charter # 14,325,827-23

Project No.	30-460-00
Design	T.B.S.
Checked/DCC	J.M.W./T.B.S.
Scale	AS NOTED
Date	10-29-2022



SITE DATA:

- SITE LOCATION: 12850 S US-301, RIVERVIEW, FL 33799
- Parcel ID: 78032300
- GROSS SITE AREA: LAND AREA = 17,626 SF (0.4 ACRES)
- USE: PET RESORT
- DEVELOPMENT: DOG KENNELS & MEDICAL OFFICES
- BUILDING SETBACKS: FRONT (WEST) 30 FT, FRONT (SOUTH) 30 FT, SIDE (NORTH) 20 FT, SIDE (EAST) 20 FT
- PARKING REQUIREMENTS:

REQUIRED:	PROVIDED:
MEDICAL OFFICES: 5 PER 1,000 SF	16,200 / 1,000 X 5 = 81 SPACES
DOG KENNELS: 1 SPACE / 15 KENNELS	232 KENNELS / 15 = 17 SPACES
FACILITY: 1 SPACE	= 1 SPACE
EMPLOYEES: 6 SPACES	= 6 SPACES
TOTAL:	= 108 SPACES
	114 SPACES

LEGEND:

- Property Line
- Setback Line
- Prepared concrete
- Prepared asphalt



Revisions	No.	Date	Description



Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33619

KEVIN J. THIBAUT, P.E.
SECRETARY

July 20, 2021

**THIS DOCUMENT IS NOT A PERMIT APPROVAL.
THIS PRE-APPLICATION FINDING MAY NOT BE USED AS A BASIS FOR PERMIT APPROVAL AFTER
01/20/2022.**

Re: PRE-APPLICATION REVIEW FOR ACCESS CONNECTION PERMIT REQUEST

Date: July 20, 2021	State Road#: 43
Time: 9:30 AM	Section ID #: 10 010 000
Applicant: Mike Raysor	Mile Post: 11.881
Project: Dixon Drive Commercial	Road Class: 3
Location: NE Corner US-301 & Dixon Dr.	MPH: 55 MPH
County: Hillsborough	DW/Sig Spacing: 660' 2640'
Folio#: 077653-2300	Median Spacing: 1320' 2640'

Dear Mr. Raysor

The Pre-application review of the subject project was conducted by your request. The purpose of the Pre-application review is to educate both the applicant and the Department of the project, the scope of work being proposed, and the requirements to obtain a permit for allowed development or modification to connections within the state Right of Way. After discussing the project and doing a thorough review of the documentation presented, the following comments are to be considered in the final design and we have determined that

- We disapprove the concept as presented with the following considerations.
- We approve the concept as presented with the following conditions/considerations.
- We approve of the concept as submitted and we invite you to submit a permit application package to the Permit Office with engineering drawings that reflect the concept proposed in this meeting.
- We are prepared to continue the review of the concept with the District Variance Committee.
- We are prepared to continue the review of the concept as presented with the following considerations.

Conditions and Comments:

This project proposes modifying access to SR 43, a class 3 roadway, with a posted speed limit of 55 MPH. Florida Administrative Code, Rule Chapter 14-97, requires 660' driveway spacing, 1320' directional, 2640' full median opening spacing, and 2640' signal spacing requirements. Therefore, connections would be considered non-conforming in accordance with the rule chapters 1996/97 for connection spacing.

FDOT Recommendations,

1. Any driveway placed along the frontage of US-301 would be a non-conforming connection.
2. This property has been brought to the Department multiple times, most recently in July of 2020.
3. Commercial site proposed for two restaurant uses (fast casual) and multi-tenant in the back of the property.
4. Proposed 3,052 estimated driveway trips.
5. 470' of frontage along US-301. Proposed driveway is spaced 376' from Dixon Drive. Proposed driveway is as far north as possible without impacting existing creek.
6. Existing bridge and guardrail north of the site may propose challenges to development.
7. Guardrail does not meet current standards and would need to be brought up to current design standards if impacted. Guardrail would likely have to be relocated from rear of bridge to face of bridge.
8. The Department would prefer shifting the driveway further from the bridge to align with Cowley. If the driveway is aligned with Cowley a signal analysis will be required.
9. A NB right-turn lane onto Dixon would likely need to be constructed; existing multi-use trail would likely need to be relocated.
10. Heavy reconstruction of drainage system would likely be required.
11. The Department would have to look at traffic study if the developer proposed to take access exclusively from Dixon Drive.
12. County will require Dixon Drive to be widened to a minimum of 24'.
13. Site still has to go through a PD, at which point the Department would make a recommendation for the maximum allowable AADT based on the capacity of the existing SB left turn lane south of the site (if access was proposed exclusively off Dixon).
14. If access is to come exclusively from Dixon, a construction agreement will still be required in order to construct the improvements to Dixon that fall within the FDOT R/W, as well as a drainage connection permit.
15. If improvements such as right-turn lanes, relocations of the trail, etc. were necessary, a R/W dedication to the Department will likely be necessary.
16. Notes from previous meetings are attached for reference. Some previous requirements may still be necessary as part of this development.
17. Maintain 20' pedestrian sight triangles and draw the triangles on the plans to show there are no obstructions taller than 24" within the triangles. (See example below)
18. All typical driveway details to be placed properly:
 - a. 6' wide, high emphasis, ladder style crosswalk straddling the (RED) detectable warning mats.

- b. 24" thermoplastic white stop bar equal to the lane width placed 4' behind crosswalk.
- c. 36" stop sign mounted on a 3" round post, aligned with the stop bar.
- d. If applicable, a "right turn only" sign mounted below the stop sign (FTP-55R-06 or FTP-52-06).
- e. Double yellow 6" lane separation lines.
- f. Directional arrow(s) 25' behind the stop bar.
- g. Warning mats to be red in color unless specified otherwise.
- h. All markings on concrete are to be high contrast (white with black border).
- i. All striping within and approaching FDOT R/W shall be thermoplastic.



- 19. **Make a note in the plans** stating that vegetation control, maintenance and restoration is the responsibility of the UAO or Contractor for the duration of the work being done in the ROW for six months after work is complete or until restored vegetation is well established.
- 20. **Include a copy of this letter in the application submittal.**
- 21. **Plans shall be per the current Standard Plans and FDM.**
- 22. **Lighting of sidewalks and/or shared paths must be to current standards** (FDM section 231). Newly implemented FDOT Context classifications updated the required sidewalk widths (FDM section 222.2.1.1). Where sidewalk is being added and/or widened, the lighting will be analyzed to ensure sidewalks are properly lighted per FDOT FDM standards. Reference the following link for details: https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf_2
- 23. Any relocation of utilities, utility poles, signs, or other agency owned objects must be coordinated with the Department and the **existing and proposed location** must be clearly labeled on the plans. Contact the Permits Department for more details and contact information.
- 24. Any project that falls within the limit of a FDOT project must contact project manager, provide a work schedule, and coordinate construction activities prior to permit approval. Contact the Permits Department for more details and contact information.
- 25. **All the following project identification information must be on the Cover Sheet of the plans:**
 - a. **All Associated FDOT Permit #'s)**
 - b. **SR # (& Local Road Name) and Road Section ID #**
 - c. **Mile Post # and Lt or Rt Roadway**
 - d. **Roadway Classification # and Speed Limit (MPH)**
- 26. All Plans and Documents submitted in OSP need to be **signed and sealed**.
- 27. The following FDOT Permits may additionally be required:
 - a. Access Permit / Construction Agreement
 - b. Drainage Permit or Exemption
 - c. Utility Permit – for any utility connections within the FDOT R/W (Except those that are exempt from permitting by the 2017 FDOT Utility Accommodation Manual).
 - d. Temporary Driveway Permit

If you do not have access to a computer, and are unable to apply through our One Stop Permitting website, you must submit your application to,

**Florida Department of Transportation
2822 Leslie Rd.
Tampa, Fl. 33619
Attn: Mecale' Roth**

Favorable review of the proposed generally means that you may develop plans that comply with the review comments and submit them with a permit application, within six months, to the Department for permit processing and further review. The Pre-application is for the applicant to discuss, with Department staff, the proposed site design for compliance and constructability in relation to the Standard Plans, and look at options, potential obstacles, or unforeseen issues. The review findings are not binding and are subject to change. The applicant's Engineer of Record is responsible for the technical accuracy of the plans. In keeping with the intent of the Rule, the Department will attempt to abide with the review comments to the extent that necessary judgment is available to the Permits Engineer. Unfavorable review generally means that a permit application, based on the design proposal, would likely be denied.

If you do not agree with Pre-Application meeting results and would like to schedule an AMRC meeting, contact Traffic Ops, David Ayala at 813-975-6717.

For any other questions or assistance, please feel free to contact me.

Sincerely,

Holly Champion

Permit Coordinator I
Tampa Operations
Office - 813-612-3365
Cell- 813-255-3678

Meeting Attendees:

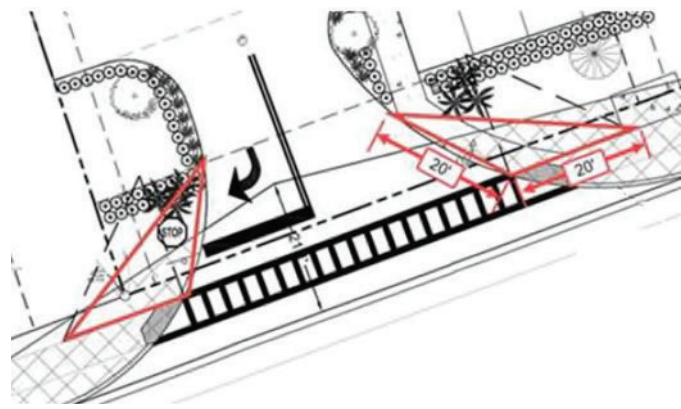
Guests- Ian Clark ian.clark@exolimited.com
Jason Bullard Jason.Bullard@exolimited.com

FDOT- Matt Campbell matthew.campbell@dot.state.fl.us
Todd Crosby douglas.crosby@dot.state.fl.us
Mecale’ Roth mecale.roth@dot.state.fl.us
Joel Provenzano joel.provenzano@dot.state.fl.us
Ryan Bogan ryan.bogan@dot.state.fl.us
Lindsey Mineer lindsey.miner@dot.state.fl.us
Dan Santos daniel.santos@dot.state.fl.us
Antonius Lebrun antonius.lebrun@dot.state.fl.us
Amanda Serra amanda.serra@dot.state.fl.us
Andrew Perez andrewa.perez@dot.state.fl.us
Holly Champion holly.champion@dot.state.fl.us

Tampa- Jonathan Scott Jonathan.scott@tampa.gov.net
Melanie Calloway Melanie.calloway@tampagov.net

Pedestrian Sight Triangle Example:

Driveways leading onto state roads need to have min. 20’ x 20’ clear ‘pedestrian sight triangles’ on each side of the driveway, at the edge of the sidewalk. It should be measured as 20’ up the sidewalk and 20’ up the driveway from the point at which the sidewalk meets the driveway. Nothing above 2’ in height from the pavement elevation (except for the stop sign post) should be placed in these triangles. Also, no parking spaces should be in these triangles, not even partially. Please draw in and label these ‘pedestrian sight triangles’ on the plans. Here is an example of what these triangles look like and how they are positioned (see red triangles in the attached example)



SITE DATA

PLAN NO.: 177653.2300
 TOTAL SITE: 169,412 SF (3.88 ACRES)
 SITE: 0633.120
 EXISTING USE: VACANT
 FUTURE LAND USE: R-4
 NATURAL WATER BODY ACREAGE: 0.268 AC +/-
 MANMADE WATER BODY ACREAGE: 0.00 AC +/-
 PROPOSED USE: COMMERCIAL GENERAL
 COMMUNITY PLANNING AREA-OVERLAY DISTRICT:
 RIVERVIEW & SOUTHSHORE AREAWIDE SYSTEMS PLAN
 SPECIAL ZONES: NONE
 DESIGNATED SCENIC CORRIDOR: NONE
 DEVELOPMENT STANDARDS: GENERAL DISTRICT
 PERFORMANCE STANDARDS
 PARKING WILL BE PROVIDED PER THE LAND DEVELOPMENT CODE
 HISTORIC LANDMARKS / ARCHAEOLOGICAL SITES: NONE
 PROJECT IS LOCATED WITHIN THE URBAN SERVICE AREA (USA)
 LAND DEVELOPMENT CODE VARIATIONS REQUESTED:
 1. NONE

DESCRIPTION: (As Furnished)

THE PROJECT CONSISTS OF A 3.88 ACRES SITE LOCATED ON THE EAST SIDE OF DIXON DRIVE, BETWEEN COWLEY ROAD AND 159TH AVENUE. THE SITE IS CURRENTLY VACANT AND IS ZONED R-4 (SINGLE-FAMILY RESIDENTIAL). THE PROPOSED DEVELOPMENT IS A COMMERCIAL GENERAL DEVELOPMENT, INCLUDING A PROPOSED RESTAURANT, PROPOSED 2-RITE RESTAURANT, PROPOSED FULL ACCESS ENTRANCE, AND PROPOSED 2-RITE RESTAURANT. THE PROPOSED DEVELOPMENT IS TO BE CONSTRUCTED ON A 150' X 150' LOT. THE PROPOSED DEVELOPMENT IS TO BE CONSTRUCTED WITHIN THE URBAN SERVICE AREA (USA) OF THE CITY OF TAMPA. THE PROPOSED DEVELOPMENT IS TO BE CONSTRUCTED WITHIN THE R-4 ZONING DISTRICT. THE PROPOSED DEVELOPMENT IS TO BE CONSTRUCTED WITHIN THE R-4 ZONING DISTRICT. THE PROPOSED DEVELOPMENT IS TO BE CONSTRUCTED WITHIN THE R-4 ZONING DISTRICT.

