

# Rezoning Application: RZ-PD 24-1013

Zoning Hearing Master Date: April 15, 2025

BOCC Land Use Meeting Date: June 10, 2025



**Hillsborough**  
**County** Florida

Development Services Department

## 1.0 APPLICATION SUMMARY

Applicant: R and L Enterprises III of Tampa

FLU Category: R-1

Service Area: Urban

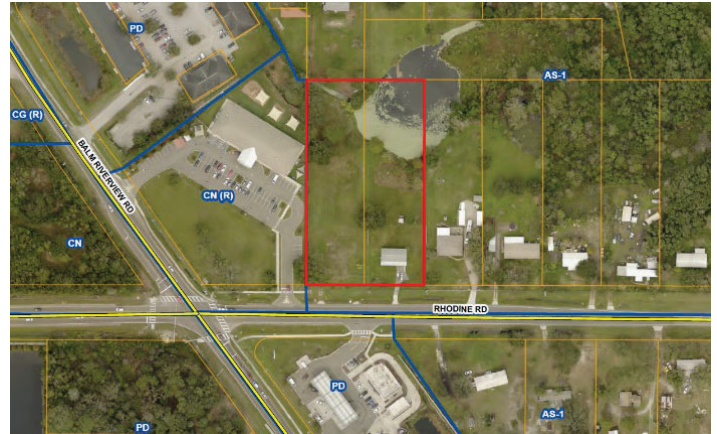
Site Acreage: 2.5 +/- AC

Community Plan Area: Riverview

Overlay: None

Special District: None

Request: Planned Development



### Introduction Summary:

The applicant is requesting to rezone 2.5+/- acres from AS-1 (Agricultural, Single-Family) to PD (Planned Development) to allow for a 13,000 square foot shopping and office center development with limited uses.

Zoning:	Existing	Proposed
District(s)	AS-1	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Commercial, General (CG) use, restricted
Acreage	2.5+/- acres	2.5+/- acres
Density/Intensity	1 DU per GA/ FAR: NA	0 DU per GA/ FAR: 0.12
Mathematical Maximum*	2 DU per GA/ FAR: NA	13,000 sf

\*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AS-1	PD
Lot Size / Lot Width	43,560 sf / 150'	NA
Setbacks/Buffering and Screening	50' Front 50' Rear 15' Sides	30' Front 20' Rear 20' Sides
Height	50'	20', 1 story

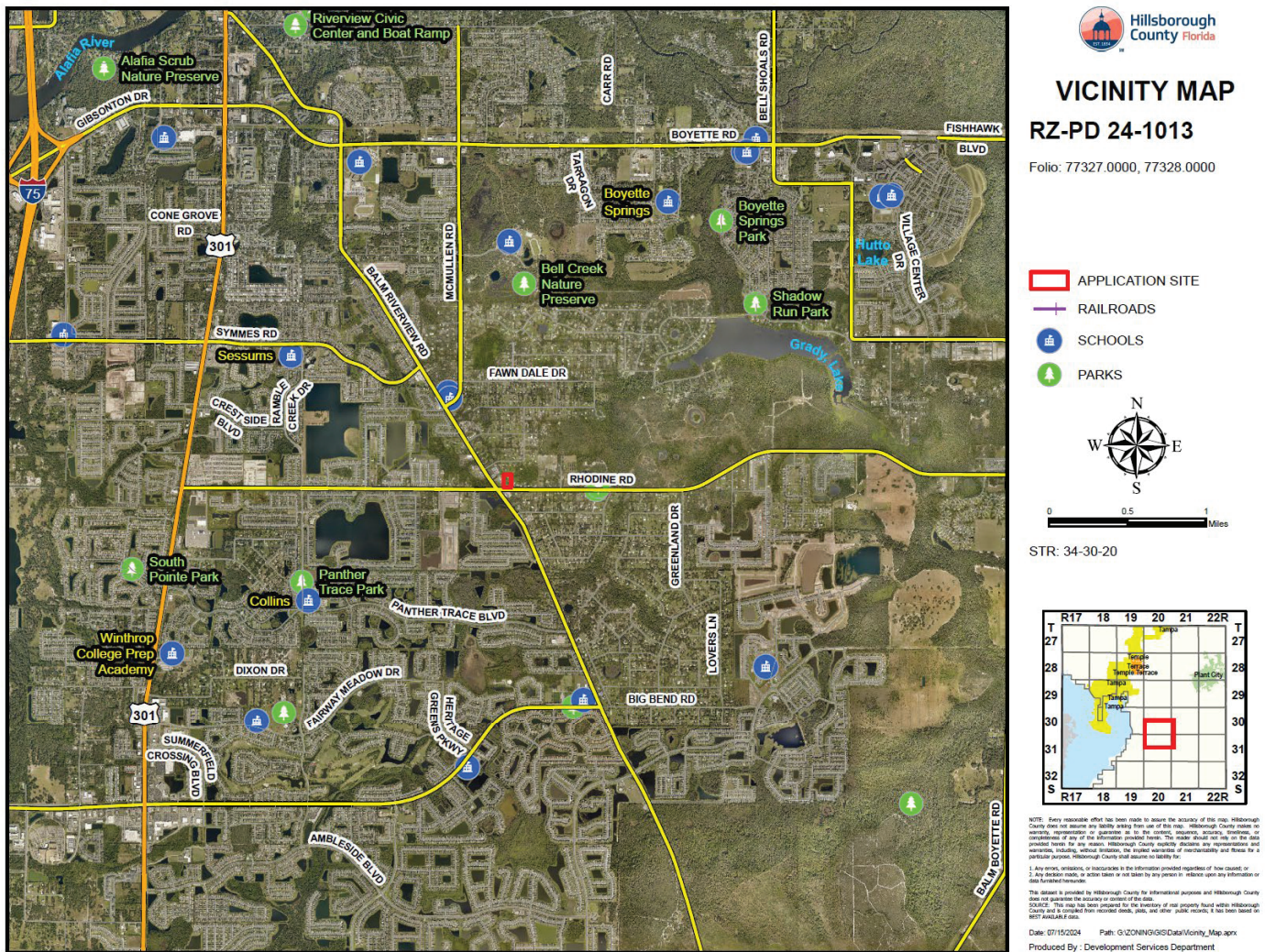
### Additional Information:

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

<b>Planning Commission Recommendation:</b> Consistent	<b>Development Services Recommendation:</b> Approvable, subject to proposed conditions
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## 2.0 LAND USE MAP SET AND SUMMARY DATA

### 2.1 Vicinity Map

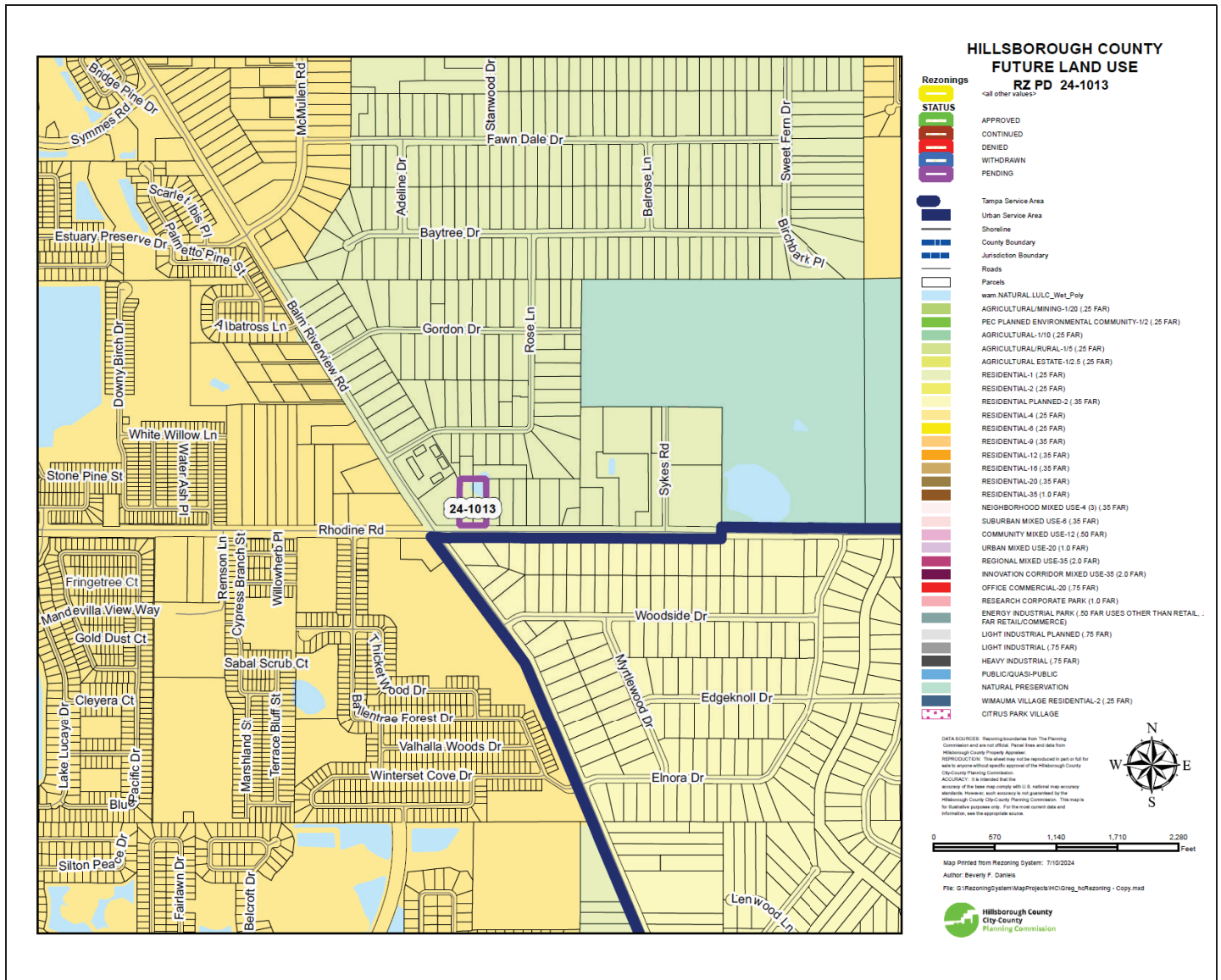


### Context of Surrounding Area:

The subject site is located on the north side of Rhodine Road east of the intersection at Balm Riverview Road and Rhodine Road in an area comprised of commercially and residentially zoned properties. Existing uses in the vicinity include a daycare center, convenience store, retail, office park, and residential uses for manufactured and single family homes.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

## 2.2 Future Land Use Map



Subject Site Future Land Use Category:

Residential – 1

Maximum Density/F.A.R.:

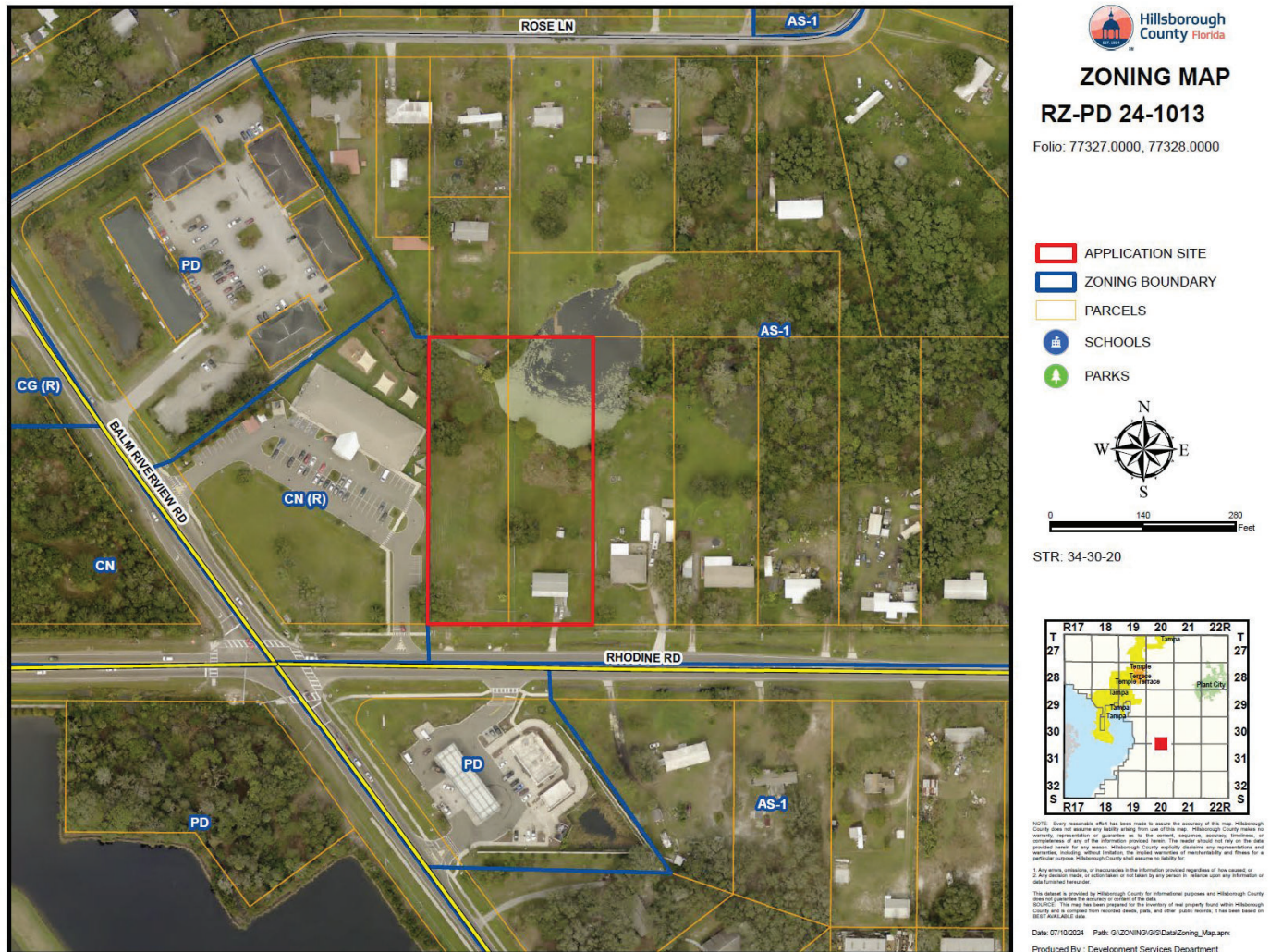
1 DU per GA/ FAR: 0.25

Typical Uses:

Agricultural, farms, ranches, residential, neighborhood commercial, offices and multi-purpose projects.

## 2.0 LAND USE MAP SET AND SUMMARY DATA

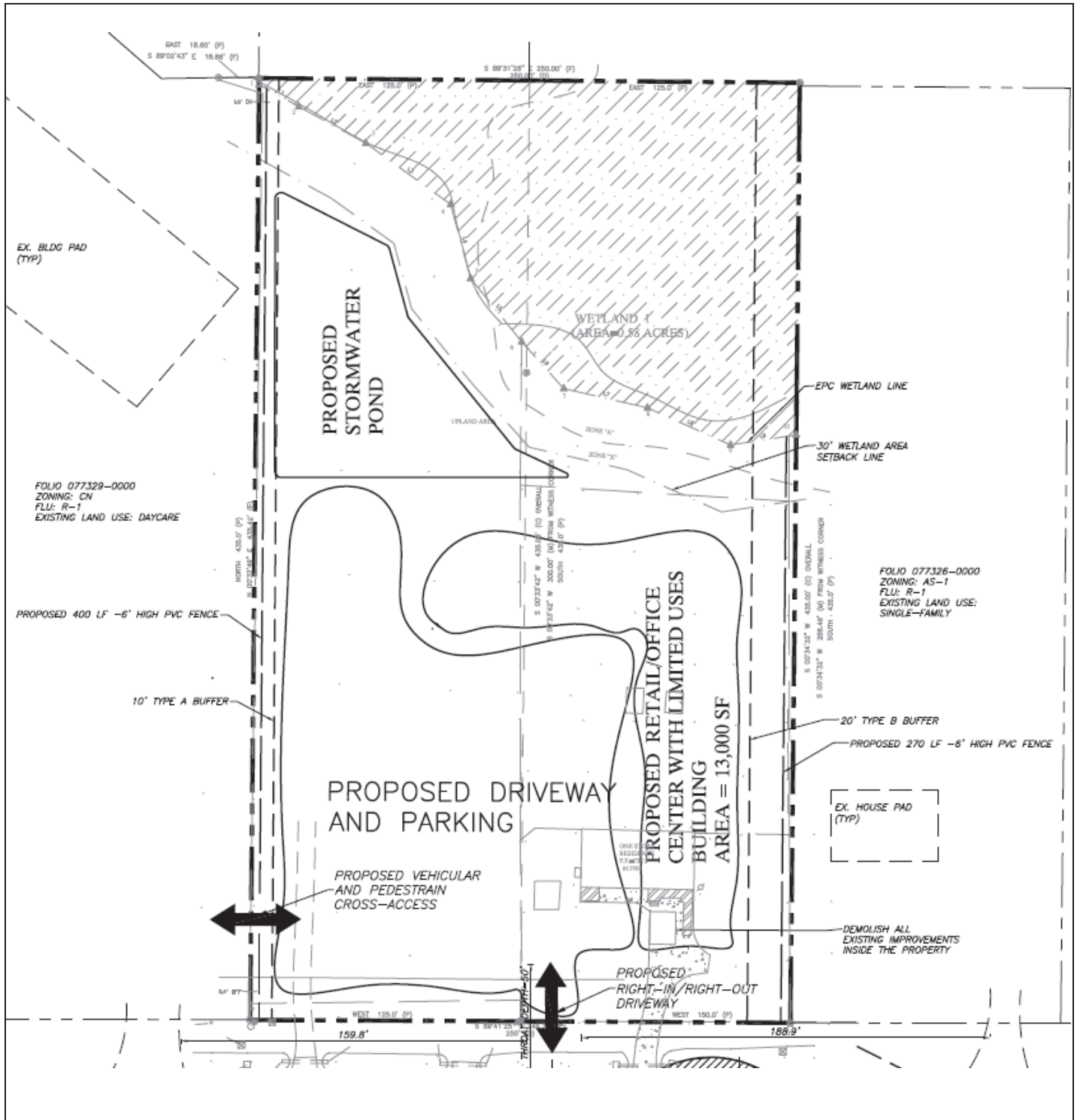
### 2.3 Immediate Area Map



#### Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AS-1	1 DU per GA/ FAR: NA	Agricultural, Single-Family	SINGLE FAMILY R, COUNTY OWNED
South	AS-1, PD	1 DU per GA/ FAR: NA, 0 DU per GA/ FAR: 0.20	Agricultural, Single-Family, Convenience Store, Car Wash	Residential, LIMITED COMMERCIAL
East	AS-1	1 DU per GA/ FAR: NA	Agricultural, Single-Family	SINGLE FAMILY R,
West	CN-R	0 DU per GA/ FAR: 0.16 - 0.20	Commercial limited	Day Care Center

## 2.0 LAND USE MAP SET AND SUMMARY DATA

**2.4 Proposed Site Plan** (partial provided below for size and orientation purposes. See Section 8.0 for full site plan)

**3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)****Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
Rhodine Rd.	County Collector - Rural	2 Lanes <input checked="" 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 checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

**Project Trip Generation** ☐ Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	1	2
Proposed	611	56	63
Difference (+/-)	(+) 592	(+) 51	(+) 61

\*Trips reported are based on gross external trips unless otherwise noted.

**Connectivity and Cross Access** ☐ Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC

Notes:

**Design Exception/Administrative Variance** ☐ Not applicable for this request

Road Name/Nature of Request	Type	Finding
Rhodine Rd./ Access Spacing	Administrative Variance Requested	Approvable
Rhodine Rd./ Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.

Notes:

## 4.0 ADDITIONAL SITE INFORMATION &amp; 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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input 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: <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
<b>Transportation</b> <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	
<b>Service Area/ Water &amp; Wastewater</b> <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	
<b>Hillsborough County School Board</b> 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	
<b>Impact/Mobility Fees</b>				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
<b>Planning Commission</b> <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input type="checkbox"/> N/A <input type="checkbox"/> Density Bonus Requested <input type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

## **5.0 IMPLEMENTATION RECOMMENDATIONS**

### **5.1 Compatibility**

The Planned Development is located on the north side of Rhodine Road, east of the intersection at Balm Riverview Road and Rhodine Road in an area comprised of commercially and residentially zoned properties. Existing uses in the vicinity include a daycare center, convenience store, retail, office park, and residential uses allowing for manufactured and signal family homes. The surrounding properties are zoned CN, CN-R (Restricted), CG, BPO, AS-1, AS-0.4, AR, and PD.

The project is restricted to a maximum 20 foot tall, 13,000 Sq. Ft. building with limited uses listed in the conditions of approval. The PD will provide buffering and screening along the eastern property line adjacent to the residentially zoned property and to the west along the property line abutting the childcare center. The proposed stormwater pond and existing wetland area in the northern portion of the property will further buffer the residentially zoned properties north of the subject site.

To further mitigate compatibility concerns the applicant has restricted the sit-down restaurant location to the northwestern end of the strip center farthest way from the residentially zoned properties to the east. Additionally, the Banquet Hall will be prohibiting an outdoor gathering area to reduce the sound produced for the surrounding residentially zoned properties. Furthermore, the applicant has agreed to restrict the hours of operations to several of the limited uses, as provided in the Conditions of Approval.

### **5.2 Recommendation**

Approvable, subject to proposed conditions.

**Requirements for Certification:**

1. Please revise the general site plan to allow for a west side and rear yard setback that is reflected by the building bubble location.
2. Remove "CG Zoning District Standards" from Project Data Table.
3. Update Project Data Table and building envelope notation to list uses found in Condition 1.