GRAPHIC SCALE
 1 inch = 40 feet
 NORTH IS 1" = 40'



077653-0000
 ZONING: R-4
 SINGLE-FAMILY RESIDENCE

077653-0000
 ZONING: R-4
 SINGLE-FAMILY RESIDENCE

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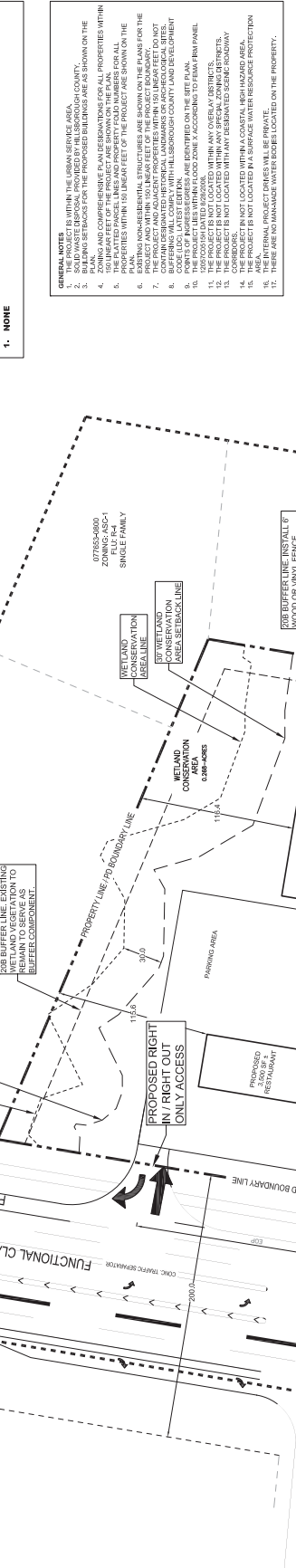
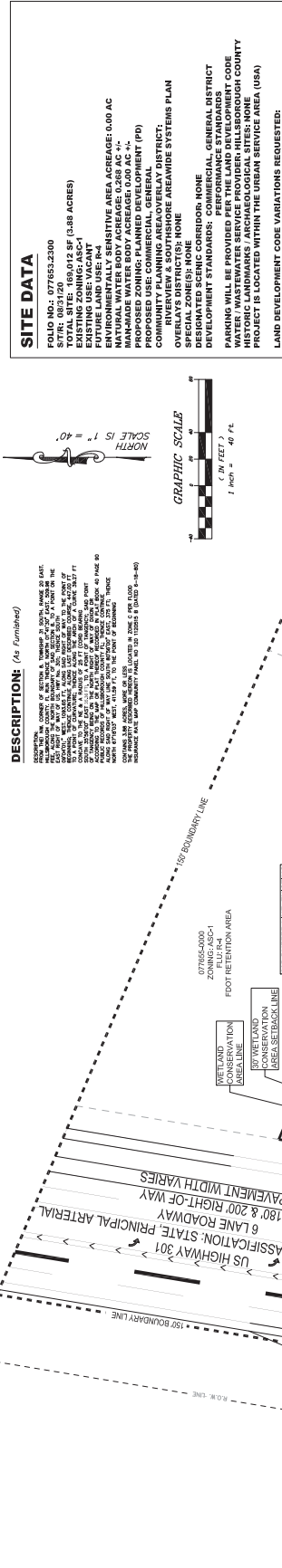
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077653-0000
 ZONING: R-4
 SINGLE-FAMILY RESIDENCE



REVISIONS
 06/13/23 ISSUED FOR SUBMITTAL

Applicant:
 Tom Kazbous
 1326 E. Lumsden Road
 Brandon, FL 33511

Project:
 Dixon Road Commercial
 12850 S. Highway 301
 Riverley, FL 33578

Planner & Representative:
 David Wright
 TSP Companies, Inc.
 P.O. Box 1016
 Tampa, Florida 33601
 (813) 230-7473

Engineer:
 Brad Design &
 Engineering, Inc.
 708 Lithia Phirecrest Rd.
 Brandon, Florida 33511
 (813) 689-7002

PLANNED DEVELOPMENT PLAN
 SHEET 1 OF 1

Dixon Drive Commercial Site

Trip Generation Estimate

ITE LUC	Land Use Description	Size	Daily		AM Peak Hour				PM Peak Hour			
			Rate	Trips	Rate	Trips	Enter	Exit	Rate	Trips	Enter	Exit
814	Variety Store (Commercial Retail/Office)	16,800 sf	63.47	1,066	3.18	53	30	23	6.84	115	66	49
930	Fast Casual Restaurant	6,300 sf	315.17	1,986	2.07	13	9	4	14.13	89	49	40
Driveway Trips			--	3,052	--	66	39	27	--	204	115	89
<i>Pass-By Trips (LUC 814)</i>			34%	362	34%	18	9	9	34%	38	19	19
<i>Pass-By Trips (LUC 930 - A)</i>			43%	854	43%	6	3	3	43%	38	19	19
Pass-By Trips Total			--	1,216	--	24	12	12	--	76	38	38
New External Trips			--	1,836	--	42	27	15	--	128	77	51





Florida Department of Transportation

RON DESANTIS
GOVERNOR

2822 Leslie Road
Tampa, FL 33619

KEVIN J. THIBAUT, P.E.
SECRETARY

July 7th, 2020

**THIS PRE-APPLICATION FINDING MAY NOT BE USED AS A BASIS
FOR PERMIT APPROVAL AFTER 1/7/2021.**

THIS DOCUMENT IS NOT A PERMIT APPROVAL

Re: PRE-APPLICATION REVIEW FOR ACCESS CONNECTION PERMIT REQUEST

Date: July 7, 2020	State Road#: 43	
Time: 11:45 AM	Section ID #: 10 010 000	
Applicant: Jane Caldera	Mile Post: 11.901	
Project: Health Club	Road Class: 3	
Location: US 301 & Dixon Dr.	MPH: 55	
County: Hillsborough	DW/Sig Spacing: 660'	2640'
Folio#: 077653-2300	Median Spacing: 1320'	2640'

Dear Ms. Caldera,

A Pre-application Review of the subject project was conducted at your request. The purpose of the Pre-application Review is to establish the permit category, number, type, general location, and associated features of access connections for the applicant's property to the state road. We have given the plans, as presented, a thorough review and our comments and findings are as follows:

- We disapprove the concept as presented with the following considerations.
- We approve the concept as presented with the following conditions/considerations.
- We approve the concept as submitted and we invite you to submit a permit application package to the Permits Office with engineering drawings that reflect the concept proposed in this meeting.
- We are prepared to continue the review of the concept with the District Variance Committee.
- We are prepared to continue the review of the concept as presented with the following considerations.

Conditions and Comments:

This project proposes new access to SR 43, a class 3 roadway with a speed limit of 55 MPH. Florida Administrative Code, Rule Chapter 14-97, requires 660' driveway spacing, 1320' directional, 2640' full median opening spacing, and 2640' signal spacing between connections, therefore, the proposed access would be considered non-conforming in accordance to the rule chapter 1996/97 for connection spacing.

FDOT recommendations,

1. Site was brought in by another engineer about 18 months ago as a mixed use.
2. Daily trip generation proposed is 920 vpd (Connection Category C).
3. Two-story building with a 24,000-sf footprint (40,000 sf total)
4. Existing guardrail does meet our current Design Standards.
5. Existing trail would need to be moved to accommodate guardrail modifications.
6. Would most likely warrant a right turn lane.
7. Bridge guardrail could potentially be replaced with an end treatment and guardrail potentially could be shifted to the backside of the trail. Guardrail could possibly be angled to allow for access to line up with full median opening. Department recommends contacting an engineer who is well-versed with guardrail/barrier design.
8. Would need to coordinate with FDOT engineer, Allen Urbanos, for guardrail design.
9. If Cowley Road signal is not yet warranted, the median opening will need to be directionalized.
10. Developer stated they have concerns over the design scope for this project and will likely no longer pursue the project.
11. **When applying** on-line, at <http://osp.fdot.gov>, we recommend doing the following:
 - a. Use the Rule Chapter 14-96.005 “Check List” attachment for completeness prior submitting the permit package. This will save time during the review process.
 - b. Upload a copy of this letter with application submittal.
 - c. Assign a name to the project and put it next to applicants’ name in Tab 1 of the application. This will be used throughout the permitting process for identification and communication purposes.
 - d. Use “identifying” files names when uploading documentation into OSP.
12. **Plans shall be per the current Standard Plans and FDM. The 2020-21 Standard Plans goes into effect July 1, 2020.**
13. **Lighting of sidewalks and/or shared paths must be to current standards (FDM section 231). Newly implemented FDOT Context classifications updated the required sidewalk widths (FDM section 222.2.1.1). Where sidewalk is being added and/or widened, the lighting will be analyzed to ensure sidewalks are properly lighted per FDOT FDM standards. Reference the following link for details:**
https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/fdm/2020/2020fdm231lighting.pdf?sfvrsn=2ad35fbf_2
14. **Permit #, SR #, Road Section ID, Mile Post, Roadway Class, Lt or Rt Roadway, and Posted Speed Limit**, at the project location, **must be on the plans Key/Cover Sheet.**
15. **All Plans and Documents submitted** in OSP **need to be signed and sealed.** The permit will not be approved if they are not signed and sealed.
16. The following FDOT Permits may additionally be required:
 - a. **Access Permit / Construction Agreement**
 - b. **Drainage Permit or Exemption** (Please contact Antonius Lebrun (Antonius.Lebrun@dot.state.fl.us) should you have any questions.)
 - c. **Utility Permit** – for any utility connections within the FDOT R/W (Except those that are exempt from permitting by the 2017 FDOT Utility Accommodation Manual).
 - d. **Temporary Access Permit**

If you do not have access to a computer, and are unable to apply through our One Stop Permitting website, you must submit your application to,

Florida Department of Transportation

2822 Leslie Rd.
Tampa, Fl. 33619
Attn: Mecale' Roth

Favorable review of the proposed generally means that you may develop plans complying with the review comments and submit them, within six months, to the Department for permit processing and further review. The Pre-application is for the applicant to discuss, with Department staff, the proposed site design for compliance and constructability in relation to the Standard Plans, and look at options, potential obstacles, or unforeseen issues. The review findings are not binding and subject to change. The applicant's Engineer of Record is responsible for the technical accuracy of the plans. In keeping with the intent of the Rule, the Department will attempt to abide with the review comments to the extent that necessary judgment is available to the Permits Engineer. Unfavorable review generally means that a permit application, based on the design proposal, would likely be denied.

If you do not agree with Pre-Application meeting results and would like to schedule an AMRC meeting, contact Traffic Ops, David Ayala at 813-975-6717.

For any other questions or assistance, please feel free to contact me.

Sincerely,

Mecale' Roth

Permit Coordinator II
Tampa Operations
Office - 813-612-3237
Cell- 813-460-1121

Meeting Attendees:

Guests-	Jane Caldera	janecaldera07@gmail.com
	Jerry Heart	jhart@barclaygroup.com
FDOT-	Matt Campbell	matthew.campbell@dot.state.fl.us
	Mecale' Roth	mecale.roth@dot.state.fl.us
	Holly Champion	holly.champion@dot.state.fl.us
	Joel Provenzano	joel.provenzano@dot.state.fl.us
	Ryan Bogan	ryan.bogan@dot.state.fl.us
	Dan Santos	daniel.santos@dot.state.fl.us
	Lindsey Mineer	lindsey.mineer@dot.state.fl.us

SITE DATA TABLE

SITE NAME	RIVERVIEW HEALTH CLUB
PARCEL ID	U-08-31-20-7Z-000003-13420.0
JURISDICTION	HILLSBOROUGH COUNTY
ZONING DESIGNATION	GENERAL COMMERCIAL (G2)
CURRENT PROPOSED	AGRICULTURAL (AS-0.4)
OVERLAY DISTRICT	± 3.94 AC (± 171,443 SQFT)
FRONT SETBACKS	30'
REAR SETBACKS	30'
MEMBERSHIP ORG.	3.3 PER 1,000 SOFT BUILDING AREA (40,000/1,000)(3.3) = 132
REQUIRED:	REQUIRED = 132 SPACES
PROPOSED:	MEMBERSHIP ORG. = 132
	STANDARD SPACE (8'x16') = 154
	ADA SPACE (12'x18') = 7
	TOTAL = 230

CONCEPTUAL PLAN NOTES:

CONDITIONS MAY EXIST THAT COULD RESTRICT THE DEVELOPMENT OF THIS SITE AS SHOWN. THIS DRAWING IS INTENDED TO BE PRELIMINARY AND NOT FOR CONSTRUCTION. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS THAT MEETS LOCAL JURISDICTIONAL CODES.

BEG DOES NOT PURPORT THAT THIS SITE CAN BE DEVELOPED AS SHOWN. THE PURCHASE OF THIS SITE SHALL BE AT THE OWNER/DEVELOPER'S SOLE EXPENSE.

STORMWATER MANAGEMENT FACILITY SHOWN ON THIS PLAN ARE PRELIMINARY AND NOT FOR CONSTRUCTION. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS THAT MEETS LOCAL JURISDICTIONAL REQUIREMENTS.

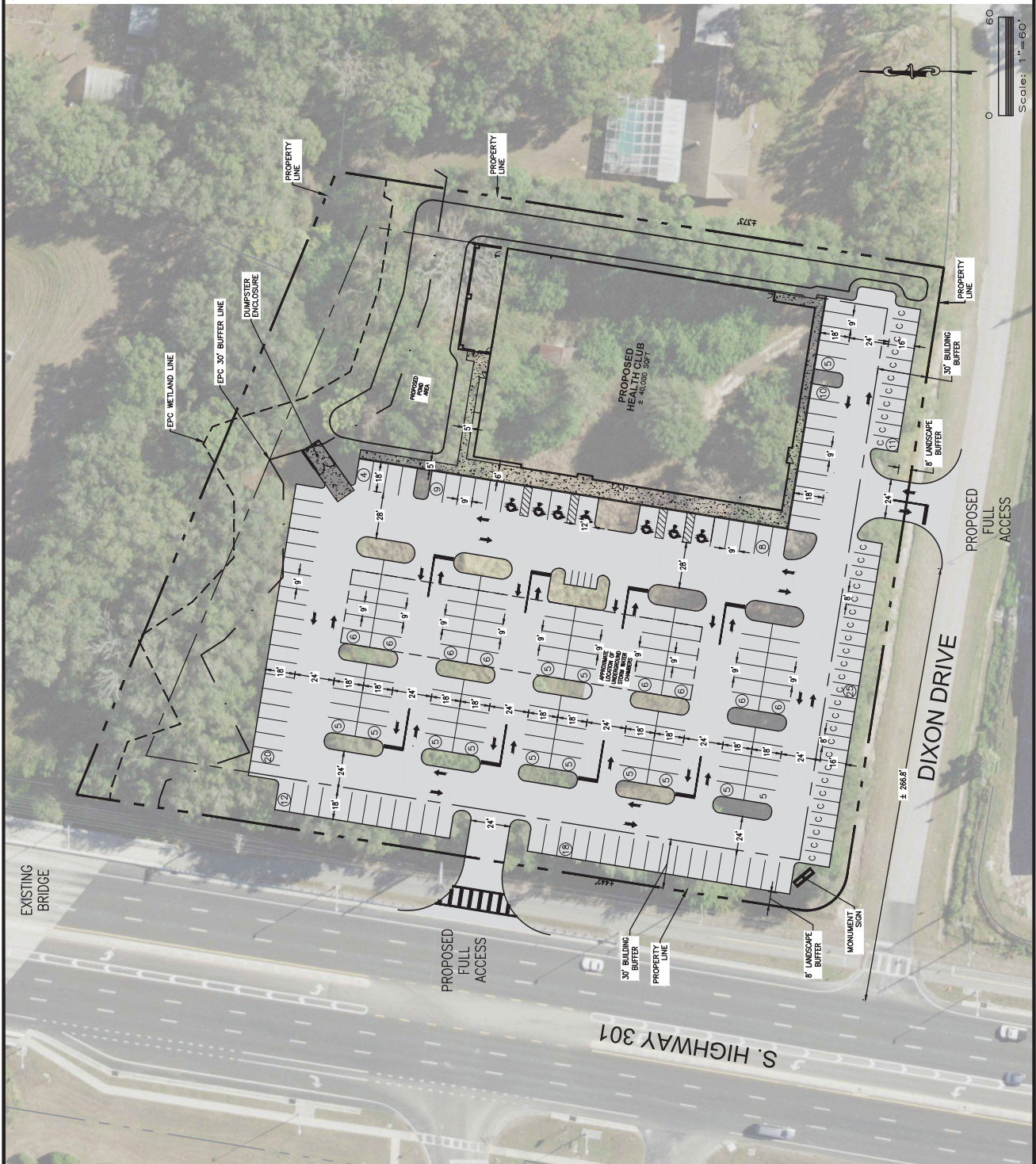
NO SITE VISITS HAVE BEEN PERFORMED TO ENSURE THE ACCURACY OF THE AERIAL IMAGE SHOWN HEREON.