**6.0 PROPOSED CONDITIONS**

**Approval** - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted February 25, 2025.

1. Development of the project shall be limited to 13,000 square feet of land uses permitted in Commercial, General (CG) zoning category, limited to the following:
  - a. Mail and Package Store, Childcare Services, Bank/Financial Institution, Florist, Eating Establishment, Jewelry Store, Self-Serve Laundry, Optical Services, Watch Repair, Travel Services, Health Practitioners Office, Banquet Hall, Veterinary Clinic, Business Services, Government Office, Personal Services, and Professional Services.
    - i. The Eating Establishment shall be limited to one sit-down restaurant with an outdoor seating area located in the northwestern end of the project.
    - ii. The Banquet Hall shall not be permitted an outdoor gathering area.
2. The hours of operation shall be limited to the following:
  - a. Daycare/General Indoor-Outdoor use: 6:00am – 7:00 pm Monday - Sunday
  - b. Restaurant: 10:00 am – 11:00 pm Monday - Sunday
  - c. General Retail Uses: 10:00 am – 9:00 pm Monday - Sunday
  - d. Banquet Hall:
    - i. Monday – Wednesday: 10:00 am - 6:00 pm
    - ii. Thursday -Sunday: 10:00 am – 10:00 pm
3. Development shall be developed where the building envelope is depicted on general site plan, unless otherwise specified herein:
  - a. Maximum F.A.R.: 0.12
  - b. Maximum Building Coverage: 0.12
  - c. Maximum Building Height: 20 feet (1 – Story)
  - d. East Side Yard Setback: 60 feet
  - e. West Side Yard Setback Minimum: 10 feet
  - f. Front Yard Setback Minimum: 30 feet
  - g. Rear Yard Setback Minimum: 160 feet
4. Buffering and screening shall be provided shown on the General Site Plan:
  - a. Eastern property line: 20 foot wide, Type B buffer (exclusive of any wetlands or wetland setback)
  - b. Western property line: 10 foot wide, Type A buffer (exclusive of any wetlands or wetland setback)
5. 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.

6. 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.
7. 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).
8. 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.
9. The project shall be permitted 13,000 s.f. of uses permitted under condition 1. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 611 gross average daily trips, 56 gross a.m. peak hour trips, or 63 gross p.m. peak hour trips. Additionally:
  - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
10. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
11. The project shall be limited to one (1) vehicular access connection to Rhodine Rd. Additionally, the developer shall construct one (1) vehicular and pedestrian cross access stubout along the project's western boundary.
12. The developer shall construct the following site access improvements as generally shown on the PD site plan:
  - a. A 4-foot-wide raised concrete separator between the westbound through lane and the existing westbound to southbound left turn lane on Rhodine Rd.; and,
  - b. A "bump out" to be located east of the project driveway and raised concrete separator to facilitate eastbound to westbound U-turning movements on Rhodine. The developer shall also be required to modify/restripe the existing westbound to southbound left turn lane as necessary to accommodate such U-turning movements.
13. If RZ 24-1013 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated January 3, 2025) which was found approvable by the County Engineer (on January 8, 2025) from the Sec. 6.04.07 LDC spacing requirements for the project's Rhodine Rd. access. Approval of this Administrative Variance will permit a reduction of the minimum access spacing between the project's Rhodine Rd. access and the next closest roadways (on the same side of the street) as follows:
  - a. A variance of +/- 86 feet from the closest driveway to the west, resulting in an access spacing of +/-

159 feet; and,

- b. A variance of +/- 62 feet from the closest driveway to the east, resulting in an access spacing of 183 feet.

14. If RZ 24-1013 is approved, the County Engineer will approve Design Exception request (dated January 3, 2025), and which was found approvable by the County Engineer (on January 8, 2025), for the Rhodine Rd. substandard road improvements. As Rhodine Rd. is a substandard collector roadway, the developer will be required to construct certain improvements to the roadway as further described in Condition 12, hereinabove. Such improvements shall be constructed in accordance with the Design Exception.
15. 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.
16. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

**Zoning Administrator Sign Off:**

*J. Brian Grady*

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

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

## 7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

## **8.0 PROPOSED SITE PLAN (FULL)**

[illegible]

**9.0 FULL TRANSPORTATION REPORT (see following pages)**

## AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 04/05/2025

REVIEWER: James Ratliff, AICP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/ South

PETITION NO: RZ 24-1013

☐

This agency has no comments.

☐

This agency has no objection.

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This agency has no objection, subject to the listed or attached conditions.

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This agency objects for the reasons set forth below.

### **CONDITIONS OF ZONING APPROVAL**

#### **New Conditions**

1. The project shall be permitted 13,000 s.f. of retail/health practitioner's office/professional service uses, with limited uses. Notwithstanding the foregoing, no development shall be permitted that causes cumulative development to exceed 611 gross average daily trips, 56 gross a.m. peak hour trips, or 63 gross p.m. peak hour trips. Additionally:
  - a. Concurrent with each increment of development, the developer shall provide a list of existing and previously approved uses within the PD. The list shall contain data including gross floor area, number of seats (if applicable), type of use, date the use was approved by Hillsborough County, references to the site subdivision Project Identification number (or if no project identification number exists, a copy of the permit or other official reference number), calculations detailing the individual and cumulative gross and net trip generation impacts for that increment of the development, and source(s) for the data used to develop such estimates. Calculations showing the remaining number of available trips for each analysis period (i.e. average daily, a.m. peak and p.m. peak) shall also be provided.
2. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
3. The project shall be limited to one (1) vehicular access connection to Rhodine Rd. Additionally, the developer shall construct one (1) vehicular and pedestrian cross access stubout along the project's western boundary.
4. The developer shall construct the following site access improvements as generally shown on the PD site plan:
  - a. A 4-foot-wide raised concrete separator between the westbound through lane and the existing westbound to southbound left turn lane on Rhodine Rd.; and,
  - b. A "bump out" to be located east of the project driveway and raised concrete separator to facilitate eastbound to westbound U-turning movements on Rhodine. The developer shall also be required to modify/restripe the existing westbound to southbound left turn lane as necessary to accommodate such U-turning movements.

5. If RZ 24-1013 is approved, the County Engineer will approve a Sec. 6.04.02.B. Administrative Variance (dated January 3, 2025) which was found approvable by the County Engineer (on January 8, 2025) from the Sec. 6.04.07 LDC spacing requirements for the project's Rhodine Rd. access. Approval of this Administrative Variance will permit a reduction of the minimum access spacing between the project's Rhodine Rd. access and the next closest roadways (on the same side of the street) as follows:
  - a. A variance of +/- 86 feet from the closest driveway to the west, resulting in an access spacing of +/- 159 feet; and,
  - b. A variance of +/- 62 feet from the closest driveway to the east, resulting in an access spacing of 183 feet.
6. If RZ 24-1013 is approved, the County Engineer will approve Design Exception request (dated January 3, 2025), and which was found approvable by the County Engineer (on January 8, 2025), for the Rhodine Rd. substandard road improvements. As Rhodine Rd. is a substandard collector roadway, the developer will be required to construct certain improvements to the roadway as further described in **Condition 4**, hereinabove. Such improvements shall be constructed in accordance with the Design Exception.

#### Other Conditions

- Prior to PD site plan certification, the developer shall revise the PD as follows:
  - Substitute all uses of the word "Office" (which staff notes is not a term utilized in the Land Development Code) with the terms "Health Practitioner's Office and Professional Service Uses"; and,
  - Modify the Project Data Table to add an asterisks after "Proposed Uses" and add a footnote underneath which says "Proposed uses are further limited by a trip generation cap – see conditions of approval."

### **PROJECT SUMMARY AND TRANSPORTATION ANALYSIS**

The applicant is requesting to rezone two parcels, totaling +/- 2.5 ac. parcel, from Agricultural Single-Family – 1 (AS-1) to Planned Development (PD). The applicant is proposing entitlements to permit up to 13,000 s.f. of retail/health practitioner's office/professional service uses, with limited uses.

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed project; however, the analysis does not represent a worst-case analysis which represents maximum potential trip impacts of the wide range of land uses proposed. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied in the applicant's transportation analysis. This restriction will not permit construction of 100% of the potential entitlements sought by the applicant (e.g. 13,000 s.f. of fast-foot restaurant uses, although allowed by the land use, would not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if a project consists of multiple parcels, or if a developer chooses to subdivide the project further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

The trip cap data was taken from the figures presented in the applicant's analysis. Given the wide range of potential uses proposed, it should be noted that the uses which the applicant studied to develop the cap may or may not be representative of the uses which are ultimately proposed. It should be noted that at the time of plat/site/construction plan review, when calculating the trip generation impacts of existing and proposed development, authority to determine the appropriateness of certain Institute of Transportation Engineers (ITE) land use codes shall rest with the Administrator, who shall consult ITE land use code definitions, trip generation datasets, and industry best practices to determine whether use of an individual land use code is appropriate. Trip generation impacts for all existing and proposed uses shall be calculated utilizing the latest available ITE trip generation manual data when possible. At the request of staff, applicants may be required to conduct additional studies or research where a lack of accurate or

appropriate data exists to determine of generation rates for purposes of calculating whether a proposed increment of development exceeds the trip cap.

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (daily, a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Accordingly, whether or not turn lanes were identified as required during a zoning level analysis is in many cases immaterial to whether turn lanes may be required at the time of plat/site/construction plan review. Given that projects with a wide range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary in to reexamine whether additional Sec. 6.04.04.D. auxiliary turn lanes are warranted. The developer will be required to construct all such site access improvements found to be warranted unless otherwise approved through the Sec. 6.04.02.B Administrative Variance process.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data shown below is based on the 11<sup>th</sup> Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1, 2 Single-Family Detached Dwelling Units (ITE Code 210)	19	1	2

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, Development Pursuant to Trip Cap	611	56	63

Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
<b>Total:</b>	<b>(+) 592</b>	<b>(+) 51</b>	<b>(+) 61</b>

## TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Rhodine Rd. is a publicly maintained 2-lane, undivided, substandard, collector roadway characterized by +/- 12-foot-wide travel lanes in average condition. The roadway lies within a 110-foot-wide right-of-way in the vicinity of the proposed project. There are +/- 5-foot-wide sidewalks along portions of the north and south sides of the roadway in the vicinity of the proposed project. There are no bicycle facilities present on in the vicinity of the proposed project.

Rhodine Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 4-lane facility. The right-of-way needed for a 4-lane collector roadway within the urban service area is 110 feet (per Transportation Technical Manual TS-6). Given the existing right-of-way width, no additional right-of-way preservation is needed from the subject property.

## **SITE ACCESS**

The parcel is proposing access via a single right-in/right-out connection. There is a +/- 650-foot long existing westbound to southbound left turn lane on Rhodine Rd. onto Balm Riverview Rd. Given the relatively lower traffic volumes generated by the project, the County Engineer is permitting a break in the left turn lane such that (when volumes within the turn lane permit) traffic traveling to the proposed PD will be permitted to cross over the turn lane and utilize a roadway “bump out” to quickly U-turn along the roadway and then enter the right-in/right-out driveway. In addition to the “bump out”, the developer will be required to construct a 4-foot-wide concrete separator as generally shown on the PD site plan. This separator is proposed to help enforce the right-in/right out nature of the access, which is needed for safety and operational reasons, and due to access spacing and turning conflicts in the vicinity of the proposed access. This will be in place until the roadway is widening into its future 4-lane configuration, at which time U-turning movements would move to the next available directional or full median opening (which would likely be located further east on Rhodine Rd).

## **DESIGN EXCEPTION – RHODINE RD. - SUBSTANDARD ROAD**

As Rhodine Rd. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated January 3, 2025) determine the specific improvements which would be required by the County Engineer. Based on factors presented in the design exception request, the County Engineer found the request approvable (on January 8, 2025). Deviations from the Hillsborough County Transportation Technical Manual (TTM) Typical Section -7 (TS-7) (for Rural 2-Lane Local and Collector Roads) include:

1. In order to accommodate construction of the 4-foot-wide concrete separator between the thru-lane and left turn lane on Rodine Rd., allow the westbound through lane to 10.25-feet in width, in lieu of the 12-foot-wide travel lane required per TS-7; and,
2. Allow the existing 4-foot-wide paved shoulders within 6-foot-wide grass stabilized shoulders to remain, thereby eliminating the required bicycle facilities on paved shoulders, in lieu of the 5-foot-wide paved shoulders within 8-foot-wide stabilized shoulders required per TS-7.

If PD 24-1013 is approved by the Hillsborough County BOCC, the County Engineer will approve the Design Exception.

## **ADMINISTRATIVE VARIANCE – RHODINE RD. – ACCESS SPACING**

The applicant’s Engineer of Record (EOR) submitted a Sec. 6.04.02.B. Administrative Variance (dated January 3, 2025) from the Sec. 6.04.07 LDC requirement, governing the project’s Rhodine Rd. access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 5 roadway with a posted speed of 45 miles per hour or less. The applicant is seeking a variance of +/- 86 feet from the closest driveway to the west on the same side of the roadway, such that the developer will be permitted to construct the project access in a location +/- 159 feet from that driveway. The applicant is also seeking a variance of +/- 62 feet from the closest driveway to the east on the same side of the roadway, such that the developer will be permitted to construct the project access in a location +/- 183 feet from that driveway. The request was found approvable by the County Engineer (on January 8, 2025).

If PD 24-1013 is approved by the Hillsborough County BOCC, the County Engineer will approve the Administrative Variance.

**ROADWAY LEVEL OF SERVICE (LOS) INFORMATION**

Level of Service (LOS) information for adjacent roadway sections is reported below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Rhodine Rd.	Balm Riverview	Boyette Rd.	D	C

Source: Hillsborough County 2020 Level of Service Report.

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Wednesday, January 8, 2025 11:06 AM  
**To:** Elizabeth Rodriguez; lb15@live.com  
**Cc:** Patricia Ortiz; Peddle, Carolanne; De Leon, Eleonor; PW-CEIntake; Ratliff, James  
**Subject:** FW: RZ PD 24-1013 - Administrative Variance & Design Exception Review  
**Attachments:** 24-1013 AVAd 01-06-25.pdf; 24-1013 DEAd 01-06-25.pdf

Libby/Laurie,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 24-1013 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hcfl.gov](mailto:PW-CEIntake@hcfl.gov)

Mike

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

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

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**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.

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**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Wednesday, January 8, 2025 10:08 AM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** RZ PD 24-1013 - Administrative Variance & Design Exception Review

Helo Mike,

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

[libbytraffic@yahoo.com](mailto:libbytraffic@yahoo.com)  
[lb15@live.com](mailto:lb15@live.com)  
[ortizplanningsolutions@gmail.com](mailto:ortizplanningsolutions@gmail.com)  
[peddleec@hcfl.gov](mailto:peddleec@hcfl.gov)  
[peddleec@hcfl.gov](mailto:peddleec@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

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

601 E. Kennedy Blvd., Tampa, FL 33602  
**[HCFL.gov](http://HCFL.gov)**

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**Hillsborough County Florida**

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**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

## Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at [deleone@HCFL.gov](mailto:deleone@HCFL.gov) or via telephone at (813) 307-1707 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input checked="" type="checkbox"/> Section 6.04.02.B. Administrative Variance <input type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
<b>Submittal Type</b> (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. D'way Spacing AV - Rhodine Road <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
<b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
<b>Project Name/ Phase</b>	Rhodine Retail		
<b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
<b>Folio Number(s)</b>	77328.0000 and 077327.0000		
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers			
<b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
<b>Name of Person Submitting Request</b>	Elizabeth Rodriguez		
<b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.			
<b>Current Property Zoning Designation</b>			
<b>Important:</b> For Example, type "Residential Multi-Family Conventional - 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a> . For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.			
<b>Pending Zoning Application Number</b>	PD 24-1013		
<b>Important:</b> If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
<b>Related Project Identification Number (Site/Subdivision Application Number)</b>			
<b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			

*Elizabeth Rodriguez & Associates, Inc.*  
*18156 Sandy Pointe Drive*  
*Tampa, Florida 33647*

January 3, 2025

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

Dear Mr. Williams:

**RE: Administrative Variance for Driveway Spacing (Rhodine Road) – - FOLIO #77328.0000  
and 077327.0000 RZ 24-1013**

Please accept this letter as a formal request for your approval of an administrative variance to Section 6.04.03.07 of the Hillsborough County Land Development Code (LDC), which states:

**“Sec. 6.04.07. - Table: Minimum Spacing –**

CLASS 5			
Existing roadways primarily in areas with moderate or extensive development or where the land is extensively subdivided. These corridors will be distinguished by existing or desired restrictive median treatments.	>45 mph 330 ft ≤ 45 mph 245 ft	All Speeds 660 ft	>45 mph 1320 ft ≤ 45 mph 660 ft

Thus, the minimum spacing on Rhodine road would be 245 feet. The subject property is shown on the attached **Site Plan** and **Location Map**. This variance is to request that the developer not be required to meet LDC driveway spacing.

The LDC allows for relief of certain standards of Section 6.04 Access Management, subject to providing the following information and justifications.

1. Site Information: *FOLIO # 77328.0000 and 077327.0000*
2. Associated Application Numbers: *RZ 24-1013*

3. Type of Request: *Administrative variance per Section 6.04.02B.*
4. Section of the LDC from which the variance is being sought, as well as any associated zoning conditions which require said improvements: *Relief from LDC Section 6.04.07 is sought.*
5. Description of what the LDC/zoning conditions requires: *Section 6.04.07 requires the proposed driveways to be 245 feet from other driveways. As the Site Plan shows, on Rhodine Road, the proposed driveway is 159 feet from the driveway to the west, and 183 feet from the driveway to the east, and does not meet required minimum driveway spacing in either direction. This request is not considering the spacing to the south side of Rhodine Road because this development is proposing a right-in/right-out access by the proposal of a traffic separator.*
6. Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities): *Rhodine Road adjacent to this site has 2 -12 foot travel lanes and a left turn lane serving the Balm-Riverview Road intersection. This is a rural section (ditches). There are 4 foot paved shoulders that are not marked as bike lanes. There are some sidewalks and some segments of sidewalk are missing. Land use is of a residential nature in the area, although the subject parcels will be retail/office. The right-of-way width at this location is 100 feet.*
7. Justification for request and any information you would like considered such as cost/benefit analysis, land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. Justification must address Section 6.04.02B.3 criteria a, b, and c. In the consideration of the variance request, the issuing authority shall determine to the best of its ability whether the following circumstances are met:
  - a. There is an unreasonable burden on the applicant. *The site does not have enough frontage along Rhodine Road to meet spacing in both directions. The spacing is substandard in both directions, such that if spacing were to be met in one direction, the driveway would have to be moved much closer to the adjacent driveway in the other direction. The proposed location is closer to being equidistant between the two (while working with site constraints), and it would be unreasonable to require the proposed driveway to be moved.*
  - b. The variance would not be detrimental to the public health, safety, and welfare. *The variance would not be detrimental to the public health, safety, and welfare. Crash data were pulled for the location shown in the attached polygon. There were two crashes along the subject segment of Rhodine Road, one in 2010 and one in 2014. The 2010 crash involved the driver swerving to avoid a dog and hitting a fence. The 2014 crash was a rear end collision involving the nearby signalized intersection. This does not constitute a pattern of crashes along this segment. The proposed access is a right-in/right-out with the proposal of a traffic separator.*
  - c. Without the variance, reasonable access cannot be provided. In the evaluation of the variance request, the issuing authority shall give valid consideration to the land use plans, policies, and local traffic circulation/operation of the site and adjacent areas. *Three driveways (none of which meet spacing) are being closed and only one is being proposed. The existing driveways are being consolidated, and thus, it would be unreasonable to not approve the proposed new access point.*

If you have any questions/comments regarding this letter, please call me at (813) 545-3316.



**This item has been digitally signed  
and sealed by Laurie Burcaw,**

**PE, on 01/06/2025.**

**Printed copies of this document  
are not considered signed and  
sealed and the signature must  
be verified on any electronic  
copies.**

Sincerely,

A handwritten signature in blue ink, appearing to be "LSB", written over a light blue horizontal line.

Laurie Burcaw, P.E.

**Laurie S  
Burcaw**

Digitally signed by Laurie S Burcaw  
DN: C=US, O=Unaffiliated, dnQualifier=  
A01410D0000019074B1E3AD000B9C60  
, CN=Laurie S Burcaw  
Reason: I am the author of this document  
Location:  
Date: 2025.01.06 11:11:40-05'00'  
Foxit PDF Editor Version: 12.1.3

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

\_\_\_\_\_ Disapproved

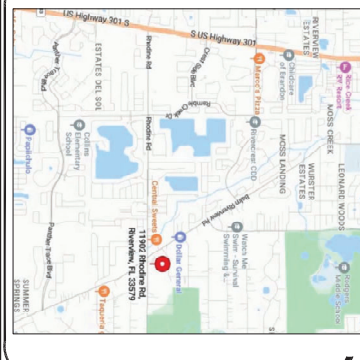
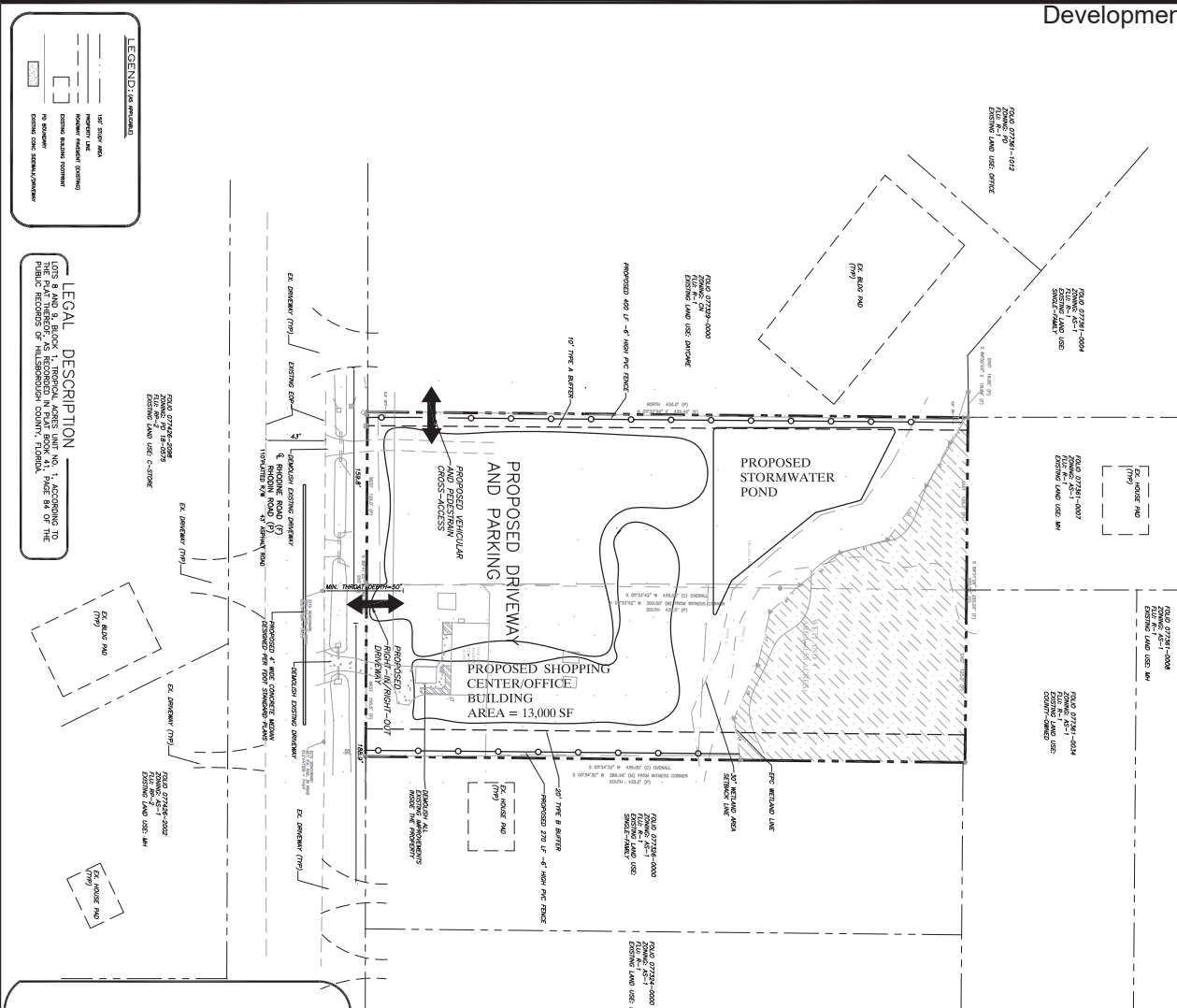
\_\_\_\_\_ Approved with Conditions