THIS EXHIBIT IS NOT INTENDED TO BE USED AS A CONSTRUCTION DOCUMENT, AND SHOULD NOT BE CONSTRUED IN ANYWAY TO BE USED FOR CONSTRUCTION PURPOSES.

PROPOSED LEGEND

- PROPERTY LINE
- BUILDING SETBACK LINE
- LANDSCAPE BUFFER
- EASEMENT
- PARKING COUNT
- COMPACT PARKING SPACES
- PROPOSED BUILDING
- ASPHALT PAVEMENT
- STANDARD DUTY CONCRETE (SIDEWALK)
- HEAVY DUTY CONCRETE

CONCEPTUAL EXHIBIT



US 301 at Dixon Drive (NEC)

Daily Trip Generation Estimates

ITE Land-Use Category	ITE Land-Use Code	Independent Variable	ITE Rate or Equation	Size	TOTAL TRIPS TRIPS		
					2-WAY	IN	OUT
PROPOSED LAND-USE							
Health / Fitness Club (1)	492	SQUARE FEET	23.00	40,000	920	460	460

(1) A Daily Trip Generation Rate is not provided in the ITE Trip Generation Manual for the Health / Fitness Club land-use. To estimate a daily trip generation rate for this land-use, a PM peak-hour to daily ratio of 0.15 was assumed.

AM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land-Use Code	Independent Variable	ITE Rate or Equation	Size	TOTAL TRIPS TRIPS		
					2-WAY	IN	OUT
PROPOSED LAND-USE							
Health / Fitness Club	492	SQUARE FEET	1.31	40,000	53	27	26

PM Peak Hour Trip Generation Estimates

ITE Land-Use Category	ITE Land-Use Code	Independent Variable	ITE Rate or Equation	Size	TOTAL TRIPS TRIPS		
					2-WAY	IN	OUT
PROPOSED LAND-USE							
Health / Fitness Club	492	SQUARE FEET	3.45	40,000	138	79	59



June 30, 2020



Bob Henriquez, CFA

Hillsborough County Property Appraiser
This map is for assessment purposes only.
It is not a survey.

2020 Aerials



Florida Department of Transportation

RON DESANTIS
GOVERNOR

11201 N. McKinley Drive
Tampa, FL 33612

KEVIN J. THIBAUT, P.E.
SECRETARY

April 30, 2019

THIS PRE-APPLICATION FINDING MAY NOT BE USED AS A BASIS FOR PERMIT APPROVAL AFTER
10/30/2019 extended
THIS DOCUMENT IS NOT A PERMIT APPROVAL

Re: **PRE-APPLICATION REVIEW FOR ACCESS CONNECTION PERMIT REQUEST**

Access Class: 3	Posted Speed: 55 MPH
Applicant: Matt Campo	Property Name: Fast Food & Retail
Approximate Mile Post: 11.929	Reference Project: US 301
Connection Category: TBD	Section: 10 010 000
County: Hillsborough	State Road: 43

Request: Review and permitting requirements

Dear: Mr. Campo,

A Pre-application Review of the subject project was conducted at your request. The purpose of the Pre-application Review is to establish the permit category, number, type, general location and associated features of access connections for the applicant's property to the state road. We have given the plans, as presented, a thorough review and our comments or findings are as follows:

- We disapprove the concept as presented with the following considerations.
- We approve the concept as presented with the following conditions/considerations.
We approve the concept as submitted and we invite you to submit a permit application package to the District Office with engineering drawings that reflect the concept approved here.
- We are prepared to continue the review of the concept with the District Variance Committee.
- We are prepared to continue the review of the concept as presented with the following considerations.

Conditions/Comments:

This project proposes to connect to US 301 which in this area is a Class 3 roadway with a 55 mile per hour speed limit. Florida Administrative Code, Rule Chapter 14-97 requires 660 feet driveway spacing, 1320 feet directional, and 2640 feet full median opening spacing requirements. Therefore, proposed connections would be considered conforming in accordance to the rule chapter 1996/97 for connection spacing.

FDOT recommendation,

1. Proposed construction is 15,000 SF, with connections on US 301 and Dixon Rd.
2. According to Hillsborough County, Cowley Rd. may become signalized in the future. FDOT states that it does not currently meet the warrants and that there is a potential for a signal at Avelar Creek Charter School.
3. SB left turn lane to Summerfield Commercial is being lengthened.
4. FDOT proposed constructing a bi-directional median at Cowley and a left-in off of US 301 with a separate right-out.
5. Dixon Rd. may require widening, FDOT would like to see a 50' radius at connection to US 301.
6. Trail must remain at 20 MPH design speed.
7. Curb and gutter needs to be mountable.
8. Right turn lane to Dixon Rd. may require a variance due to possible substandard length.
9. Guardrail design will need to be taken into consideration at north end of property. Potential to construct an attenuator off of the knee wall adjacent to US 301 and constructing guardrail with a flared/radial section off of the bridge barrier wall.
10. When ready to permit follow the Rule Chapter 14-96.005 Application Check List attachment for reference. Please apply on-line at <http://osp.fdot.gov> Attach a copy of this letter in submittal. Plans shall be per Standard Plans and FDM. All Plans and Documents shall be electronically signed and sealed in OSP.
11. If you don't agree with Pre-Application meeting results and would like to schedule an AMRC meeting, contact TBD – 813-975-6263
12. The following FDOT Permits will / may be required:
 - a. **Connection Permit / Construction Agreement**
 - b. **Drainage Permit or Waiver** (Please contact Antonius Lebrun (Antonius.Lebrun@dot.state.fl.us) should you have any questions.)
 - c. **Utility Permit** – for any utility connections within the FDOT R/W (Except those exempt from permitting by the 2017 FDOT Utility Accommodation Manual).

**All permit application packages are to be submitted to:
Florida Department of Transportation
2822 Leslie Rd.
Tampa, Fl. 33619
Attn: Matt Campbell**

Favorable review of the proposed generally means that you may develop plans complying with the review comments and submit them, within Six months, to the Department for permit processing. When permit requests are submitted subsequently to a Pre-application Review, Department staff reviews the design plans in terms of standards, compliance and constructability. The applicant's Engineer of Record is responsible for the technical accuracy of the plans. In keeping with the intent of the Rule, the Department will attempt to abide with the review comments to the extent that necessary judgment is available to the Permits Engineer. Unfavorable review generally means that a permit application based on the design proposal would likely be denied.

Please include a copy of this letter with your request for continued pre-application review or permit application in O.S.P.

Sincerely,

Matt Campbell

Matt Campbell
Permits Manager

**Project Location: US 301
Riverview, FL 33578**

Road Section: 10 010 000

State Road: SR 43

Mile Post # 11.929

Road Classification Class 3

Driveway Spacing 660'

Median Opening Directional 1320', Full 2640'

Speed Limit (55) mph

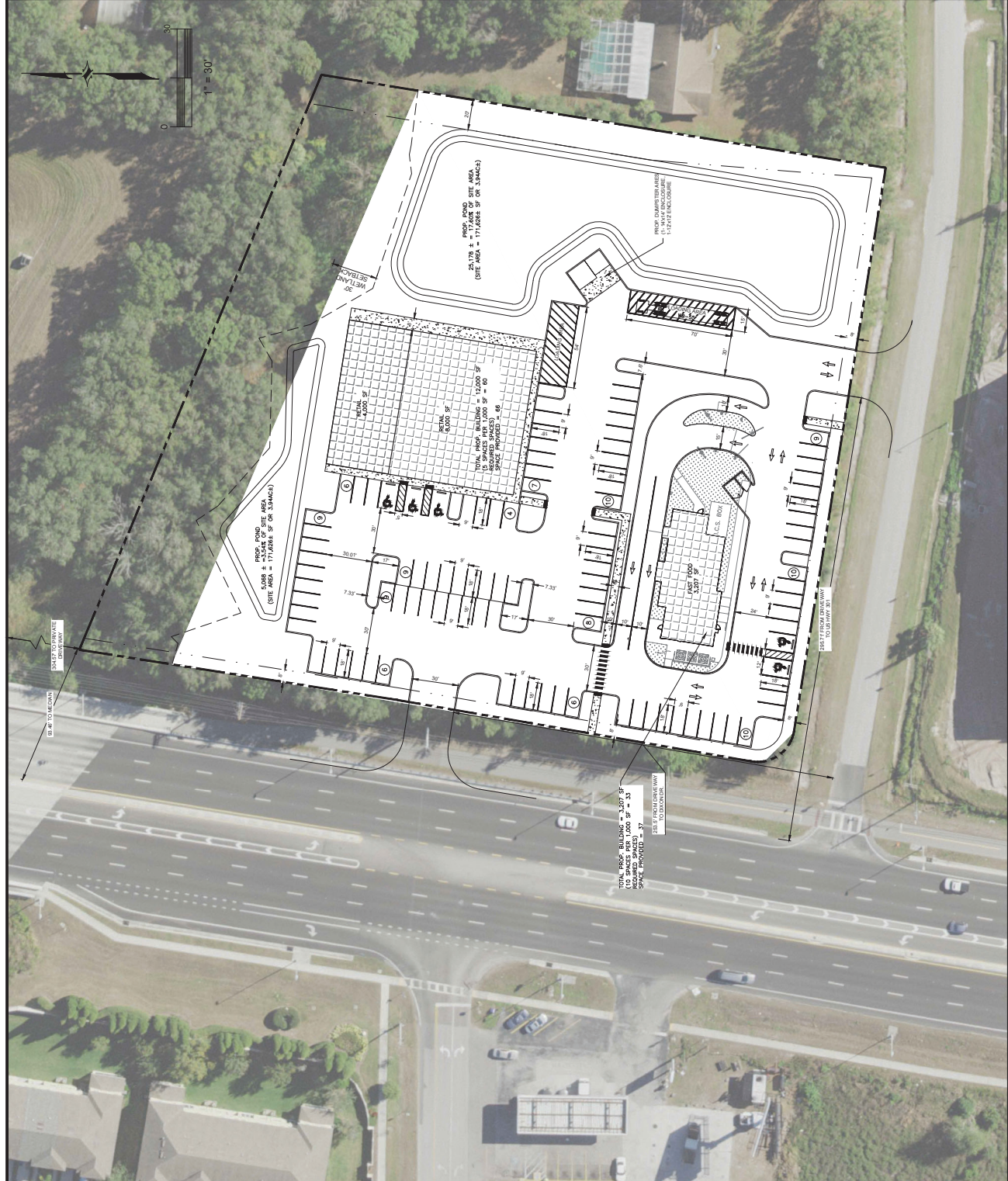
SIGN IN SHEET

Project: Fast Food & Retail

Rt. Rdwy.

Date: 04/30/2019 10:15 AM

Name	Company / Department	Phone / e-mail
Reebie Simms P.E.	FDOT Operation Program Engineer Tampa Operation	813-612-3313 Reebie.Simms@dot.state.fl.us
Matt Campbell <i>MC</i>	FDOT Permit Manager Tampa Operation	813-612-3318 Matthew.Campbell@dot.state.fl.us
Chris Kirby <i>CK</i>	Jacobs Jacobs	813-285-6270 Christopher.Kirby@dot.state.fl.us
Lisa Strout	FDOT Permit Coordinator II Tampa Operations	813-612-3214 Lisa.strout@dot.state.fl.us
Ali Khalilahmadi	FDOT District Access Management Engineer	813-975-6246 ali.khalilahmadi@dot.state.fl.us
Bob Valdez	Jacobs Jacobs	813-416-1870 Robert.Valdez@dot.state.fl.us
Joel Provenzano <i>JP</i>	FDOT District Access Management Administrator	813-975-6263 Joel.Provenzano@dot.state.fl.us
Daniel Santos <i>DS</i>	FDOT Growth Management Analysis	813-975-6429 Daniel.Santos@dot.state.fl.us
Lindsey Mineer <i>LM</i>	FDOT Growth Management Analysis	813-975-6922 Lindsey.Mineer@dot.state.fl.us
Holly Champion <i>Holly Champion</i>	FDOT Permit Coordinator I Tampa Operations	813-612-3365 Holly.Champion@dot.state.fl.us



CAMPO ENGINEERING, INC.
 FBPA CERTIFICATE OF AUTHORIZATION NO. 128726

1725 EAST 6TH AVENUE
 TAMPA, FL 33605
 PHONE: (813) 216-7272
 FAX: (813) 902-8782

PROJECT TITLE
 US 301 COMMERCIAL

HILLSBOROUGH, FLORIDA

CLIENT
 BELTERRA PARTNERS
 728 SHADES CREEK
 PKWY. STE. 130
 BIRMINGHAM AL 35209

NO.	DESCRIPTION	DATE

ISSUE DATE: 03/2019
 REVIEWED BY: MDC
 DRAWN BY: LAB
 DESIGNED BY: MDC
 PROJECT NUMBER
 19-006

NAME _____ DATE _____
 SHEET NO. _____ DATE _____

CONCEPT PLAN

SHEET NUMBER
C-1



Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

MIKE DEW
SECRETARY

October 10, 2017

THIS PRE-APPLICATION FINDING MAY NOT BE USED AS A BASIS FOR PERMIT APPROVAL AFTER
03/10/2017
THIS DOCUMENT IS NOT A PERMIT APPROVAL

Re: PRE-APPLICATION REVIEW FOR ACCESS CONNECTION PERMIT REQUEST

Access Class: 3

Applicant: Mr. Henry

Approximate Mile Post: 11.881

Connection Category: TBD

County: Hillsborough

Posted Speed: 45 MPH

Property Name: SR43@Cowley Rd.

Reference Project: unknown use

Section: 10-010 000

State Road: SR 43

Request: Review and permitting requirements

Dear: Mr. Henry

A Pre-application Review of the subject project was conducted at your request. The purpose of the Pre-application Review is to establish the permit category, number, type, general location and associated features of access connections for the applicant's property to the state road. We have given the plans, as presented, a thorough review and our comments or findings are as follows:

- We disapprove the concept as presented with the following considerations.
- We approve the concept as presented with the following conditions/considerations.
We approve the concept as submitted and we invite you to submit a permit application package to the District Office with engineering drawings that reflect the concept approved here.
- We are prepared to continue the review of the concept with the District Variance Committee.
- We are prepared to continue the review of the concept as presented with the following considerations.

Conditions/Comments:

This project proposes to connect to SR43, which in this area is a Class 3 roadway with a 55 mile per hour speed limit. Florida Administrative Code, Rule Chapter 14-97 requires 660 feet driveway spacing, and 1320 feet directional and, 2640 feet full median opening spacing requirements. These proposed connections would be considered conforming in accordance to the rule chapter 1996/97 for connection spacing.