\_\_\_\_\_ Approved

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

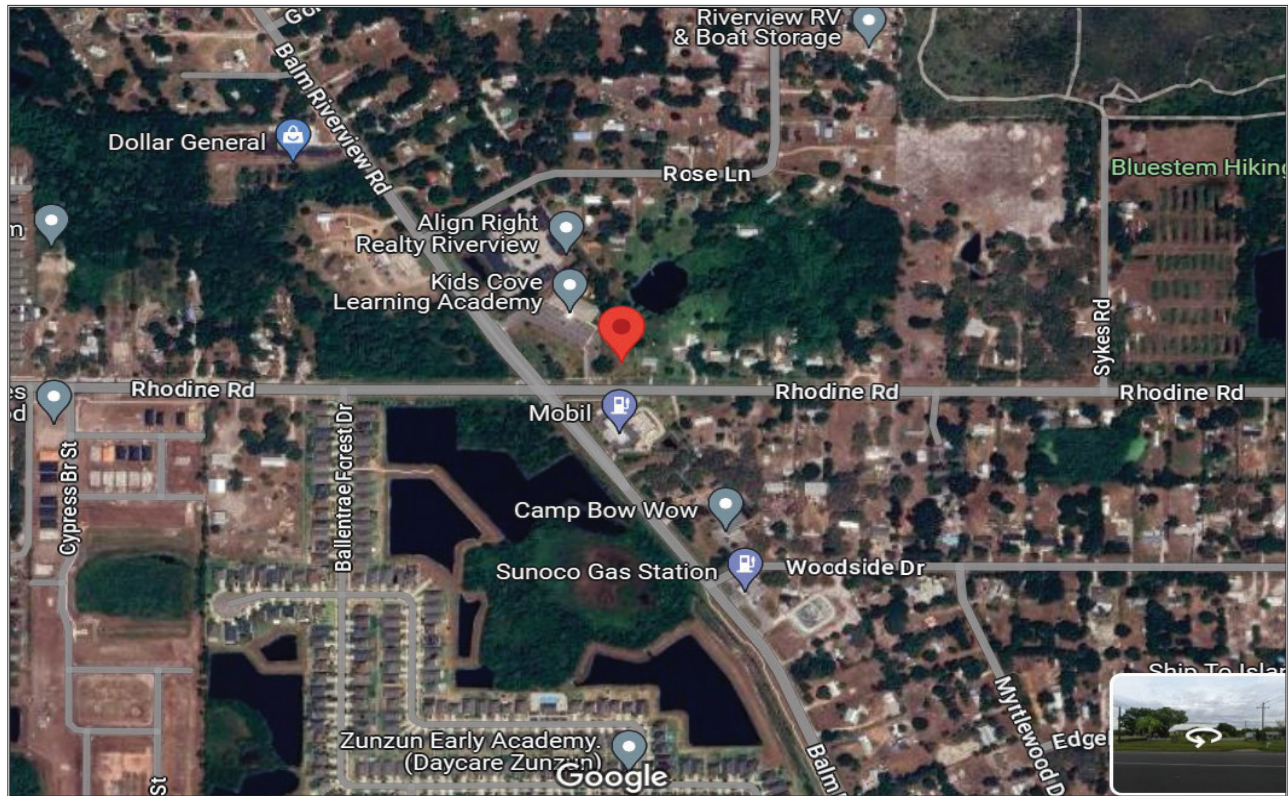
Sincerely,

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

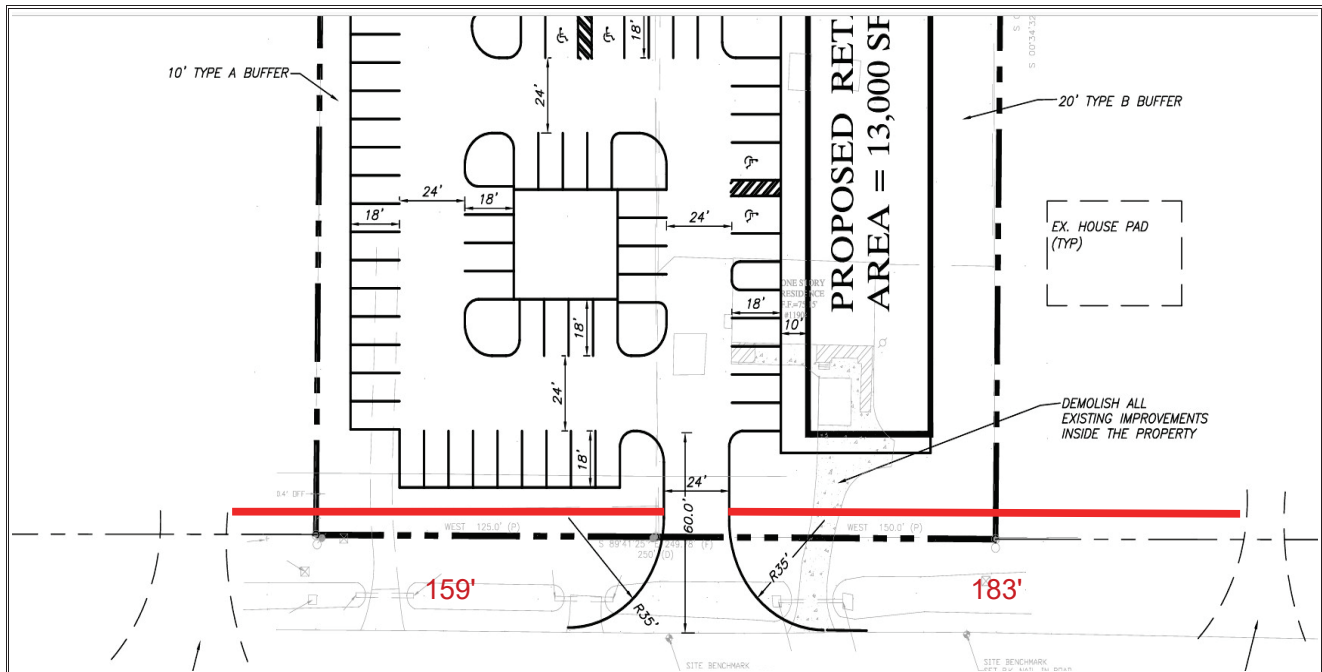


**PROJECT DATA TABLE**

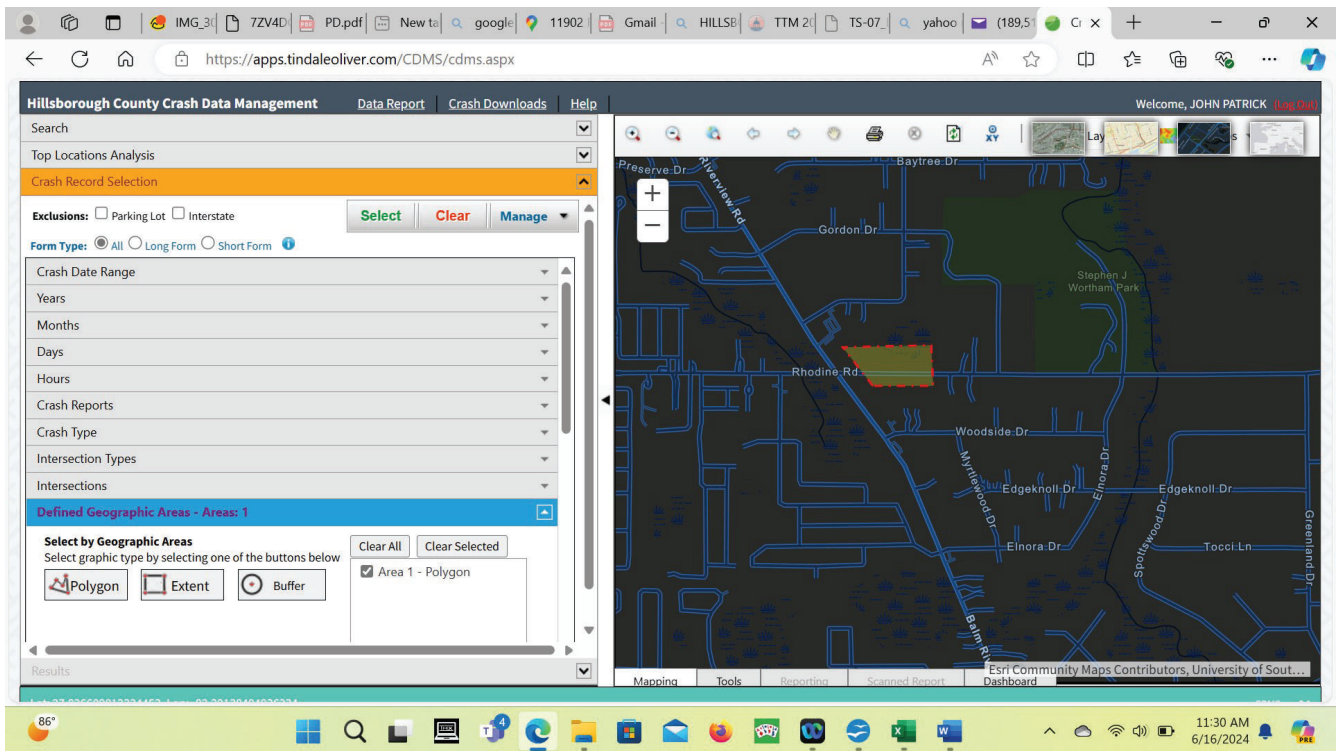
ITEM	DESCRIPTION
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2. SITE ADDRESS	34.00 ACRES, 1/4 SECTION 34, TOWNSHIP 30 S., RANGE 20 E., HILLSBOROUGH COUNTY, FLORIDA
3. OWNER	ASPIRE ENGINEERING, INC.
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286. SCALE	1" = 40'
287. SHEET NO.	1
288. TOTAL SHEETS	1
289. PROJECT NO.	24-005
290. DATE	04/29/2024
291. SCALE	1" = 40'
292. SHEET NO.	1
293. TOTAL SHEETS	1
294. PROJECT NO.	24-005
295. DATE	04/29/2024
296. SCALE	1" = 40'
297. SHEET NO.	1
298. TOTAL SHEETS	1
299. PROJECT NO.	24-005
300. DATE	04/29/2024
301. SCALE	1" = 40'
302. SHEET NO.	1
303. TOTAL SHEETS	1
304. PROJECT NO.	24-005
305. DATE	04/29/2024
306. SCALE	1" = 40'
307. SHEET NO.	1
308. TOTAL SHEETS	1
309. PROJECT NO.	24-005
310. DATE	04/29/2024
311. SCALE	1" = 40'
312. SHEET NO.	1
313. TOTAL SHEETS	1
314. PROJECT NO.	24-005
315. DATE	04/29/2024
316. SCALE	1" = 40'
317. SHEET NO.	1
318. TOTAL SHEETS	1
319. PROJECT NO.	24-005
320. DATE	04/29/2024
321. SCALE	1" = 40'
322. SHEET NO.	1
323. TOTAL SHEETS	1
324. PROJECT NO.	24-005
325. DATE	04/29/2024
326. SCALE	1" = 40'
327. SHEET NO.	1
328. TOTAL SHEETS	1
329. PROJECT NO.	24-005
330. DATE	04/29/2024
331. SCALE	1" = 40'
332. SHEET NO.	1
333. TOTAL SHEETS	1
334. PROJECT NO.	24-005
335. DATE	04/29/2024
336. SCALE	1" = 40'
337. SHEET NO.	1
338. TOTAL SHEETS	1
339. PROJECT NO.	24-005
340. DATE	04/29/2024
341. SCALE	1" = 40'
342. SHEET NO.	1
343. TOTAL SHEETS	1
344. PROJECT NO.	24-005
345. DATE	04/29/2024
346. SCALE	1" = 40'
347. SHEET NO.	1
348. TOTAL SHEETS	1
349. PROJECT NO.	24-005
350. DATE	04/29/2024
351. SCALE	1" = 40'
352. SHEET NO.	1
353. TOTAL SHEETS	1
354. PROJECT NO.	24-005
355. DATE	04/29/2024
356. SCALE	1" = 40'
357. SHEET NO.	1
358. TOTAL SHEETS	1
359. PROJECT NO.	24-005
360. DATE	04/29/2024
361. SCALE	1" = 40'
362. SHEET NO.	1
363. TOTAL SHEETS	1
364. PROJECT NO.	24-005
365. DATE	04/29/2024
366. SCALE	1" = 40'
367. SHEET NO.	1
368. TOTAL SHEETS	1
369. PROJECT NO.	24-005
370. DATE	04/29/2024
371. SCALE	1" = 40'
372. SHEET NO.	1
373. TOTAL SHEETS	1
374. PROJECT NO.	24-005
375. DATE	04/29/2024
376. SCALE	1" = 40'
377. SHEET NO.	1
378. TOTAL SHEETS	1
379. PROJECT NO.	24-005
380. DATE	04/29/2024
381. SCALE	1" = 40'
382. SHEET NO.	1
383. TOTAL SHEETS	1
384. PROJECT NO.	24-005
385. DATE	04/29/2024
386. SCALE	1" = 40'
387. SHEET NO.	1
388. TOTAL SHEETS	1
389. PROJECT NO.	24-005
390. DATE	04/29/2024
391. SCALE	1" = 40'
392. SHEET NO.	1
393. TOTAL SHEETS	1
394. PROJECT NO.	24-005
395. DATE	04/29/2024
396. SCALE	1" = 40'
397. SHEET NO.	1
398. TOTAL SHEETS	1
399. PROJECT NO.	24-005
400. DATE	04/29/2024
401. SCALE	1" = 40'
402. SHEET NO.	1
403. TOTAL SHEETS	1
404. PROJECT NO.	24-005
405. DATE	04/29/2024
406. SCALE	1" = 40'
407. SHEET NO.	1
408. TOTAL SHEETS	1



**LOCATION MAP**



SPACING EXHIBIT



Hillsborough Crash Management System - polygon

## Ratliff, James

---

**From:** Williams, Michael  
**Sent:** Wednesday, January 8, 2025 11:06 AM  
**To:** Elizabeth Rodriguez; lb15@live.com  
**Cc:** Patricia Ortiz; Peddle, Carolanne; De Leon, Eleonor; PW-CEIntake; Ratliff, James  
**Subject:** FW: RZ PD 24-1013 - Administrative Variance & Design Exception Review  
**Attachments:** 24-1013 AVAd 01-06-25.pdf; 24-1013 DEAd 01-06-25.pdf

Libby/Laurie,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 24-1013 APPROVABLE.

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

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

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

Lastly, please note that it is critical to ensure you copy all related correspondence to [PW-CEIntake@hcfl.gov](mailto:PW-CEIntake@hcfl.gov)

Mike

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

---

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

---

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

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

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**From:** Tirado, Sheida <TiradoS@hcfl.gov>  
**Sent:** Wednesday, January 8, 2025 10:08 AM  
**To:** Williams, Michael <WilliamsM@hcfl.gov>  
**Cc:** De Leon, Eleonor <DeLeonE@hcfl.gov>  
**Subject:** RZ PD 24-1013 - Administrative Variance & Design Exception Review

Helo Mike,

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

[libbytraffic@yahoo.com](mailto:libbytraffic@yahoo.com)  
[lb15@live.com](mailto:lb15@live.com)  
[ortizplanningsolutions@gmail.com](mailto:ortizplanningsolutions@gmail.com)  
[peddleec@hcfl.gov](mailto:peddleec@hcfl.gov)  
[peddleec@hcfl.gov](mailto:peddleec@hcfl.gov)

Best Regards,

**Sheida L. Tirado, PE**  
**Transportation Review Manager**  
Development Services Department

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

601 E. Kennedy Blvd., Tampa, FL 33602  