FDOT recommendation,

1. Traffic Study / Site plan with use.
2. Access to Side Street Only "Dixon Dr." w/N/B Rt. Turn lane.
3. Check design standards for guardrail north bound along property frontage for options as discussed.
4. W/traffic study results and 4th leg of intersection, potential for signal at Cowley Rd. reconstruct E/B lanes on Cowley Rd., N/B Rt. turn lane beyond Dixon Dr. to the south, or construct Bi- Directional median opening at existing Full Median opening.
5. Sidewalk connection to front of building from state roadway sidewalks.
6. When ready to permit follow the Rule Chapter 14-96.005 Application and Check List Attachment. Please apply on line. <http://osp.fdot.gov>
7. If you don't agree with Pre Application meeting results and would like to schedule a AMRC meeting contact Mr. John Foley 813-975-6263/ john.foley@dot.state.fl.us
8. The following FDOT Permits will / may be required.
 - a. Connection Permit
 - b. Drainage Permit or Waiver
 - c. Utility Permit for any utility connections within the FDOT R/W (except those exempted from permitting by the 2010 FDOT Utility Accommodation Manual)

All permit application packages are to be submitted to:

Florida Department of Transportation

2822 Leslie Rd.

Tampa, Fl. 33619

Attn: James Meyer

Favorable review of the proposed generally means that you may develop plans complying with the review comments and submit them, within six months, to the Department for permit processing. When permit requests are submitted subsequently to a Pre-application Review, Department staff reviews the design plans in terms of standards, compliance and constructability. The applicant's Engineer of Record is responsible for the technical accuracy of the plans. In keeping with the intent of the Rule, the Department will attempt to abide with the review comments to the extent that necessary judgment is available to the Permits Engineer. Unfavorable review generally means that a permit application based on the design proposal would likely be denied.

Please include a copy of this letter with your request for continued pre-application review or permit application.

Sincerely,

JAMES MEYER  PERMIT MANAGER

James Meyer
Permits Manager

**Project Location: SR43
Tampa, Fl.**

**Road Section: 10 010 000
State Road: SR 43
Mile Post #11.881
Road Classification Class 3
Driveway Spacing 660'
Median Opening Directional 1320' / 2640' Full
Speed Limit (55) mph**

SIGN IN SHEET

Project: US 301 at Cowley Road.

Date: 10-10-2017

11:00am

Name	Company / Department	Phone / e-mail
P.E. FDOT	Operation Program Engineer Tampa Operation Center	813-612-3300
James Meyer FDOT ✓	Access Permit Manager Tampa Operation Center	813-612-3210 <u>James.Meyer@dot.state.fl.us</u>
Gerard Ziemak FDOT ✓	FDOT/Assistant Permits Manager, Tampa Operations center	813/612-3209 G.Ziemak@dot.state.fl.us
Michael McClurg FDOT <i>M.M.</i>	Permits Coordinator II Tampa Operations	813/612-3212 <u>Michael.McClurg@dot.state.fl.us</u>
Scott Ellis FDOT	District 7 Permits Engineer	813-975-6273 Scott.Ellis@dot.state.fl.us
John Foley FDOT	District Highway Lighting Administrator and Permits/Access Management Specialist	813-975-6263 John.Foley@dot.state.fl.us
Joel Provenzano FDOT <i>J.P.</i>	District Permits Review Manager & Traffic Engineering Specialist	813-975-6755 <u>Joel.Provenzano@dot.state.fl.us</u>
Daniel Santos FDOT <i>DS</i>	Growth Management Analysis	813-975-6429 Daniel.santos@dot.state.fl.us
Lindsey Mineer FDOT	Growth Management Analysis	813-975-6922 Lindsey.mineer@dot.state.fl.us

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 Sterlin Woodard, P.E. WETLANDS DIVISION

AGENCY COMMENT SHEET

REZONING	
HEARING DATE: 8/15/2022 PETITION NO.: 22-0948 EPC REVIEWER: Chris Stiens CONTACT INFORMATION: (813) 627-2600 X1225 EMAIL: stiensc@epchc.org	COMMENT DATE: 6/21/2022 PROPERTY ADDRESS: 12850 S HIGHWAY 301, RIVERVIEW FOLIO #: 077653.2300 STR: 8-31S-20E
REQUESTED ZONING: AS-0.4 to PD	
FINDINGS	
WETLANDS PRESENT	YES
SITE INSPECTION DATE	6/2/2022
WETLAND LINE VALIDITY	Not valid
WETLANDS VERIFICATION (AERIAL PHOTO, SOILS SURVEY, EPC FILES)	Wetlands are located on the north side of the property
<p>The EPC Wetlands Division has reviewed the proposed rezoning. In the site plan's current configuration, a resubmittal is not necessary. If the zoning proposal changes and/or the site plans are altered, EPC staff will need to review the zoning again. This project as submitted is conceptually justified to move forward through the zoning review process as long as the following conditions are included:</p> <ul style="list-style-type: none"> Approval of this zoning petition by Hillsborough County does not constitute a guarantee that the Environmental Protection Commission of Hillsborough County (EPC) approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals. The construction and location of any proposed wetland impacts are not approved by this correspondence, but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be 	

Environmental Excellence in a Changing World

Environmental Protection Commission - Roger P. Stewart Center
 3629 Queen Palm Drive, Tampa, FL 33619 - (813) 627-2600 - www.epchc.org

labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).

- Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.

INFORMATIONAL COMMENTS:

The following specific comments are made for informational purposes only and to provide guidance as to the EPC review process. However, future EPC staff review is not limited to the following, regardless of the obviousness of the concern as raised by the general site plan and EPC staff may identify other legitimate concerns at any time prior to final project approval.

- The subject property contains wetland/OSW areas, which have not been delineated. Knowledge of the actual extent of the wetland and OSW are necessary in order to verify the avoidance of wetland impacts pursuant to Chapter 1-11. Prior to the issuance of any building or land alteration permits or other development, the wetlands/OSWs must be field delineated in their entirety by EPC staff or Southwest Florida Water Management District staff (SWFWMD) and the wetland line surveyed. Once delineated, surveys must be submitted for review and formal approval by EPC staff.
- Chapter 1-11, prohibits wetland impacts unless they are necessary for reasonable use of the property. Staff of the EPC recommends that this requirement be taken into account during the earliest stages of site design so that wetland impacts are avoided or minimized to the greatest extent possible. The size, location, and configuration of the wetlands may result in requirements to reduce or reconfigure the improvements depicted on the plan.
- The Hillsborough County Land Development Code (LDC) defines wetlands and other surface waters as Environmentally Sensitive Areas. Pursuant to the LDC, wetlands and other surface waters are further defined as Conservation Areas or Preservation Areas and these areas must be designated as such on all development plans and plats. A minimum setback must be maintained around the Conservation/Preservation Area and the setback line must also be shown on all future plan submittals.
- 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, would be a violation of Section 17 of the Environmental Protection Act of Hillsborough County, Chapter 84-446, and of Chapter 1-11.

cs /cs

ec: ialbert@halff.com



NOTE: THIS IS ONLY FOR ESTIMATE PURPOSES, BASED ON THE FEES AT THE TIME THE REVIEW WAS MADE. ACTUAL FEES WILL BE ASSESSED BASED ON PERMIT APPLICATIONS RECEIVED AND BASED ON THE FEE SCHEDULE AT THE TIME OF BUILDING PERMIT APPLICATION.

TO: Zoning Review, Development Services

DATE: 08/04/2022

REVIEWER: Ron Barnes, Impact & Mobility Fee Coordinator

APPLICANT: Omar Chaudry

PETITION NO: 22-0948

LOCATION: 12850 S 301 Hwy

FOLIO NO: 77653.2300

Estimated Fees:

Medical Office (greater than 10,000 s.f.)

(Per 1,000 s.f.)

Mobility: $\$31,459 * 12.6 = \$169,583.40$

Fire: $\$158 * 12.6 = \$1,990.80$

Pet Resort (Daycare)

(Per 1,000 s.f.)

Mobility: $\$13,156 * 20 = \$263,120.00$

Fire: $\$95 * 20 = \$1,900.00$

Project Summary/Description:

Urban Mobility, South Fire - 20,000 sf pet resort (daycare use), 12,600 sf medical (vet)

From: [Joyce, Ryan](#)
To: [Ball, Fred \(Sam\)](#)
Subject: RE: 22-0948
Date: Tuesday, August 2, 2022 4:18:36 PM
Attachments: [image002.png](#)
[image005.png](#)
[image001.png](#)

I don't see any encroachment . so they should be good I don't have any comments.

Regards,

Ryan L. Joyce
Senior Environmental Scientist
ISA Certified Arborist
Development Services Dept.

O: 813.276.8413
C: 813.618.4385
E: JoyceR@HCFLGov.net
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: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>
Sent: Tuesday, August 2, 2022 2:54 PM
To: Joyce, Ryan <JoyceR@hillsboroughcounty.org>
Subject: RE: 22-0948

Thank you for letting me know. I'm sorry about hitting you with this at the last minute.

Sam Ball
Senior Planner
Community Development Section
Development Services Department

P: (813) 307-1876
E: BallF@hillsboroughcounty.org
W: HCFLGov.net

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Joyce, Ryan <JoyceR@hillsboroughcounty.org>

Sent: Tuesday, August 2, 2022 2:13 PM

To: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>

Subject: RE: 22-0948

Im leaving for vacation in less that 2 hours. Ill be back Monday. I have a project I need to get done today before I go. If I have time I will look at it as son as I can

Regards,

Ryan L. Joyce

Senior Environmental Scientist

ISA Certified Arborist

Development Services Dept.

O: 813.276.8413

C: 813.618.4385

E: JoyceR@HCFLGov.net

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

From: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>

Sent: Tuesday, August 2, 2022 1:59 PM

To: Joyce, Ryan <JoyceR@hillsboroughcounty.org>

Subject: 22-0948

Good afternoon, Ryan,

I am working on the staff report for PD 22-0948 to be filed this Friday or Monday. The site has wetlands, and EPC has no objections to the site plan. Please let me know if you can review the plan and have any comments to include in the staff report.

Sam

Sam Ball

Senior Planner

Community Development Section

Development Services Department

P: (813) 307-1876
E: BallF@hillsboroughcounty.org
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.

**WATER RESOURCE SERVICES
REZONING REVIEW COMMENT SHEET: WATER & WASTEWATER**

PETITION NO.: PD22-0948

REVIEWED BY: Randy Rochelle

DATE: 6/16/2022

FOLIO NO.: 77653.2300.0000

WATER

- The property lies within the _____ Water Service Area. The applicant should contact the provider to determine the availability of water service.
- A 16 inch water main exists (adjacent to the site), (approximately ___ feet from the site) and is located within the east Right-of-Way of S. US Highway 301. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Water distribution system improvements will need to be completed prior to connection to the County's water system. The improvements include two funded CIP projects that are currently under construction, C32001 - South County Potable Water Repump Station Expansion and C32011 - Potable Water In-Line Booster Pump Station, and will need to be completed by the County prior to issuance of any building permits that will create additional demand on the system.

WASTEWATER

- The property lies within the _____ Wastewater Service Area. The applicant should contact the provider to determine the availability of wastewater service.
- A 8 inch wastewater force main exists (adjacent to the site), (approximately ___ feet from the site) and is located within the east Right-of-Way of S. US Highway 301. This will be the likely point-of-connection, however there could be additional and/or different points-of-connection determined at the time of the application for service. This is not a reservation of capacity.
- Wastewater collection system improvements will need to be completed prior to connection to the County's wastewater system. The improvements include _____ and will need to be completed by the _____ prior to issuance of any building permits that will create additional demand on the system.

COMMENTS: The subject rezoning includes parcels that are within the Urban Service Area and would require connection to the County's potable water and wastewater systems

Statement of Record

The South County service area (generally south of the Alafia River) has seen significant customer growth over the recent past. As new customers are added to the system there is an increased demand for potable water that is causing delivery issues during certain periods of the year. The greatest demand for water occurs during the spring dry season, generally the months of March through May. During the dry season of 2021 the Water Resources Department was challenged to deliver water to the southern portions of the service area to meet customer expectations for pressure and flow. While Levels of Service per the Comprehensive Plan were met, customers complained of very low pressure during early morning hours. Efforts to increase flow and pressure to the south resulted in unacceptably high pressures in the north portions of the service area. The Florida Plumbing Code limits household pressure to 80 psi to prevent damage to plumbing and possible injury due to system failure. The Department had to balance the operational challenges of customer demand in the south with over pressurization in the north, and as a result, water pressure and flow in the South County service area remained unsatisfactory during the dry period of 2021.

As a result of demand challenges, the Department initiated several projects to improve pressure and flow to the south area. Two projects currently under construction CIP C32001 - South County Potable Water Repump Station Expansion and CIP C32011 - Potable Water In-Line Booster Pump will increase the delivery pressure to customers.

These projects are scheduled to be completed and operational prior to the 2022 dry season, and must demonstrate improved water delivery through the highest demand periods before additional connections to the system can be recommended.

AGENCY REVIEW COMMENT SHEET

TO: ZONING TECHNICIAN, Planning Growth Management

DATE: 9 June 2022

REVIEWER: Bernard W. Kaiser, Conservation and Environmental Lands Management

APPLICANT: Isabelle Albert

PETITION NO: RZ-PD 22-0948

LOCATION: Not listed

FOLIO NO: 77653.2300

SEC: 0 TWN: _____ RNG: _____

- 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.

COMMENTS: _____.



VERBATIM TRANSCRIPT

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
IN RE:)
)
ZONE HEARING MASTER)
HEARINGS)
)
-----X

ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY
Land Use Hearing Master

DATE: Monday, February 20, 2023

TIME: Commencing at 6:00 p.m.
Concluding at 8:11 p.m.

LOCATION: Hillsborough County Planning
Commission Board Room-2nd Floor
601 East Kennedy Boulevard
Tampa, Florida 36602

Reported via Cisco Webex Videoconference by:
Samantha Kozlowski, CER

1 MR. GRADY: And the final item on tonight's agenda is
2 Agenda Item D.2, rezoning PD 22-0948. The applicant is Omar
3 Chaudry. The request a rezone from AS-0.4 to planned
4 development. Sam Ball will provide staff recommendation after
5 presentation by the applicant.

6 MS. ISABEL: Thank you. Good evening. Isabel
7 (inaudible) with (inaudible) Associates 1000 North Profession
8 (phonetically) Drive, Suite 900? I have a presentation for you.

9 HEARING MASTER: Okay.

10 MS. ISABEL: Let me know if you can see it.

11 HEARING MASTER: I can. Yes. Thank you.

12 MS. ISABLE: Thank you. So what we have for you
13 tonight is a rezoning to a development for a site that's
14 approximately a little bit less than four acres. It's on the
15 northeast side of Dixon Drive and U.S. Highway 301. Current
16 zoning is AS-0.4. The future land use is Residential-4. And if
17 it is located in the urban service area. Just to zoom out a bit
18 or orient yourself. This is U.S. 301 to the south is Big Bend
19 and to the north of us, Rhodine Road.

20 So this request to allow a 20,000 square foot kennel
21 that be provided daycare, boarding and grooming services. And
22 as well as we are proposing a 10,000 square foot limited office
23 building towards the rear of the property. We have hours of
24 operations. We provided hours of operations. We are limiting
25 the uses for the site, as well as having architecturally

1 designed for the -- for this structure in the back. And we also
2 have a design exception that's approved for Dixon Drive. And I
3 have here with me Elizabeth who's going to speak on that if need
4 be.

5 But when we first started this site, it was six months
6 ago. And prior to that, we first originally started with an
7 access on Dixon Drive and we have these structures in the back
8 of the office with the kennel in the front. And after that, we
9 started receiving, and I actually received some emails from the
10 neighbors to the east, with the concerns on not having access on
11 Dixon Drive. And so we went back to the drawing board. And
12 while we were doing the drawing board and we reapplied for this,
13 you'll see in a second in the middle here to have the access of
14 U.S. 301. And we moved -- we moved a bit these offices towards
15 the west in order to address some of the compatibility concerns
16 that Planning Commission Staff had. And so while we were doing
17 that at the same time, we're having meetings with FDOT. And we
18 can go more into details after that, but they -- they basically
19 said that, you know, there's some great concerns that we have,
20 safety concerns and design concerns of this. And we would --
21 you know, you should have your access off Dixon. And so that --
22 that kind of made us redraw, which was not preferred because I
23 did tell the opposition that we were going to have access off of
24 301. We were trying everything. And so I feel bad that I do
25 have to go back on my words. And now we're having access off

1 Dixon Drive.

2 And then we also further limited the square footage of
3 the office to 10,000 square feet and put it in one structure per
4 Planning Commission Staff suggestion. And we increased the
5 buffer in the back because it is a residence to the east of us.
6 There's a residential neighborhood from -- from Dixon Drive. So
7 these are how we ended up where we are today. And then we also
8 need to look at, you know, really when we first started looking
9 at the site, we are off of U.S. Highway 301 and the surrounding
10 development around us on this highway is mostly commercial. If
11 we go through quickly, this is just south of us. This is a -- a
12 warehouse unit that has commercial vehicle and rentals and
13 parking. And it is also adjacent to, so this is where the site
14 is. This is where we are just to the northwest.

15 They got approved back actually in '98 for a flex of
16 the RC -- the next slide. But they -- they received a flex in
17 order to expand that commercial use. And they came in again in
18 2018. Since the land use to sell was amended to OC-20, they had
19 to request a -- of OC-20 and got supported approval. And with
20 this development, they waived the buffering screening from 20
21 feet to five feet with a Type B screening. But again, there's a
22 little history here with this site. We can look across the
23 street from us, there's a commercial neighborhood with -- that
24 was limited to 6,000 square feet. It had an access off this
25 local road and not 301.

1 And again, there's some residents to the south where a
2 20-foot with Type B screening would be required. And then if we
3 continue down again to the south, and this is further, you can
4 see our site almost caddy corner. They got approved for limited
5 CM uses. They have you know, their 20-foot set backs along the
6 perimeter of the property. And again, this -- this site does
7 not meet commercial location criterias. Most of these sites on
8 301, they request a waiver to that and found that with the
9 design and in design, architectural and buffers and screening,
10 they supported the waiver to the commercial location criteria.

11 And then we continue to south, this is southern field,
12 as you all know. There's -- this is Big Bend. This the
13 intersection from the commercial location criteria that they
14 measured. But, again, you'll see it's mostly all residential.
15 I mean commercial along the front with residential in the back.
16 And this is all throughout the -- the -- through -- along the
17 Highway 301. Again, this is a BPO, they're providing a 20-foot
18 screening or 20-foot buffer with the screening, as well as, you
19 know, hours of operation and things like that.

20 Again, same scenario, the BPO could not meet the
21 locational criteria, but founded with proper design and buffers
22 and screenings that they were supporting that. And we move
23 along again CM uses and -- and you have commercial, again, uses
24 to the south.

25 So this is the scenario all throughout U.S. 301 south

1 of our site. Now, if you look at the north of our site, this is
2 where you'll have the old development, residential development
3 that occurred pretty much prior to 2012. This is important is
4 because, right now this our site right here. This is that
5 Marathon gas station that we talked about just adjacent to us.
6 To the north is an FDOT pond that was created due to the
7 expansion and widening of U.S. 301 that was done back in 2012.
8 And then from there, we have self-storage here. We have a
9 non-residential use here. And then we have these pockets of
10 non-residential and commercial uses -- along along 301. And
11 these are all part of March plan development.

12 So here's why it's important. Prior to 2012, the U.S.
13 301 was only a two-lane little road and they did major
14 improvements to that road as we all know to a four to six lanes
15 at some instances. And what's been happening since then is
16 development since then has occurred, as you can see all along
17 U.S. 301. And this is, you know, all commercial uses,
18 non-residential uses along 301. That's the majority of the
19 (inaudible) the widening of the road. And that is also found
20 with the community plan where they visioned this as a highway
21 corridor and it even says the retail and the commercial
22 businesses have benefited from the re -- redesign of the U.S. 41
23 corridor. So this is where you would find those uses. Future
24 land use policy is where the urban service area. The
25 compatibility you've talked -- you've heard this all throughout

1 tonight. It's not the same as, but how do you address
2 compatibility? That is hours of operation, listed uses
3 increased, doubling the buffer, the screening. We're committed
4 to the fence, this per discussion that neighbor to the east of
5 us, existing vegetation and all of that is site planning design.
6 I mean, we come up with these to adjust compatibility. And then
7 we have a gradual transition. You heard it again tonight from
8 the Planning Commission, it says a gradual transition is office
9 use is a good gradual transition from residential to a
10 commercial corridor.

11 And that is how you address, again, the neighborhood
12 protection. Is that that graduation of uses, but there are also
13 some concerns where they said, we have some concerns because
14 you're accessing Dixon Drive. Again, it is a local street. We
15 understand it's a local street, but it's -- it's -- Dixon Drive
16 was never built to the end. They just had a barrier there and
17 they're supposed to connection to Simmon to -- to -- which I
18 have in the next slide. But I'll show you that. And -- but it
19 is on 301. It is fronting 301. The access is probably not a
20 collector road, but it is facing 301, which meets the intent of
21 this policy.

22 And this brings us to the commercial location
23 criteria, which I've -- you heard quite a -- a lot today. You
24 have to look at the compatibility issue. The compatibility, as
25 we've talked about previous policy is focusing as long as you

1 have good planing technique and specific findings of why would
2 you support a commercial location criteria.

3 In this instance, as you can see Dixon Drive, I was
4 calling it Dixon Road and I -- I'm sorry about that. This is
5 Dixon Drive, it did finish and it was supposed to connect
6 Summerfield Boulevard, but they just never connected that -- did
7 that connection. It would've been a collector road. But it's
8 functioning as a local road because it does -- doesn't have that
9 exit. And the unique circumstances is when we looked at the
10 site, we also looked at the area and -- and found that this was
11 not a use that would be incompatible with the area. It fits in
12 the area. There's other development on 301 where they did not
13 meet the commercial location criteria and addressed through
14 different, again planning tools to address that.

15 We had no objections from reviewing -- reviewing
16 agencies. We also got support Development Services Staff that
17 prepares some conditions, and I believe they're going to submit
18 revised conditions because in the set that was in front of you,
19 did not have this one commitment where we committed to
20 architectural design on all -- the office commercial portion of
21 the office building portion are part of it. But I should have
22 started with I'm a certified planner. I have been in the area
23 for 20 years. I have done ten years of it working at the
24 county, looking at, you know, the uses, looking at the
25 comprehensive plan and looking at Land Development Code. And

1 I -- I -- and I feel like the commercial location criteria
2 considering the surroundings should be waived. This -- this is
3 a unique circumstance to be where -- where it is. And the
4 access on -- on Dixon Drive is not our choosing. It is for, you
5 know, the -- the -- the site without it would be land lock
6 because we cannot get access on 301. So with me, I have -- if
7 you have any question or I can reserve some of our time, I think
8 I have some time reserved, five minutes that she can use in
9 rebuttal if -- if you want.

10 HEARING MASTER: There's about two minutes and 40
11 seconds left. And --

12 MS. ISABEL: I'll reserve that.

13 HEARING MASTER: Thank you. Yeah. For rebuttal.
14 Understand. I might have questions for you at rebuttal, but --

15 MS. ISABEL: Okay.

16 HEARING MASTER: All right. Thank you. All right.
17 Development Services, please.

18 MR. BALL: Hi. Good evening. Sam Ball with the
19 Hillsborough County Development Services. A revised report was
20 submitted to change was needed on that condition. The office
21 building must be architectural finished on all four sides. The
22 applicant is requesting to rezone from AS-04 to plan development
23 to allow the site to be developed for kennel, professional
24 office, medical office on a 3.4 acre property located at the
25 northeast corner of Highway 301 South and Dixon Drive.

1 The subject property is located approximately three
2 quarters of a mile north of the Big Bend Road and 301
3 intersection in the Riverview Community Plan Area. The property
4 is also near the service area and is designated a Residential-4
5 on the Future Land Use. Development in the general vicinity
6 consist of -- consists of mixed uses. A single-family
7 residential, vacant residential, general commercial,
8 institutional and office. The neighboring properties include a
9 vacant site owned by DOT the north, a single-family residential
10 to the east and a mini warehouse facility to the south of
11 Dixon Drive. A townhome community, convenience store, gas and
12 vacant residential across U.S. 301 to the west. If Plan
13 Development 22-0948 is approved the development would be limited
14 to account up to 20,000 square feet of gross floor area and
15 office space up to 10,000 square feet of space, which would
16 result in an FAR of 0.17. The minimum set back requirements
17 would be 100 feet from the north, 90 feet from the east, 60 feet
18 from the south and 30 feet from the west boundaries. Building
19 coverage would be limited to 25% impervious surface area would
20 not -- would not be allowed to exceed 70%. All the buildings
21 would be limited to 20 feet tall. Built -- the office building
22 must be architecturally finished on all four sides and separated
23 from the residential property to the east by the required
24 90-foot setback and a 40-foot landscape buffer and Type B
25 screening with a six-foot tall PDC fence -- PVC fence, excuse

1 me. The office uses also be restricted to the hours of 6:30
2 a.m. to 7:00 p.m. The kennel would be allowed to provide
3 daycare, boarding and grooming services.

4 I'd also like to add that the kennel is currently a
5 municipal conditional use under the current ASO-4 zoning
6 designation, but if approved, the county engineer will also
7 approved a design exception for substandard road -- roadway
8 improvements to Dixon Drive. But based on the proximity of
9 U.S. 301 south and the adjacent zoning and uses, staff finds
10 that the proposed site configuration, architectural
11 requirements, limited hours of operation would minimize the
12 impacts on the residential properties in the vicinity and is
13 compatible with the existing zoning districts and development
14 pattern of the area.

15 Staff recommends approval of the request, subject to
16 conditions. That concludes my presentation. If you have any
17 questions.

18 HEARING MASTER: All right. No questions for you.
19 Thank you.

20 MR. BALL: Thank you.

21 HEARING MASTER: All right. Planning Commission.

22 MS. LLANOS: Karla Llanos with Planning Commission
23 Staff. The subject site is located in the urban service area
24 within the limits of the SouthShore AreaWide Systems Community
25 Plan. The applicant is requesting to rezone on this property

1 from agricultural single-family estate AS-0.4 plan development
2 to allow for 20,000 square feet dog kennel and 10,000 square
3 feet of business professional office.

4 The subject site is located within the Residential-4
5 Future Land Use Category, which can be considered for a maximum
6 density of four dwelling units an acre or a maximum intensity of
7 0.25 floor area ratio. Typical uses include, but are not
8 limited to, residential suburban scale neighborhood commercial
9 office uses. And multipurpose projects and mixed use
10 developments. Now non-residential uses are subject to
11 locational criteria. And the site currently does not meet
12 locational criteria and a waiver has been requested.

13 Now, the subject site has Residential-4 Future Land
14 Use Category located to the north, east and south of the subject
15 site. You have a Residential-9 and Residential-6 located to the
16 west of the subject site and further to the south is the
17 property is office commercial 20. The request is not compatible
18 with Comprehensive Plan Policy 1.4, the subject site is
19 currently classified as vacant and and agricultural
20 single-family estates. There are properties to the north that
21 are classified as public institutional use, single-family
22 residential land industrial uses, plan development zoning. And
23 then you have single-family residential as well on agricultural
24 and single-family conventional zoning to the east.

25 There are a lot of single-family uses within the

1 vicinity. So the subject site, again, does not on commercial
2 locational criteria. And based on the waiver that they
3 requested, the Planning Commission Staff is not in support.

4 Dixon Drive is not considered a major local road. It
5 does not connect to at least two or more collector or high --
6 higher roadways. It doesn't have primary access road to at
7 least 500 -- from a collector arterial road. The nearest
8 qualifying intersection is south at Big Bend Road and U.S.
9 Highway 301. And per Policy 22.2, the Future Land Use Element
10 at least 75% of the subject segment fall within the 900 feet of
11 the intersection. The subject site is way over. It's 3,700
12 linear feet away from that intersection. Consequently, the site
13 does not mean commercial locational criteria. And that's why
14 the waiver was required.

15 The applicant, again, they submitted the -- the
16 waiver. They indicated that Dixon Drive was supposed to be a
17 collector road and that it was never connected between
18 Summerfield and U.S. Highway 301. The waiver had also stated
19 that it is compatible with the Commercial Land Use along 301.
20 And the applicant asserts that the mini warehouse on the south
21 was approved for AOC-20 with a five-foot setback from the
22 Residential-1. To clarify for the record, the -- the PD that
23 was approved down to the south, which is that warehouse storage
24 area, it does not have access off of Dixon, it has access off of
25 U.S. Highway 301. And by looking at the proposed conditions of

1 the PD that was last approved in 2018, and I believe there's
2 another PRS from afterwards, it does indicate some type of
3 mitigation effort as to the single-family, as well as by
4 limiting access on Dixon.

5 So Planning Commission Staff didn't find that as
6 supportable to the commercial locational criteria waiver. Now
7 the -- let's see. Okay. So the -- it's not compatible with
8 Future Land Use Policy 16.1, which requires higher density,
9 higher intensity, non-residential uses, establishing
10 neighborhoods to be, you know, restricted to collect materials.
11 The site only has access off of that local road, so it doesn't
12 meet that policy. It's also not consistent with policy 16.2,
13 which the eastern portion of the -- that development is
14 proposing the intensity of 10,000 square feet of business
15 professional uses adjacent to single-family residential uses.

16 New development must demonstrate a gradual transition
17 of intensities between different land uses, as well as site does
18 orient most of the intense use down towards the 301. It still
19 places higher intensity non-residential use adjacent to the
20 single-family properties. Due to this lack of gradual
21 transition abuses, the applicant has proposed, you know, 40-foot
22 buffer with Type B screening and some of the conditions that are
23 placed in that list. However, Planning Commission Staff doesn't
24 see this as sufficient to help mitigate for the same type of
25 intense use next to the single-family residential.

1 Now, while the commercial use with the residential,
2 again, may try to appear that they're mitigating to the nearby
3 residential. Again, this placement of commercial uses outside
4 of that designated commercial zone is not consistent with
5 Objective 16 Policy -- policies of the complaint.

6 So overall, the development were produced in intensity
7 at a scale that would not be compatible with the single-family
8 development pattern in the area.

9 So at this point, Planning Commission Staff is
10 recommending inconsistency with the comprehensive -- the overall
11 comprehensive plan policies and objectives on Unincorporated
12 Hillsborough County.