**[HCFL.gov](http://HCFL.gov)**

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

**Hillsborough County Florida**

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**Hillsborough  
County Florida**  
Development Services

# Supplemental Information for Transportation Related Administrative Reviews

## Instructions:

- This form must be provided separately for each request submitted (including different requests of the same type).
- This form must accompany all requests for applications types shown below. Staff will not log in or assign cases that are not accompanied by this form, or where the form is partially incomplete.
- A response is required in every field. Blank fields or non-responsive answers will result in your application being returned.
- All responses must be typed.
- Please contact Eleonor de Leon at [deleone@HCFL.gov](mailto:deleone@HCFL.gov) or via telephone at (813) 307-1707 if you have questions about how to complete this form.

<b>Request Type</b> (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
<b>Submittal Type</b> (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
<b>Submittal Number and Description/Running History</b> (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. Substandard Road - Rhodine Road <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.		
<b>Important:</b> To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.			
<b>Project Name/ Phase</b> Rhodine Road <b>Important:</b> The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.			
<b>Folio Number(s)</b> 77328.0000 and 077327.0000 <input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers <b>Important:</b> List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").			
<b>Name of Person Submitting Request</b> Elizabeth Rodriguez <b>Important:</b> For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.			
<b>Current Property Zoning Designation</b> <b>Important:</b> For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at <a href="https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html">https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html</a> . For additional assistance, please contact the <a href="#">Zoning Counselors</a> at the Center for Development Services at (813) 272-5600 Option 3.			
<b>Pending Zoning Application Number</b> PD 24-1013 <b>Important:</b> If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.			
<b>Related Project Identification Number (Site/Subdivision Application Number)</b> <b>Important:</b> This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".			

*Elizabeth Rodriguez & Associates, Inc.*  
*18156 Sandy Pointe Drive*  
*Tampa, Florida 33647*

January 3, 2025

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

Dear Mr. Williams:

**RE: Design Exception for Rhodine Road - FOLIO # 77328.0000 and 077327.0000 PD24-1013**

The subject property is being rezoned to Planned Development, as is shown on the attached **Site Plan** and **Location Map** to include 13,000 SF of retail or office. This design exception per the Transportation Technical Manual (TTM) is to meet Hillsborough County Land Development (LDC) Section 6.04.03.L – Existing Facilities. Rhodine Road adjacent to the site will not be constructed *fully* to TTM standards, but instead the request is to allow for some reasonable improvements as described herein.

1. *EXISTING CONDITIONS* - Rhodine Road adjacent to this site has 2 -10.25 foot travel lanes and a 10.25 foot wide left turn lane serving the Balm-Riverview Road intersection. This is a rural section (ditches). There are 4 foot paved shoulders that are not marked as bike lanes. There are some sidewalks and some segments of sidewalk are missing. Land use is of a residential nature in the area, although the subject parcels will be retail. There are 110 feet of right-of-way.
1. *PROPOSED IMPROVEMENTS* – The developer proposes to build a raised concrete separator, between the thru-lane and the left turn lane on Rhodine Road, such that the proposed project driveway operates as a right-in/right-out driveway, and extending at least 75 feet in each direction from that driveway.
3. *JUSTIFICATION FOR THE REQUEST* - The 4 foot wide raised concrete median will keep traffic from turning left in or out of the site, and thereby reduce potentially conflicting

movements. There is a higher potential for conflict associated with left turns as compared with right turns. Constructing the separator will create a right-in/right-out driveway for the site thereby rendering the roadway more safe than if the separator were not to be constructed.

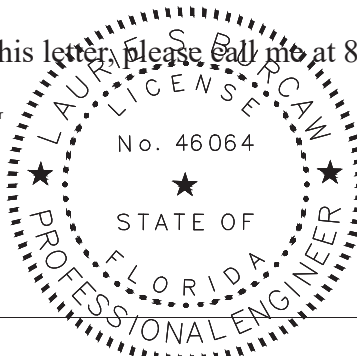
If you have any questions/comments regarding this letter, please call me at 813.545.3316.

Sincerely,



**Laurie S.  
Burcaw**

Digitally signed by Laurie S Burcaw  
DN: C=US, O=Unaffiliated, dnQualifier=  
=, A01410D0000019074B1E3AD000B9  
C60, CN=Laurie S Burcaw  
Reason: I am the author of this  
document  
Location:  
Date: 2025.01.06 11:12:22-05'00'  
Foxit PDF Editor Version: 12.1.3



Laurie Burcaw, P.E.