13 HEARING MASTER: Thank you, Ms. Llanos. All right.
14 Is there anyone here or online who wishes to speak in support of
15 this application? I don't hear anyone. Is there anyone here or
16 online who wishes to speak in opposition to this application?
17 Okay.

18 MR. MURDOCK: My name is John Murdock.

19 UNIDENTIFIED SPEAKER: Please turn the mic on.

20 MR. MURDOCK: I live at 10702 Dixon Drive. I've lived
21 there for over 35, 40 years. I think I speak for most of my
22 neighborhood. No one wants to enter on Dixon Drive. It would
23 be a hardship for everybody in our neighborhood trying to get
24 out on 301. Those cars come by there, they don't do 55, they're
25 going 60, 70 miles an hour. We have a school up the street.

1 They cross that intersection right there. They don't stop at
2 the stop signs. That leaves us hanging out in the traffic. And
3 there have been numerous accidents out there, numerous deaths
4 out there. The property is listed on 301. If you have an entry
5 on 301, not on Dixon Drive. Thank you.

6 HEARING MASTER: Thank you, sir. All right. Does
7 anyone else wish to speak in opposition?

8 MS. MOORE: Yes.

9 HEARING MASTER: Please come forward. We need you on
10 the microphone. Thank you.

11 MS. MOORE: Kathy Moore at 10603 Dixon Drive. And we
12 have a lot of other people that are here in support of not
13 having this. If they would all stand up, I'd appreciate it.
14 These are all opposition. Okay. Thank you.

15 HEARING MASTER: Thank you.

16 MS. MOORE: Okay. I'm Kathy Moore from 10603 Dixon
17 Drive. I've lived on Dixon Drive since 1968 and enjoy the
18 country life that my husband and I share with our horses, cats,
19 dogs and other animals on our three acre property. Our
20 neighbors are not against development when it is done, it's done
21 correctly. Taking away the lifestyle and the freedom to come
22 and go from your residence isn't doing it the right way. When
23 there's another way to get business, Highway 301. It might be
24 expensive for the developer who will make money, but it will be
25 a hardship for the residents and cause and could possibly cause

1 property values to go down.

2 So who will benefit? Not the Dixon Drive residents.
3 We fight the craziness on 301 every time we leave our
4 neighborhood. Why do we need to add waiting in line behind
5 customer cars on our street, Dixon when they could be backed up
6 on the property of the business they're supporting. Please put
7 your home on Dixon Drive where you live a quiet, slow paced life
8 with animals, children and friends and see if you want crazy
9 fast paced world 301 to enter your life. This is why I don't
10 support this change. It can still be changed. Thank you.

11 Oh, and we did -- our residents did meet with the
12 owners and we discussed this and stuff, but we were kind of
13 mislead that they were going to do 301. Then now we find out
14 they're going to do Dixon. So, thank you.

15 HEARING MASTER: Thank you, ma'am. Yes, sir. And are
16 the other persons in opposition, do you wish to speak as well or
17 you just -- okay. All right. Does some one of you want to
18 speak?

19 UNIDENTIFIED SPEAKER: I think it just --

20 HEARING MASTER: Okay.

21 UNIDENTIFIED SPEAKER: Just me.

22 HEARING MASTER: All right. So the others who are
23 here, would you want to come forward and just state your name
24 and address for the record and just put that in the record?
25 Okay. So after this gentleman speaks, we'll have you do that,

1 please? Yes, sir.

2 MR. DAVIS: Brent Davis, 10609 Dixon Drive. As you
3 can see, I think there's about 15 or 20 of us here tonight.
4 There are only about 40 families on Dixon Drive, but that
5 represents about half of our community are here tonight. As
6 stated previously, the property address is 12850 U.S. 301. It
7 is not a Dixon Drive address. The adjacent property that was
8 referenced before is 12902 U.S. 301 and it too has 301 access
9 only and was denied access on Dixon Drive previously, as I think
10 Isabel mentioned.

11 One other thing that we're concerned about, is a
12 zoning change would allow the developer to just flip the
13 property, sell the property and do something else with it,
14 realizing they would have to go back through the process again.
15 You know, we have been run over by development in our area.
16 Most of these people that are here tonight and -- and the rest
17 of our residents are retired people who have lived there for a
18 long time and didn't buy into all this development to begin
19 with. And we have fought numerous battles on every one of these
20 properties. So this is just another one. The accident history
21 that was mentioned, I looked at a site today and -- and you
22 realize that six of the top ten worst intersections in
23 Hillsborough County are in Riverview on 301? And we certainly
24 are -- are as bad as any of them, although we weren't -- weren't
25 listed. Now, Calloway, the street across where the gas station

1 is directly across from the applicant's property, really, that's
2 where the signal needs to -- to be put for -- regardless of what
3 happens with this hearing, a signal needs to be put there. The
4 school children that Mr. Murdock mentioned walk across there
5 and -- and -- and they don't, you know, pay attention very good.
6 They just walk across there. And so the people trying to turn
7 into Dixon Drive, come off of Dixon Drive, it -- it's very
8 dangerous right now. Adding this in there is only going to make
9 it a whole lot worse, especially if it's not done properly.

10 I'm also concerned about the placement of the
11 construction equipment when they go to develop the site. It's
12 going to be placed on Dixon Drive. There's a piece of it
13 sitting there right now that we passed on our way here tonight.
14 Now, FDOT did not deny the owner access to the property. They
15 said, we don't recommend that you do it. Easy for them to say,
16 they don't live on Dixon Drive. And I think the applicant could
17 get access to 301, they're just going to have to spend a lot
18 more money and a lot more time in order to -- to get that
19 access. But I think in the long run, that's really the only
20 answer here. Accessing Dixon Drive is just totally unacceptable
21 to us and it's just dangerous all the way around. It's really a
22 huge safety issue. I strongly advised that -- that you deny
23 this application as it -- as it stands. I don't think any of us
24 here want to deny the owner access to his property and -- and we
25 realize that it's going to be developed, but access on Dixon

1 Drive is just totally unacceptable to all of us. And we urge
2 you to -- to deny this application. I thank you.

3 HEARING MASTER: Thank you, sir. All right. Anyone
4 else in opposition, if you would just like to please come by in
5 the microphone and state your name and your address into the
6 microphone and then sign in with the Clerk, so that we have your
7 name on the record.

8 MS. PARTINI: Maryann Partini. 10709 Dixon Drive.

9 HEARING MASTER: You might also say that you're in
10 opposition.

11 MS. PARTINI: In opposition.

12 HEARING MASTER: Thank you.

13 MS. FERNANDEZ: Allison Fernandez. 10605 Dixon Drive
14 and I am definitely opposed.

15 MR. MOORE: Bryon Moore. 10604 Dixon Drive and I
16 oppose.

17 MR. TRAN: Steve Tran, 11001 Dixon Drive and I oppose.

18 MR. HANS: James Hans. 10802 Dixon Drive and I'm
19 definitely opposed.

20 MS. HANS: Brenda Hans. 10802 Dixon Drive. I'm
21 opposed.

22 MS. STRAW: Rene Straw. 10602 Dixon Drive and I am
23 opposed.

24 MR. WALDEN: Charles Walden. 10707 Dixon Drive and I
25 am opposed.

1 MR. PARKER: Daniel Parker 10718 Dixon Drive. I'm
2 opposed.

3 MS. MOTKA: Colleen Motka (phonetically). 10714 Dixon
4 Drive and I'm opposed.

5 MR. ROWLAND: Catlin Rowland. 10725 Dixon Drive. I'm
6 opposed.

7 MS. PEET: Elizabeth Peet. 10725 Dixon Drive. I'm
8 opposed.

9 MR. MEZOURIK: Andrew Mezourik (phonetically). 10714
10 Dixon Drive, and I'm opposed.

11 HEARING MASTER: All right. Thank you. You -- we
12 still have time. Clerk, we still have time on the opposition?

13 THE CLERK: Yes, ma'am.

14 HEARING MASTER: Okay. Did you have something further
15 you wanted to --

16 MS. MOORE: Yeah. Just --

17 HEARING MASTER: State your name please.

18 MS. MOORE: Kathy Moore. 10603 Dixon Drive. I just
19 wanted to bring up that we did request to have this intersection
20 looked at possibly a light back in -- before it was four lanes
21 and I have the article that was in the Tribune if that's of any
22 interest.

23 HEARING MASTER: Well, if you wish to submit it into
24 the record, you may. You'll have to submit that original that
25 you have in your hand. And you won't get it back. It'll go

1 into the record. But you can do that if you wish.

2 MS. MOORE: Okay.

3 HEARING MASTER: You would need to give it to the
4 Clerk over here.

5 MS. MOORE: Okay. Thank you.

6 HEARING MASTER: Yes, ma'am. Now, if -- if I could
7 ask everyone, please to sort of line up down that wall over
8 there and we'll make room at the microphone. At first, we're
9 going to go back to Development Services, was there anything
10 further Development Services had.

11 MR. BALL: Nothing further unless you have questions.

12 HEARING MASTER: Okay. No questions for Development
13 Services. Then we'll go back to the applicant. And the
14 applicant has five minutes plus, I think there was a couple of
15 minutes left over. I would like to hear from the
16 transportation. And I would like to hear either of you, please,
17 exactly what did FDOT require and what improvements would be
18 proposed on Dixon.

19 MS. ISABEL: Okay. As I said, with me, I have Libby,
20 but just for the record, again, we met with -- with the
21 neighbors and they said, no access on Dixon Drive, you're not
22 going to see us again. All right. So we did try the effort to
23 get on U.S. 301 in order to not have this and obviously, but we
24 were not permitted. So let me thank you.

25 HEARING MASTER: Thank you.

1 MS. RODRIGUEZ: Hi. Libby Rodriguez. 18156 Sandy
2 Point Drive, Tampa, Florida. And I have a master's degree in
3 planning and 30 plus years experience. I actually worked
4 reviewing traffic studies for the county for four to five years
5 or so. Thank you.

6 HEARING MASTER: Thank you for phrasing that. We'll
7 give you just a second to adjust. Yes. Are you an engineer,
8 transportation engineer?

9 MS. RODRIGUEZ: Transportation planner.

10 HEARING MASTER: Okay. I see.

11 MS. RODRIGUEZ: Yeah.

12 HEARING MASTER: Thank you.

13 MS. RODRIGUEZ: Okay. So DOT actually said, and this
14 is significant, that four groups recently in the last several
15 years have approached them about this site and about having
16 access to 301. And the reason it's significant is because
17 nobody has been able to design a driveway onto 301 to their
18 satisfaction. And that's why in this, you know, busy corner
19 they've been showing you this site remains undeveloped. So --
20 so what it is without getting too into the weeds is that there's
21 a guardrail along 301 in front of this property. And so the
22 guardrail, the driveway would have to go in the middle of where
23 the guardrail is right now. So then you'd have to put two
24 little pieces of guardrail on either side of the new driveway.
25 The small piece of guardrail that have to go between there's on

1 our north side, there's a little creek and the bridge. Okay.

2 So the little piece of guardrail that would have to go
3 between the bridge and the new driveway would have to be built to
4 today's standards. And it's -- guardrails currently bend into
5 the little bridge, but you can't do that anymore according to
6 today's standards. It would have to be free standing. And
7 given the short length of it and the slope that is being built
8 on, the -- the four groups that have approached them previously,
9 two of them hired engineers that specialize in designing these
10 types of guardrails. They could not come up with a design with
11 the current standards that was acceptable to DOT to replace the
12 guardrail. DOT will not waive the requirement for the
13 guardrail. And so since there's no satisfactory design for the
14 guardrail, we can't waive the requirement for the guardrail. We
15 can't break that guardrail that's there right now and put in a
16 driveway. It's -- in my understanding, it's physically
17 impossible to put a driveway on 301 and that's why this property
18 has not been developed yet. And without access to Dixon Drive,
19 however, is not being developed, the property is going to be
20 landlocked.

21 I was going to say one other thing really fast. The
22 comment about not wanting access to -- us to access Dixon is a
23 little bit in conflict with the comments about
24 crashes/accidents, because if we were to access 301, we'd be
25 introducing a new conflict point. DOT said we would have to

1 line up with median in front of Calloway Road, which tee's into
2 301 on the other side of the street. So then there'd be a new
3 conflict point, there would be less in, less out. And that
4 would have more conflicting movement than us accessing at Dixon
5 where there's already, you know, curve cut for Dixon and it's
6 only right and right out movement, which has less friction than
7 a left in and a left out movement. So that's it. Any
8 questions?

9 HEARING MASTER: Yeah.

10 MS. ISABEL: Oh, so really fast. Dixon would be --
11 we've done a a designing section and between our proposed
12 driveway and the 301 intersection, we are building it almost to
13 complete TS typical section seven standards. There was almost
14 enough right of way to build it completely. The standards. We
15 were just lacking a little on those side of the street. So
16 we've got like nine and a quarter, nine and a half foot lanes.
17 Right now, we're building the 12 foot lanes. And then on our
18 side of Dixon, in order to build it to -- so from the center
19 line to our site, we are building it to complete TS-7 standards
20 because we're going to dedicate the right of way to put the
21 sidewalk. And then from the center line to the other side where
22 you saw that big, you know, the big warehouse building, we're
23 building it completely to TS-7 standards, except lacking a few
24 feet of right away. We're not putting sidewalk on the south
25 side. So the lack of sidewalk on the south side is the only

1 thing that keeps it from being completely rebuilt to standard by
2 us.

3 HEARING MASTER: Okay. Just a couple of questions.
4 And I'm looking at the property, you know, the -- from the
5 Google street view you and I see Calleigh Road across from the
6 property and I see the guardrail.

7 MS. ISABEL: Yeah.

8 HEARING MASTER: And it appears there is some kind of
9 a trail or a riding path along 301 there.

10 MS. ISABEL: Yeah.

11 HEARING MASTER: And I assume, I guess that's what the
12 guardrail is there for or part of the reason that guardrail is
13 there?

14 MS. RODRIGUEZ: It would be there anyway, just because
15 of the road, but also, you know, it serves that too. Yeah.

16 HEARING MASTER: So it -- it looks like the guardrail
17 starts at about where the Calleigh Road intersection is. And so
18 was it -- was it your explanation then, that if you had an
19 entrance -- I mean, the problem is, if an entrance to this
20 property were to be on 301, that it -- that it would cause a
21 break in that guardrail?

22 MS. ISABEL: Yes.

23 HEARING MASTER: And there would have to be a little
24 tiny piece of the guardrail on one side and then the rest of it
25 on the other side?

1 MS. RODRIGUEZ: Right.

2 HEARING MASTER: And it was somehow impossible to do
3 that because at that part I guess I don't understand.

4 MS. RODRIGUEZ: Yeah. It's --

5 HEARING MASTER: The design is impossible.

6 MS. RODRIGUEZ: The -- the design is impossible, to
7 today's standards, to build the two smaller pieces on that slope
8 without pinning it to the bridge, which is no longer allowable.

9 HEARING MASTER: Okay. All right. Got that.

10 MS. RODRIGUEZ: Do you see how it's connected to the
11 bridge? Okay.

12 HEARING MASTER: No, I don't. But I understand --

13 MS. RODRIGUEZ: Okay.

14 HEARING MASTER: -- what you're saying now. I just
15 missed that part. Then, if the entrance were -- if the access
16 point were on Dixon, how far in from 301 would it be on Dixon?

17 MS. ISABEL: I don't remember.

18 Ms. RODRIGUEZ: What's -- what's the dimension
19 between? I just can't remember between -- sorry, I just can't
20 remember how far. We're checking.

21 HEARING MASTER: From your site plan, it looks like
22 it's roughly in the middle of the -- the -- the road frontage on
23 the site. If you can't give me exact footage that's okay.
24 It's -- just --

25 MS. ISABEL: She's saying about two. I thought it was

1 about three. Between two to -- two to 300 feet.

2 HEARING MASTER: Two to 300 feet. Okay. So that's
3 really the part of Dixon Road that would be affected then, about
4 two or 300 feet in from the intersection.

5 MS. RODRIGUEZ: Right. And then so -- so we're not
6 anticipating unless any of them would come to the facility, any
7 traffic, you know, from our driveway east. So they would only
8 be the traffic from our driveway west. And that's the section
9 that we're improving.

10 HEARING MASTER: Okay. And then -- so let me just ask
11 you one more question, Ms. Rodriguez.

12 MS. RODRIGUEZ: Yeah. Sure.

13 HEARING MASTER: Is it your professional opinion then,
14 that there's no other way to develop this site without having
15 access on Dixon Road?

16 MS. RODRIGUEZ: Yes, it is.

17 HEARING MASTER: Based on your experience and your
18 conversations with FDOT and so forth or what?

19 MS. RODRIGUEZ: Yes. And just to let you know too,
20 when we first started talking about accessing 301, the developer
21 was happy about it. The -- the property would be worth more,
22 especially if we lined up with Calleigh and we had talked to DOT
23 about putting a signal in there and boom there he is at a
24 signalized intersection, access to 301. He could -- you know,
25 the property would be worth more. We -- we tried to -- we

1 really wanted access 301. We -- we didn't -- we're not -- we
2 would like to access 301, we physically can't figure out how to
3 do it.

4 HEARING MASTER: Okay. All right. Thank you.
5 Anything else that you had -- you wanted to --

6 MS. ISABEL: No.

7 HEARING MASTER: All right. You're over your time,
8 but I had some questions. So did you have just briefly --

9 MS. ISABEL: No. I was just going to say this
10 completes our application presentation unless you had any
11 questions.

12 HEARING MASTER: I don't have any further questions.
13 Thank you so much.

14 MS. ISABEL: But I do want to -- I also would like to
15 just introduce the -- the document from FDOT that has the
16 history with the four different people meeting with us.

17 HEARING MASTER: You can put that into the record.

18 MS. ISABEL: Thank you.

19 HEARING MASTER: No, sir. I'm sorry, the -- the
20 hearing is -- with this, the hearing is closed on rezoning PD
21 22-0948.

22 And that concludes our meeting for the this evening.

23 (Off the record at 8:11 p.m.)
24
25

Zoning Hearing Master Hearing
January 17, 2023

1 The first item's Item A.1, major mod application
2 22-0671. This application is out of order to be heard and is
3 being continued to the February 20, 2023 Zoning Hearing Master
4 Hearing.

5 Item A.2, R -- Rezoning PD 22-0853. This application
6 is being with -- withdrawn from the Zoning Hearing Master
7 process.

8 Item A.3, RZ-PD 22-0856. This application is out of
9 order to be heard and is being continued to the
10 February 20, 2022 Zoning Hearing Master Hearing.

11 Item A.4, Rezoning PD 22-0865. This application is
12 being withdrawn from the Zoning Hearing Master process.

13 Item A.5, major mod application 22-0884. This
14 application's being continued by the application to
15 February 20, 2023 Zoning Hearing Master Hearing.

16 Item A.6, Rezoning Standard 22-0945. This
17 application's being withdrawn from the Zoning Hearing Master
18 process.

19 Item A.7, Rezoning PD 22-0948. This application is
20 being continued by the applicant to the February 20, 2023 Zoning
21 Hearing Master Hearing.

22 Item A.8, Rezoning Standard 22-1070. This application
23 is being continued by staff to the February 20, 2023 Zoning
24 Hearing Master Hearing.

25 Item A.9, Rezoning PD 22-1082. This application is

Zoning Master Hearing
December 12, 2022

1 Item A.8, Major Mod application 22-0867. This
2 application is with -- being withdrawn from the Zoning Hearing
3 Master Process.

4 Item A.9, Major Mod application 22-0884. This
5 application is out of order to be heard and is being continued
6 the January 17, 2022 -- 23 Zoning Hearing Master Hearing.

7 Item A.10, Rezoning Standard 22-0945. This
8 application is out of order to be heard and is being continued
9 to the January 17, 2023 Zoning Hearing Master Hearing.

10 Item A.11, Rezoning PD 22-0948. This application
11 being continued by the applicant to the January 17, 2023 Zoning
12 Hearing Master Hearing.

13 Item A.12, Rezoning Standard 22-1039. This
14 application is being withdrawn from the Zoning Hearing Master
15 Process.

16 Item A.13, Rezoning PD 22-1082. This application is
17 out of order to be heard and is being continued to the
18 January 17, 2023 Zoning Hearing Master Hearing.

19 Item A.14, Major Mod application 22-1086. This
20 application is being continued by the applicant to the
21 March 20, 2023 Zoning Hearing Master Hearing.

22 Item A.15, Rezoning PD 22-1107. This application is
23 being continued by the applicant to the January 17, 2023 Zoning
24 Hearing Master Hearing.

25 Item A.16, Major Mod application 22-1116. This

1 is out of order to be heard and is being continued to
2 December 12, 2022 zoning hearing master hearing.

3 Item A.15 Rezoning Standard 22-0945. This application
4 is out of order to be heard and is being continued to the
5 December 12, 2022 zoning hearing master hearing.

6 Item A.16 Rezoning PD 22-0948. This application is
7 out of order to be heard and is being continued to the
8 December 12, 2022 zoning hearing master hearing.

9 Item A.17 Rezoning PD 22-1082. This application is
10 out of order to be heard and is being continued to the
11 December 12, 2022 zoning hearing master hearing.

12 Item A.18 major mode application 22-1096. This
13 application is being continued by the applicant to the
14 December 12, 2022 zoning hearing master hearing.

15 Item A.19 Rezoning PD 22-1107. This application is
16 being continued by the applicant to the December 12, 2022 zoning
17 hearing mastering hearing.

18 Item A.20 major mod application 22-1116. This
19 application is out of order to be heard and is being continued
20 to the December -- is being continued to the December 12, 2022
21 zoning hearing master hearing.

22 Item A.21 major mod application 20 -- 22-1120. This
23 application is out of order to be heard and is being continued
24 to the December 12, 2022 zoning hearing master hearing.

25 Item A.22 Rezoning Standard 22-1169. This applicant

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

-----X
)
IN RE:)
)
LAND USE HEARING OFFICER)
HEARINGS)
)
-----X

LAND USE HEARING OFFICER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: PAMELA JO HATLEY
Land Use Hearing Master

DATE: Monday, October 17, 2022

TIME: Commencing at 6:00 p.m.
Concluding at 9:10 p.m.

PLACE: Robert W. Saunders, Sr. Public
Library
Ada T. Payne Community Room
1505 N. Nebraska Avenue
Tampa, Florida 33602

Reported via Zoom Videoconference by:

Julie Desmond, Court Reporter
U.S. Legal Support

1 Item A.14, Rezoning Standard 22-0945. This
2 application not awarded. The hearing is being
3 continued to the November 14, 2022, Zoning Hearing
4 Master Hearing.

5 Item A.15, Rezoning PD 22-0948. This
6 application is being continued by the applicant to
7 the November 14, 2022, Zoning Hearing Master
8 Hearing.

9 As noted in the changes to the agenda, item
10 A.16 Rezoning Standard 22-1027 has been withdrawn.

11 Item A.17, Rezoning PD 22-1082. This
12 application is not awarded. The hearing is being
13 continued to the November 14, 2022, Zoning Hearing
14 Master Hearing.

15 Item A.18, Major Mod Application 22-1096.
16 This application is being continued by this staff
17 to the November 14, 2022, Zoning Hearing Master
18 Hearing.

19 Item A.19, Rezoning PD 22-1103. This
20 application is being continued by the staff to the
21 November 14, 2022, Zoning Hearing Master Hearing.

22 Item A.20, Rezoning PD 22-1107. This
23 application is being continued by the applicant to
24 the November 14, 2022, Zoning Hearing Master
25 Hearing.

1 This application is out of order to be heard and is
2 being continued to the October 17, 2022, Zoning
3 Hearing Master Hearing.

4 Item A-17, Rezoning-Standard 22-0926. This
5 application is out of order to be heard and is
6 being continued to the October 17, 2022, Zoning
7 Hearing Master Hearing.

8 Item A-18, Rezoning-PD 22-0943. This
9 application is being continued by staff to the
10 October 17, 2022, Zoning Hearing Master Hearing.

11 Item A-19, Rezoning-Standard 22-0945. This
12 application is out of order to be heard and is
13 being continued to the October 17, 2022, Zoning
14 Hearing Master Hearing.

15 Item A-20, Rezoning-PD 22-0948. This
16 application is being continued by the applicant to
17 the October 17, 2022, Zoning Hearing Master
18 Hearing.

19 Item A-21, Rezoning-PD 22-0949. This
20 application is being continued by the applicant to
21 the October 17, 2022, Zoning Hearing Master
22 Hearing.

23 Item A-22, Rezoning-Standard 22-1027. This
24 application is out of order to be heard and is
25 being continued to the October 17, 2022, Zoning

HILLSBOROUGH COUNTY, FLORIDA
BOARD OF COUNTY COMMISSIONERS

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-----X
)
IN RE: )
)
ZONE HEARING MASTER )
HEARINGS )
)
-----X

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ZONING HEARING MASTER HEARING
TRANSCRIPT OF TESTIMONY AND PROCEEDINGS

BEFORE: SUSAN FINCH
Land Use Hearing Master

DATE: Monday, August 15, 2022

TIME: Commencing at 6:00 p.m.
Concluding at 10:09 p.m.

PLACE: Robert W. Saunders, Sr. Public
Library
Ada T. Payne Community Room
1505 N. Nebraska Avenue
Tampa, Florida 33602

Reported via Cisco Webex Videoconference by:

Christina M. Walsh, RPR
Executive Reporting Service
Ulmerton Business Center
13555 Automobile Blvd., Suite 130
Clearwater, FL 33762
(800) 337-7740

1 application is being continued by the applicant to
2 the September 19, 2022, Zoning Hearing Master
3 Hearing.

4 Item A-25, Rezoning-Standard 22-0945. This
5 application is out of order to be heard and is
6 being continued to the September 19, 2022, Zoning
7 Hearing Master Hearing.

8 Item A-26, Rezoning-PD 22-0948. This
9 application is being continued by the applicant to
10 the September 19, 2022, Zoning Hearing Master
11 Hearing.

12 Item A-27, Rezoning-PD 22-0949. This
13 application is out of order to be heard and is
14 being continued to the September 19, 2022, Zoning
15 Hearing Master Hearing.

16 Item A-28, Rezoning-PD 22-0950. This
17 application is being withdrawn from the Zoning
18 Hearing Master process.

19 Item A-29, Rezoning-Standard 22-1027. This
20 application is being continued by the applicant to
21 the September 19, 2022, Zoning Hearing Master
22 Hearing.

23 Item A-30, Rezoning-Standard 22-1039. This
24 application is being continued by staff to the
25 September 19, 2022, Zoning Hearing Master Hearing.



**EXHIBITS SUBMITTED
DURING THE ZHM HEARING**

NONE



**PARTY OF
RECORD**

From: [Medrano, Maricela](#)
To: [Timoteo, Rosalina](#); [Rome, Ashley](#)
Subject: Fwd: (WEB mail) - RZ-PD 22-0948
Date: Tuesday, August 16, 2022 2:55:54 PM
Attachments: [image001.png](#)

Hi Rosa and Ashley,

Could you please enter this POR and let the citizen know that his comments have been entered into the application record? Thank you!

Maricela Medrano

From: Medrano, Maricela <MedranoM@HillsboroughCounty.ORG>
Sent: Tuesday, August 16, 2022 2:49 PM
To: Garcia, David <GarciaD@hillsboroughcounty.org>
Subject: Re: (WEB mail) - RZ-PD 22-0948

Hi David, we will. Thank you.

Maricela

Get [Outlook for iOS](#)

From: Garcia, David <GarciaD@hillsboroughcounty.org>
Sent: Tuesday, August 16, 2022 12:01:11 PM
To: Medrano, Maricela <MedranoM@HillsboroughCounty.ORG>
Subject: FW: (WEB mail) - RZ-PD 22-0948

Maricela,

I hope your week is going well. Can you please add this email of opposition to the POR for RZ-PD 22-0948 and provide a response to the constituent that the county has received their email?

David R. Garcia
Legislative Aide
Hillsborough County Commissioner Stacy White – District 4

P: (813) 272-5740
F: (813) 272-7049
E: GarciaD@HillsboroughCounty.org
W: HillsboroughCounty.org

Hillsborough County
601 E. Kennedy Blvd., Tampa, FL 33602

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

From: formstack@hillsboroughcounty.org <formstack@hillsboroughcounty.org>
Sent: Tuesday, August 16, 2022 9:08 AM
To: Commissioner District 4 <ContactDistrict4@hillsboroughcounty.org>
Subject: (WEB mail) - RZ-PD 22-0948

The following Commissioner(s) received a direct copy of this email:

- 1 | Commissioner Harry Cohen (District 1)
- 2 | Commissioner Ken Hagan (District 2)
- 3 | Commissioner Gwen Myers (District 3)
- 4 | Commissioner Stacy White (District 4)
- 5 | Commissioner Mariella Smith (District 5)
- 6 | Commissioner Pat Kemp (District 6)
- 7 | Commissioner Kimberly Overman (District 7)

Date and Time Submitted: Aug 16, 2022 9:08 AM

Name: Brent Davis

Address: 10609 Dixon Dr.
Riverview 33579

Phone Number: (813) 853-1467

Email Address: nuthinfancy1@verizon.net

Subject: RZ-PD 22-0948

Message: To all County Commissioners: once again the residents of Dixon Drive are under assault from unscrupulous developers. The applicants are attempting to rezone

this property and establish an entrance to their development from Dixon Drive. My neighbors are outraged as I am. We find this totally unacceptable. The property has a US 301 address and should only be accessed from US 301 only. The applicants wish to bypass FDOT requirements for this entrance and appeal to the County for a Dixon Drive access exclusively. This has been before FDOT a number of times previously. This is a very dangerous entrance and exit for those living on both Dixon Drive and Arcadia Lane and there have been many, many accidents here including numerous fatalities. Frankly, even accessing this site from 301 is problematic and should be given very careful consideration by FDOT. I don't believe these hearings have been properly noticed as well and makes one wonder if the developer doesn't have contacts within the County to ramrod this project through with zero regard to the residents in our community. I implore each of you to look into this situation immediately as time is of the essence. Our intention is to show up in force at every hearing to voice our outrage over this attempt to put our safety, welfare and quality of life in jeopardy.

regards,
Brent. R. Davis

997945093

*Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/104.0.5112.81 Safari/537.36 Edg/104.0.1293.54*

From: formstack@hillsboroughcounty.org
To: [Commissioner District 4](#)
Subject: (WEB mail) - Rezoning change allowing exclusive access to new proposed business located at corner of Dixon Drive and 301 RZ-PD 22_0948
Date: Sunday, October 9, 2022 12:06:31 PM

The following Commissioner(s) received a direct copy of this email:

- 1 | Commissioner Harry Cohen (District 1)
 - 2 | Commissioner Ken Hagan (District 2)
 - 3 | Commissioner Gwen Myers (District 3)
 - 4 | Commissioner Stacy White (District 4)
 - 5 | Commissioner Mariella Smith (District 5)
 - 6 | Commissioner Pat Kemp (District 6)
 - 7 | Commissioner Kimberly Overman (District 7)
-

Date and Time Submitted: Oct 9, 2022 12:06 PM

Name: Darryl and Phyllis Bayly

Address: 10815 Dixon Drive
Riverview, FL 33579

Phone Number: (813) 433-8320

Email Address: phyllisbayly@gmail.com

Subject: Rezoning change allowing exclusive access to new proposed business located at corner of Dixon Drive and 301 RZ-PD 22_0948

Message: Very dangerous area already, involving a u-turn in order to turn south on 301 from Dixon. Multi-car accident last October there resulted in one death and multiple injuries to others. Two of these were my daughter and son-in-law.