**This item has been digitally signed  
and sealed by Laurie Burcaw,**

**PE, on 01/06/2025.**

**Printed copies of this document  
are not considered signed and  
sealed and the signature must  
be verified on any electronic  
copies.**

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

\_\_\_\_\_ Disapproved

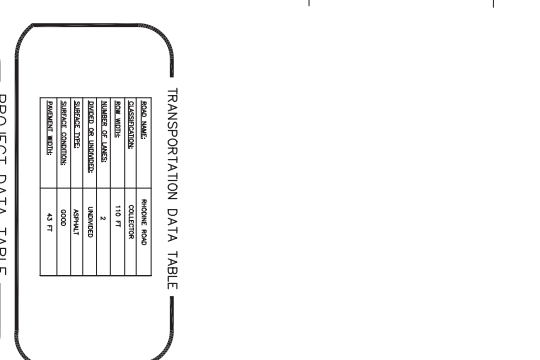
\_\_\_\_\_ Approved with Conditions

\_\_\_\_\_ Approved

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

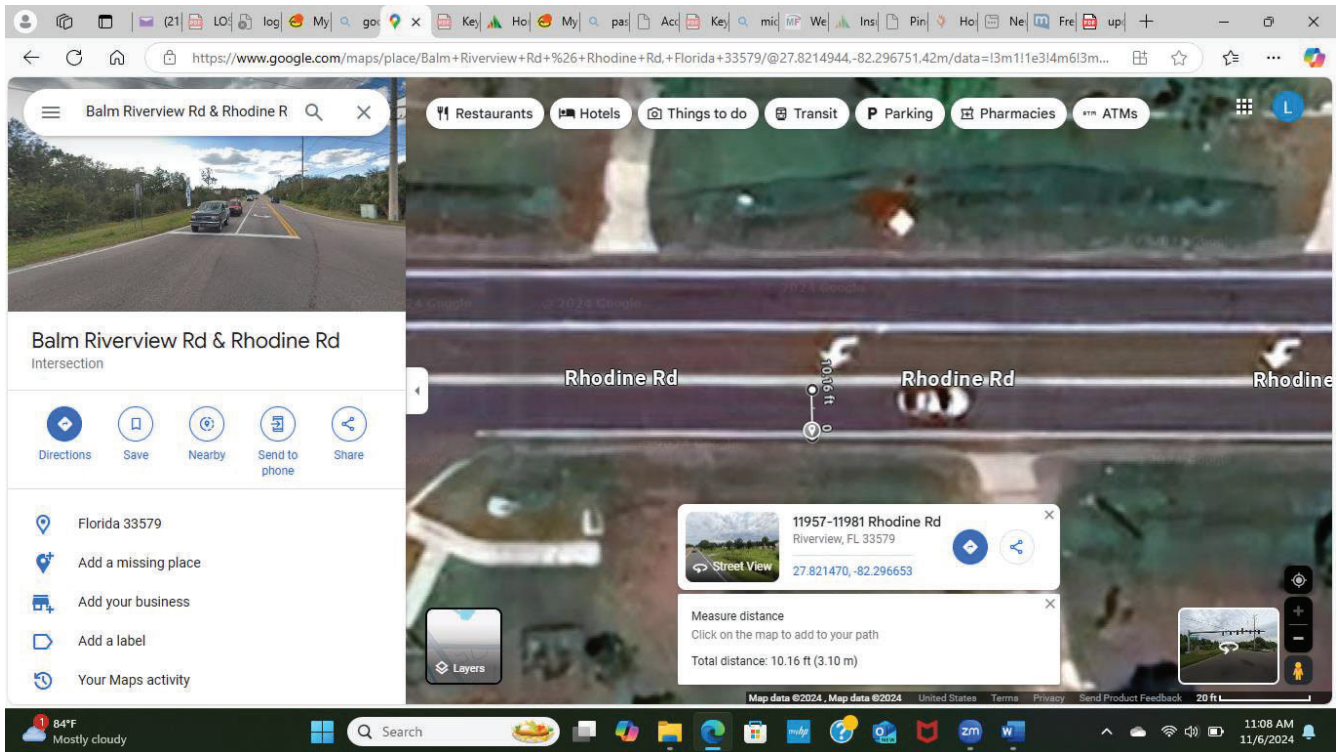
Sincerely,

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

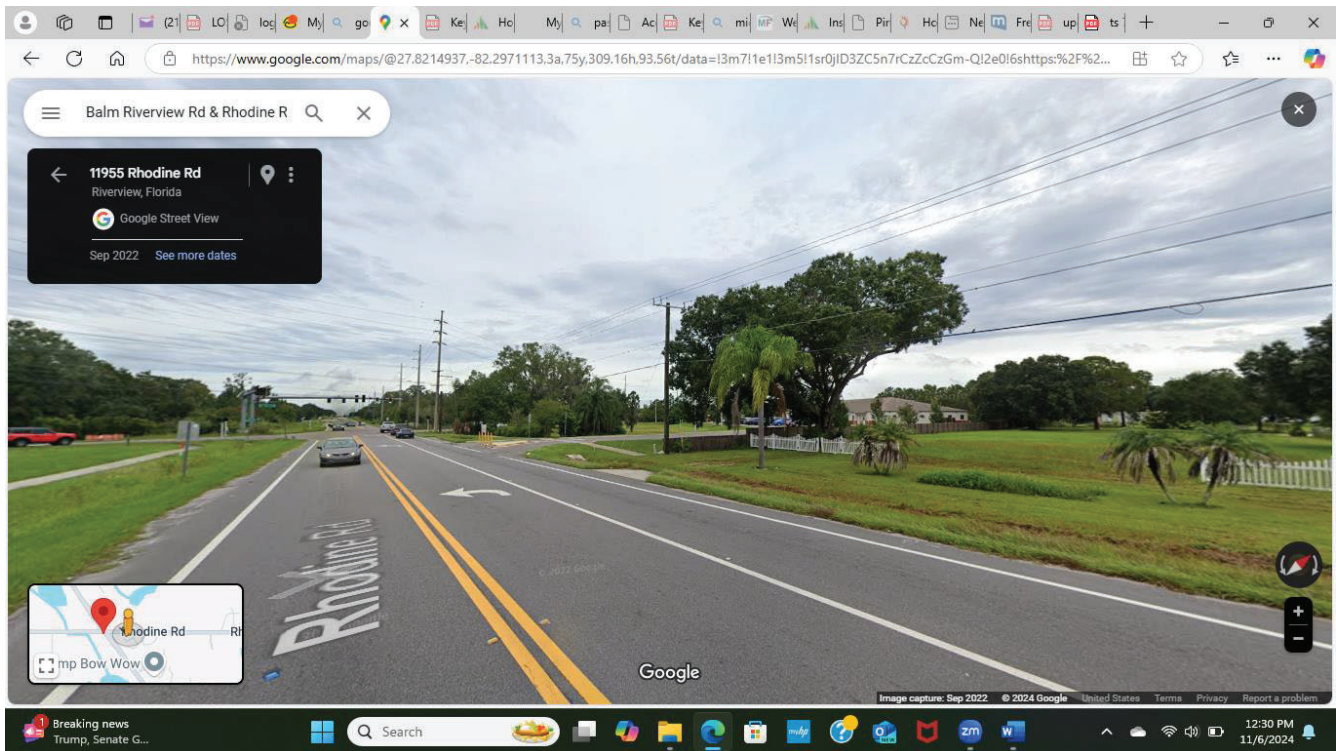
[illegible]



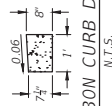
## LOCATION MAP



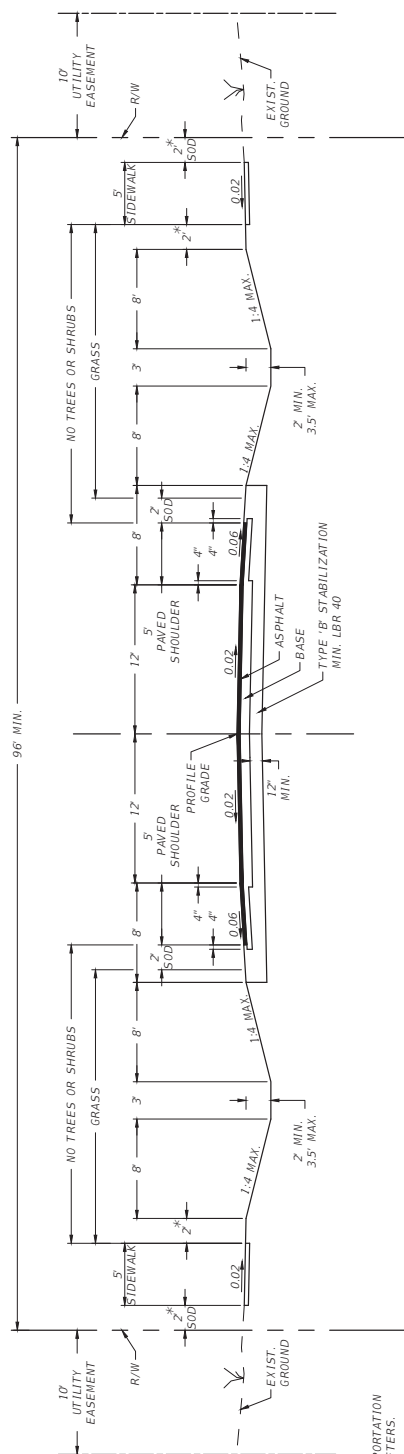
Existing conditions – 3 approximately 10.25 foot lanes



Existing conditions – looking westward




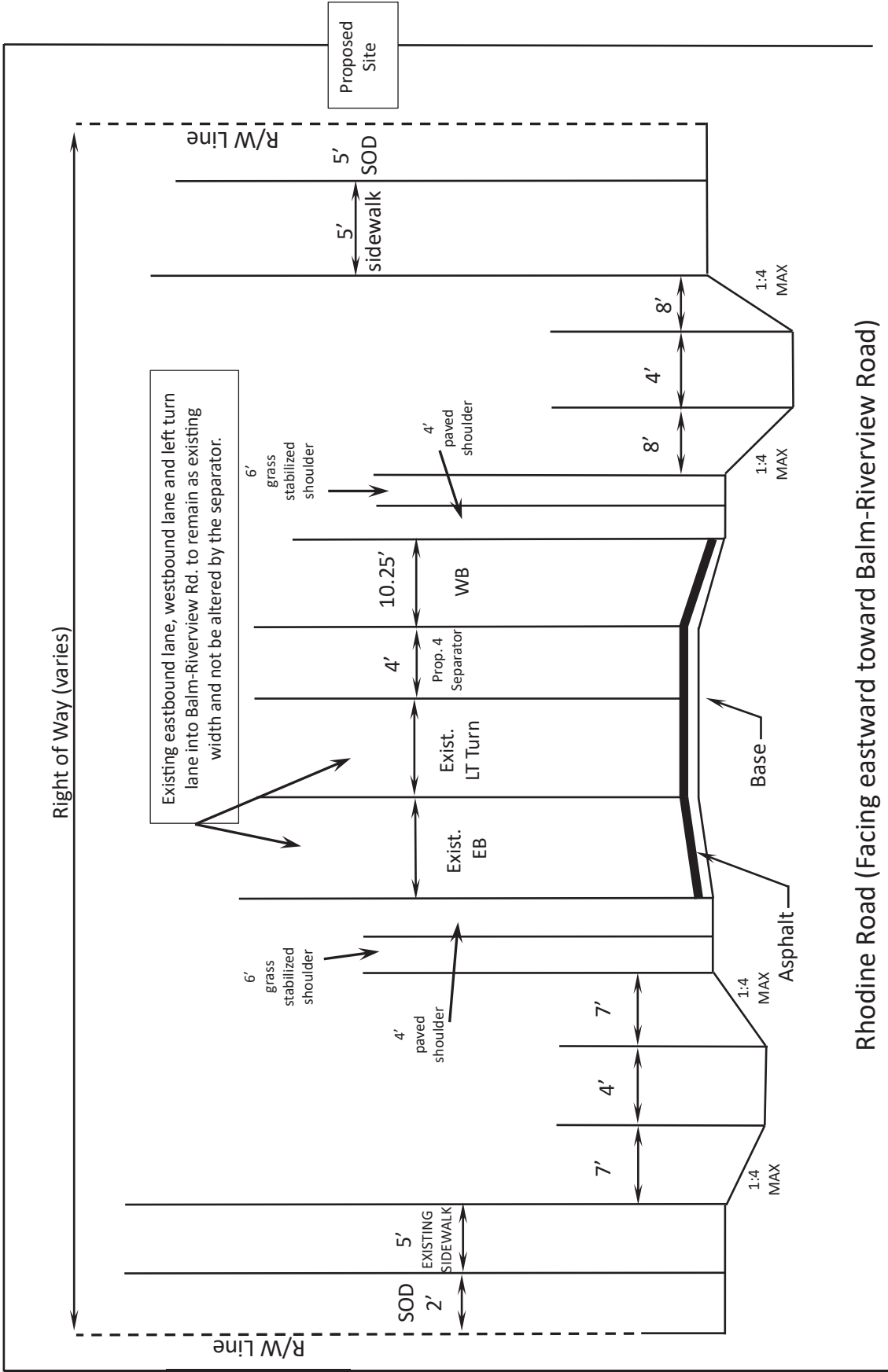
RESIDENTIAL SUBDIVISION WITH  
LESS THAN OR EQUAL TO 10 LOTS  
DESIGN SPEED - 25 MPH