Dixon is a narrow, dead-end road zoned residential agricultural and is also used for horseback riding by residents who have horses, It is a narrow country road NOT designed for business. Only one way in and out make it dangerous for drivers to access and exit because Dixon could be blocked via cross traffic, with drivers crossing it, when trying to enter the business from Dixon as the only way in or out.

There is significant foot traffic involving students who attend the Charter School located just north of this property on the same side of 301. We are very much OPPOSED to the proposed change in zoning. Thank you for your attention and consideration

1019479117

*Mozilla/5.0 (Windows NT 6.1; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/106.0.0.0 Safari/537.36*

From: formstack@hillsboroughcounty.org
To: [Commissioner District 4](#)
Subject: (WEB mail) - property entrance onto Dixon Drive Riverview
Date: Sunday, August 28, 2022 6:22:56 AM

The following Commissioner(s) received a direct copy of this email:

- 1 | Commissioner Harry Cohen (District 1)
 - 2 | Commissioner Ken Hagan (District 2)
 - 3 | Commissioner Gwen Myers (District 3)
 - 4 | Commissioner Stacy White (District 4)
 - 5 | Commissioner Mariella Smith (District 5)
 - 6 | Commissioner Pat Kemp (District 6)
 - 7 | Commissioner Kimberly Overman (District 7)
-

Date and Time Submitted: Aug 28, 2022 6:22 AM

Name: JAMES HANCE

Address: 10802 dixon drive
Riverview, FL 33579

Phone Number: (813) 220-5451

Email Address: JBCESSIONS@GMAIL.COM

Subject: property entrance onto Dixon Drive Riverview

Message: Pleas be advise that I am 100% AGAINIST the entrance proposal onto Dixon drive. We know that it is going to be rezoned to commercial. But we have enough problems now getting onto Rt. 301 without getting killed. The entrance should be onto 301 with a light to come out of property. They say that intersection is not a problem intersection without a light but tell me why they keep changing the flow of traffic their if it isn't.

PLEASE DO NOT ALLOW THIS ENTRANCE ON DIXON DRIVE TO HAPPEN VERY BAD DECISION

1002891152

Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)

From: formstack@hillsboroughcounty.org
To: [Commissioner District 4](#)
Subject: (WEB mail) - Dixon Drive Riverview
Date: Sunday, August 28, 2022 6:24:50 AM

The following Commissioner(s) received a direct copy of this email:

4 | Commissioner Stacy White (District 4)

Date and Time Submitted: Aug 28, 2022 6:24 AM

Name: JAMES HANCE

Address: 10802 dixon drive
Riverview, FL 33579

Phone Number: (813) 220-5451

Email Address: JBCESSIONS@GMAIL.COM

Subject: Dixon Drive Riverview

Message: Pleas be advise that I am 100% AGAINIST the entrance proposal onto Dixon drive. We know that it is going to be rezoned to commercial. But we have enough problems now getting onto Rt. 301 without getting killed. The entrance should be onto 301 with a light to come out of property. They say that intersection is not a problem intersection without a light but tell me why they keep changing the flow of traffic their if it isn't.

PLEASE DO NOT ALLOW THIS ENTRANCE ON DIXON DRIVE TO HAPPEN VERY BAD DECISION

1002891377

*Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/104.0.0.0 Safari/537.36*

Rome, Ashley

From: Timoteo, Rosalina
Sent: Monday, August 29, 2022 11:36 AM
To: Rome, Ashley
Cc: Ball, Fred (Sam)
Subject: FW: 22-0948

Hi Ashley,

This is POR.

Thank you,

From: Jim <jbconcessions@gmail.com>
Sent: Monday, August 29, 2022 10:07 AM
To: Ball, Fred (Sam) <BallF@hillsboroughcounty.org>
Subject: 22-0948

Please be advised that I am 100% AGAINST the entrance proposal onto Dixon drive. We know that it is going to be rezoned to commercial use. But we have enough problems now getting onto Rt. 301 without getting killed. The entrance should be onto 301 with a light to come out of the property. They say that intersection is not a problem without a light but tell me why they keep changing the flow of traffic there if it isn't.

PLEASE DO NOT ALLOW THIS ENTRANCE ON DIXON DRIVE TO HAPPEN VERY BAD DECISION

James Hance
10802 dixon drive
riverview, fl. 33579
813-220-5451

Rome, Ashley

From: Hearings
Sent: Friday, August 19, 2022 10:56 AM
To: Timoteo, Rosalina; Rome, Ashley; Ball, Fred (Sam)
Subject: FW: application #22-0948

From: Cathy Moore <cbmorehorse@aol.com>
Sent: Friday, August 19, 2022 10:22 AM
To: ialbert@haiff.com
Cc: Hearings <Hearings@HillsboroughCounty.ORG>; White, Stacy <WhiteS@hillsboroughcounty.org>; Garcia, David <GarciaD@hillsboroughcounty.org>; nuthinfancy1@verizon.net; kmurdock6151@gmail.com; doubleday67@gmail.com; colleenc9lhotka@icloud.com; Cathy Moore <cbmorehorse@aol.com>; jbcconcessions@gmail.com; bsrs0529@aol.com
Subject: Re: application #22-0948

External email: Use caution when clicking on links, opening attachments or replying to this email.

Isabelle, After discussions with FDOT, and obtaining copies of access traffic requests by prior potential buyers, it is obvious access should only be allowed west on 301, lined up with Cowley road with a light.

This will allow for easy access for the high traffic generated, as well as eliminate the crash prone propensity of this intersection.

Dixon Drive residents are willing to meet with you concerning your plan for 12850 S. 391 Hwy, Riverview, FL, 33578. Please Let us know if you are willing and we will arrange for a location and suitable time.

Cathy & Byron Moore - 813-677-9291, c: 813-454-3745 cbmorehorse@aol.com, 10603 Dixon Drive, Riverview, FL 33579

From: formstack@hillsboroughcounty.org
To: [Commissioner District 4](#)
Subject: (WEB mail) - Application 22-0948
Date: Tuesday, August 30, 2022 1:59:00 PM

The following Commissioner(s) received a direct copy of this email:

- 1 | Commissioner Harry Cohen (District 1)
 - 2 | Commissioner Ken Hagan (District 2)
 - 3 | Commissioner Gwen Myers (District 3)
 - 4 | Commissioner Stacy White (District 4)
 - 5 | Commissioner Mariella Smith (District 5)
 - 6 | Commissioner Pat Kemp (District 6)
 - 7 | Commissioner Kimberly Overman (District 7)
-

Date and Time Submitted: Aug 30, 2022 1:58 PM

Name: cathy Moore

Address: 10603 Dixon Drive
Riverview, FL 33579

Phone Number: (813) 677-9291

Email Address: cbmorehorse@aol.com

Subject: Application 22-0948

Message: Dear Commissioners, We live on Dixon Drive a rural residential dead end road off Hwy. 301, 3/4 of a mile north of Big Bend Road. Every year the traffic gets worse and leaving and returning to our community gets Harder and Harder. With 52+ homes and a active church along with residents having RV's-Horse trailers-Boats and School Buses-Landscapers,Delivery trucks that come and go onto 301 makes our street busy and dangerous. Now a developer wants to use our residential street for his profit to move his customers to 301! They can use 301 to enter and exit their property buy they must pay for improvements. For the benefit of your long term constituents we ask that you not allow access to Dixon from this commercial property.

Thank You
Cathy Moore,813-677-9291
10603 Dixon Drive, Riverview FL 33579
cbmorehorse@aol.com

1003778378

Mozilla/5.0 (Windows NT 6.0; rv:52.0) Gecko/20100101 AOLShield/52.4.2

Rome, Ashley

From: Hearings
Sent: Tuesday, August 30, 2022 5:04 PM
To: Rome, Ashley; Timoteo, Rosalina
Cc: Ball, Fred (Sam)
Subject: FW: Contact Your Commissioner Confirmation

From: Cathy Moore <cbmorehorse@aol.com>
Sent: Tuesday, August 30, 2022 2:43 PM
To: Hearings <Hearings@HillsboroughCounty.ORG>
Subject: Contact Your Commissioner Confirmation

External email: Use caution when clicking on links, opening attachments or replying to this email.

-----Original Message-----

From: noreply@hcflgov.net <formstack@hillsboroughcounty.org>
To: cbmorehorse@aol.com
Sent: Tue, Aug 30, 2022 1:58 pm
Subject: Contact Your Commissioner Confirmation

Your submission has been received. Below is a copy for your records.

Please select the Commissioner(s) you wish to contact (required): 1 | Commissioner Harry Cohen (District 1)
2 | Commissioner Ken Hagan (District 2)
3 | Commissioner Gwen Myers (District 3)
4 | Commissioner Stacy White (District 4)
5 | Commissioner Mariella Smith (District 5)
6 | Commissioner Pat Kemp (District 6)
7 | Commissioner Kimberly Overman (District 7)

Your Name: cathy Moore

Address: 10603 Dixon Drive
Riverview, FL 33579

Your Phone Number: (813) 677-9291

Your Email Address: cbmorehorse@aol.com

Your Subject (required): Application 22-0948

Your Message (required): Dear Commissioners, We live on Dixon Drive a rural residential dead end road off Hwy. 301, 3/4 of a mile north of Big Bend Road.

Every year the traffic gets worse and leaving and returning to our community gets Harder and Harder. With 52+ homes and a active church along with residents having RV's-Horse trailers-Boats and School Buses-Landscapers,Delivery trucks that come and go onto 301 makes our street busy and dangerous.

Now a developer wants to use our residential street for his profit to move his customers to 301! They can use 301 to enter and exit their property buy they must pay for improvements.

For the benefit of your long term constituents we ask that you not allow access to Dixon from this commercial property.

Thank You

Cathy Moore,813-677-9291

10603 Dixon Drive, Riverview FL 33579

cbmorehorse@aol.com

Attachment:

From: formstack@hillsboroughcounty.org
To: [Commissioner District 4](#)
Subject: (WEB mail) - ZONEING CHANGE.....RZ-PD 22-0948
Date: Saturday, August 27, 2022 1:20:29 PM

The following Commissioner(s) received a direct copy of this email:

- 1 | Commissioner Harry Cohen (District 1)
 - 2 | Commissioner Ken Hagan (District 2)
 - 3 | Commissioner Gwen Myers (District 3)
 - 4 | Commissioner Stacy White (District 4)
 - 5 | Commissioner Mariella Smith (District 5)
 - 6 | Commissioner Pat Kemp (District 6)
 - 7 | Commissioner Kimberly Overman (District 7)
-

Date and Time Submitted: Aug 27, 2022 1:20 PM

Name: Junior Peterson

Address: 12810 Arcadia, Ln
Riverview, FL 33579

Phone Number: (813) 677-1413

Email Address: Stinkertoo@bighthouse.com

Subject: ZONEING CHANGE.....RZ-PD 22-0948

Message: LADYS and GENTLEMAN

This is my first contact with any goverment agency to express my opinion. Please excuse any mistakes on my part.

I write you all to express how the county has grown and that is a good thing.. But that makes traffic and traffic paterrens a problem for residents. The enter and exit from dixon drive is periliuous at best now.. With the perposed strip mall will make it even worse. But having an only entrance and exit from the strip mall on to Dixon Drive foolish and dangerous at best..

I request that the Board of Commissioners allow the strip mall. But with enter and exit from Hwy US 301. Furthermore that no enter /exit onto Dixon Drive be allowed in any way. We people of this community are requesting that our street (DIXION DR) be left in peace.

sincerely , Junior Peterson

1002724785

*Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/104.0.0.0 Safari/537.36*

From: formstack@hillsboroughcounty.org
To: [Commissioner District 4](#)
Subject: (WEB mail) - RZ-PD 22-0948 - Dixon Drive: Riverview FL
Date: Saturday, August 27, 2022 11:30:07 AM

The following Commissioner(s) received a direct copy of this email:

- 1 | Commissioner Harry Cohen (District 1)
 - 2 | Commissioner Ken Hagan (District 2)
 - 3 | Commissioner Gwen Myers (District 3)
 - 4 | Commissioner Stacy White (District 4)
 - 5 | Commissioner Mariella Smith (District 5)
 - 6 | Commissioner Pat Kemp (District 6)
 - 7 | Commissioner Kimberly Overman (District 7)
-

Date and Time Submitted: Aug 27, 2022 11:30 AM

Name: Kevin Taylor

Address: 10713 DIXON DR
RIVERVIEW, FL 33579

Phone Number: (813) 514-3510

Email Address: k.tales@gmail.com

Subject: RZ-PD 22-0948 - Dixon Drive: Riverview FL

Message: As a resident on Dixon drive, I've seen a lot of changes in Riverview. Residential and community growth have been through the roof and continue to impress those of us that have lived in the area for some time. With increased development has been the traffic that has grown with the all that has popped up around us.

Dixon drive is an older street that was one of the first to be developed years ago. We have one entrance to our area and that connects to 301 - when growth happened, 301 increased congestion and we adapted with the traffic. The planned construction at the corner of 301 and dixon drive isn't an issue with location but how they plan on utilizing the property with a single entrance to this commercial plaza inside the Dixon drive street and not 301. It's already a dangerous exit with multiple accidents on a weekly basis and this entrance from our street will enhance and increase safety concerns for residents on Dixon.

For a commercial project, the entrance needs to be along 301 where it doesn't involve residents and along a main thoroughfare. Not only will this increase issues for traffic, congestion and safety concerns, it will have an impact on school children who walk to

a local school, those waiting for the bus stop and increase traffic issues that have already been increasing and piling up.

RZ-PD 22-0948 will negatively impact local traffic, increase safety hazards for residents of Dixon, negatively impact school children that utilize school stops and walk to school. The entrance for the commercial project should stay and have in/out exits along 301 and not along a residential road.

Thank you
Kevin Taylor - local resident

1002698119

*Mozilla/5.0 (Windows NT 10.0; Win64; x64) AppleWebKit/537.36 (KHTML, like Gecko)
Chrome/104.0.0.0 Safari/537.36*