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

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

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



Rhodine Road (Facing eastward toward Balm-Riverview Road)

**TYPICAL SECTION**  
N.T.S.

# 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
Rhodine Rd.	County Collector - Rural	2 Lanes <input checked="" 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 checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
	Choose an item.	Choose an item. Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	1	2
Proposed	611	56	63
Difference (+/-)	(+) 592	(+) 51	(+) 61

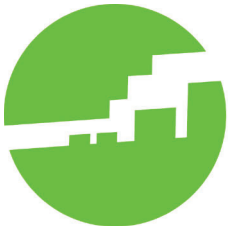
\*Trips reported are based on gross external trips unless otherwise noted.

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	Pedestrian & Vehicular	None	Meets LDC
East		None	None	Meets LDC
West		None	Vehicular & Pedestrian	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Rhodine Rd./ Access Spacing	Administrative Variance Requested	Approvable
Rhodine Rd./ Substandard Road	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
	Choose an item.	Choose an item.
Notes:		

Transportation Comment Sheet

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	



**Hillsborough County  
City-County  
Planning Commission**

**Plan Hillsborough**  
[planhillsborough.org](http://planhillsborough.org)  
[planner@plancom.org](mailto:planner@plancom.org)  
813 – 272 – 5940  
601 E Kennedy Blvd  
18<sup>th</sup> floor  
Tampa, FL, 33602

Unincorporated Hillsborough County Rezoning Consistency Review	
<b>Hearing Date:</b> April 15, 2025 <b>Report Prepared:</b> April 4, 2025	<b>Case Number:</b> PD 24-1013 <b>Folio(s):</b> 77327.0000 & 77328.0000 <b>General Location:</b> North of Rhodine Road, east of Balm Riverview Road
<b>Comprehensive Plan Finding</b>	<b>CONSISTENT</b>
<b>Adopted Future Land Use</b>	Residential-1 (1 du/ga; 0.25 FAR)
<b>Service Area</b>	Urban
<b>Community Plan(s)</b>	Riverview & SouthShore Areawide Systems
<b>Rezoning Request</b>	Agricultural Single Family (AS-1) to Planned Development (PD) to allow a retail and office center with limited uses.
<b>Parcel Size</b>	2.5 ± acres
<b>Street Functional Classification</b>	Rhodine Road – <b>County Collector</b> Balm Riverview Road – <b>County Collector</b>
<b>Commercial Locational Criteria</b>	Meets
<b>Evacuation Area</b>	N/A

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-1	AS-1	Vacant Land + Single Family Residential
North	Residential-1	AS-1	Single Family Residential + Public/Quasi-Public/Institutions
South	Residential Planned-2 + Residential-4	AS-1 + PD + CN	Light Commercial + Single Family Residential + Public/Quasi-Public/Institutions
East	Residential-1 + Natural Preservation	AS-1 + AR	Single Family Residential + Vacant Land + Agriculture + Public/Quasi-Public/Institutions
West	Residential-1 + Residential-4	CN + CG + BPO + AS-0.4 + PD	Educational + Single Family Residential + Vacant Land

**Staff Analysis of Goals, Objectives and Policies:**

The 2.5 ± acre subject site is located north of Rhodine Road and east of Balm Riverview Road. The site is in the Urban Service Area and within the limits of the Riverview Community Plan and SouthShore Areawide Systems Plan. The applicant is requesting a rezoning from Agricultural Single Family (AS-1) to Planned Development (PD) to allow a retail and office center with limited uses. The proposed uses are limited to a Mail and Package Store, Childcare Services, Bank/Financial Institution, Florist, Restaurant, Jewelry Store, Self-Serve Laundry, Optical Services, Watch Repair, Travel Services, Health Practitioners Office, Barber/Beauty Salon, Wedding Banquet Hall, Medical Offices, Veterinary Clinic, Business Services, Diagnostic Center, Electronic Repair, Government Office, Personal Services and/or Professional Services.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the County's growth is to be directed. Policy 1.4 requires all new development to be compatible with the surrounding area, noting that "compatibility does not mean "the same as" Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development." Single-family uses and vacant land is currently on the site. Single-family uses extend to the east, north and west across Balm Wimauma Road. Vacant land is to the west and northwest. There are light commercial uses to the north and south across Rhodine Road. An educational use is directly west of the site.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. The character of each land use category is defined by building type, residential density, functional use and the physical composition of the land. The integration of these factors set the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive but are intended to be illustrative of the character of uses within the land use designation. Appendix A contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the Residential-1 (RES-1) Future Land Use category. The RES-1 Future Land Use category allows for the consideration of farms, ranches, residential uses, rural scale neighborhood commercial uses, offices and multi-purpose projects. Commercial, office, and multi-purpose uses are subject to Commercial Locational Criteria.

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

The proposal does not meet the intent of FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3 and 16.5 that require new development to be compatible to the surrounding neighborhood. Goal 12 and Objective 12-1 of the Community Design Component (CDC) of the FLUE require new developments to recognize the existing community and be designed to relate to and be compatible with the predominant character of the surrounding area. In this case, the surrounding land use pattern is comprised mostly of single-family uses with some vacant land, light commercial uses and daycare in the immediate area. To enhance compatibility with the surrounding residential, the conditions for the proposed PD will note that the eating establishment shall be limited to one sit-down restaurant with an outdoor seating area located in the northwestern end of the strip center. The Banquet Hall shall not be permitted an outdoor gathering area. The hours of operation shall be limited to the following:

- Daycare/General Indoor-Outdoor use: 6:00am – 7:00 pm Daily (7 days a week- keep in mind this is for after school and weekend instruction of karate or dance but there will be competitions and or birthday parties on the weekends).
- Restaurant: 10:00 am – 11:00 pm Daily
- General Retail Uses: 10:00 am – 9:00 pm Daily
- Banquet Hall:
  - i. Monday – Wednesday: 10:00 am - 6:00 pm
  - ii. Thursday -Sunday: 10:00 am – 10:00 pm

FLUE Policy 16.2 states that 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. There should be a gradual transition of intensities between the different land uses given the residential uses around the subject site. There will be a 20' setback, Type B buffer along the eastern property line and a 10' setback, Type A buffer along the western property line. FLUE Policy 16.5 directs development of higher intensity non-residential land uses to be restricted to locations external to established and developing neighborhoods. Given the more intensive uses being located on the northwestern corner and the operating characteristics, the proposal meets Objective 16 and the associated policies.

The subject site does meet Commercial Locational Criteria (CLC) as established in FLUE Objective 22. FLUE Policy 22.7 states that 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. The closest qualifying intersection is Rhodine Road and Balm Wimauma Road and is about 440 feet away from the subject site which fall under the required 660 feet for the RES-1 Future Land Use category; therefore, the proposed PD is consistent with Objective 22 as the proposal is within the allowed measurement.

The site is located within the limits of the Riverview Community Plan and SouthShore Areawide Systems Plan. Goal 2 of the Riverview Community Plan reflects 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". The subject site is located in the Residential District which is noted under the plan to encourage attractive residential development that complements the surrounding character and promotes housing diversity. Goal 1.a. under the Economic Objective within the SouthShore Areawide Systems Plan is to 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.) As Goal 1.b. is to 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. The proposed PD would bring an economic component to the surrounding area that is consistent with the goals of the SouthShore Areawide Systems Plan in the Livable Communities Element of the Comprehensive Plan.

Overall, staff finds that the proposal is compatible with the existing development pattern found within the surrounding area and does support the vision of the Riverview Community Plan and SouthShore Areawide Systems Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

### **Recommendation**

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

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

### **FUTURE LAND USE ELEMENT**

## **Urban Service Area**

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

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

## **Land Use Categories**

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

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

## **Relationship to Land Development Regulations**

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

**Policy 9.1:** Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.

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

## **Neighborhood/Community Development**

**Objective 16: Neighborhood Protection** – The neighborhood is 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: locational criteria for the placement of non-residential uses as identified in this Plan, limiting commercial development in residential land use categories to neighborhood scale; 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 22.1:** The locational criteria for neighborhood serving non-residential uses in specified land uses categories will:

- provide a means of ensuring appropriate neighborhood serving commercial development without requiring that all neighborhood commercial sites be designated on the Future Land Use Map;
- establish a maximum square footage for each proposed neighborhood serving commercial intersection node to ensure that the scale of neighborhood serving commercial development defined as convenience, neighborhood, and general types of commercial uses, is generally consistent with surrounding residential character; and
- establish maximum frontages for neighborhood serving commercial uses at intersections ensuring that adequate access exists or can be provided.

**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.

**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.*

## **Community Design Component (CDC)**

### **5.0 NEIGHBORHOOD LEVEL DESIGN**

#### **5.1 COMPATIBILITY**

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

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

### **7.0 SITE DESIGN**

#### **7.1 DEVELOPMENT PATTERN**

**GOAL 17:** *Develop commercial areas in a manner which enhances the County's character and ambiance.*

**OBJECTIVE 17-1:** *Facilitate patterns of site development that appear purposeful and organized.*

**Policy 17-1.4:** *Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.*

## **LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN**

### **IV. Goals**

**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".*

*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.*

## **LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS PLAN**

### **Economic Development Objective**

*The SouthShore community encourages activities that benefit 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.*

# HILLSBOROUGH COUNTY FUTURE LAND USE

RZ PD 24-1013

<all other values>

Rezonings

STATUS

APPROVED  
CONTINUED  
DENIED  
WITHDRAWN  
PENDING

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

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

DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The map is intended to be used as a guide only and is not intended to be used as a legal document. It is intended that the map be used in conjunction with the official zoning map. The map is for illustrative purposes only. It is the most current data and information, and the appropriate use of the map is determined by the user.



Map Printed from Rezoning System: 7/10/2024

Author: Beverly F. Daniels

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