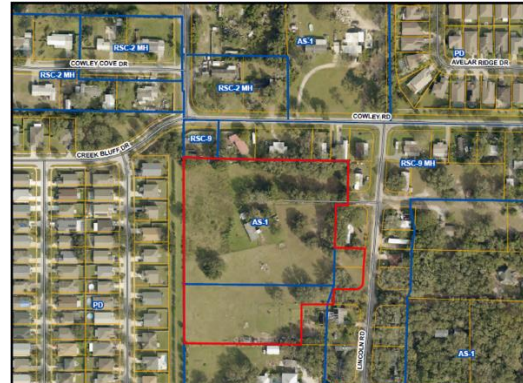


Rezoning Application: PD 24-0579
Zoning Hearing Master Date: August 19, 2024
BOCC Hearing Meeting Date: October 8, 2024

1.0 APPLICATION SUMMARY

Applicant: Mack Vardaramatos
FLU Category: Residential-6 (RES-6)
Service Area: Urban
Site Acreage: 6.73 MOL
Community Plan Area: Riverview
Overlay: MH



Introduction Summary:				
The applicant seeks to rezone three parcels from RSC-9 (Residential Single-Family Conventional), AS-1 (Agricultural Single-Family) and ASC-1 (Agricultural - Single-Family Conventional) to PD 24-0579 (Planned Development) to permit a single-family residential development of up to 40 units with 40-foot-wide minimum lots.				
	Existing			Proposed
District(s)	RSC-9	AS-1	ASC-1	PD 24-0579
Typical General Use(s)	Single-Family Residential	Single-Family Residential/Agricultural	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	0.28 MOL	4.73 MOL	1.72 MOL	6.73 MOL
Density/Intensity	9 du/ga	1 du/ga	1 du/ga	5.94 du/ga
Mathematical Maximum*	2 units	4 units	1 unit	40 units

*number represents a pre-development approximation

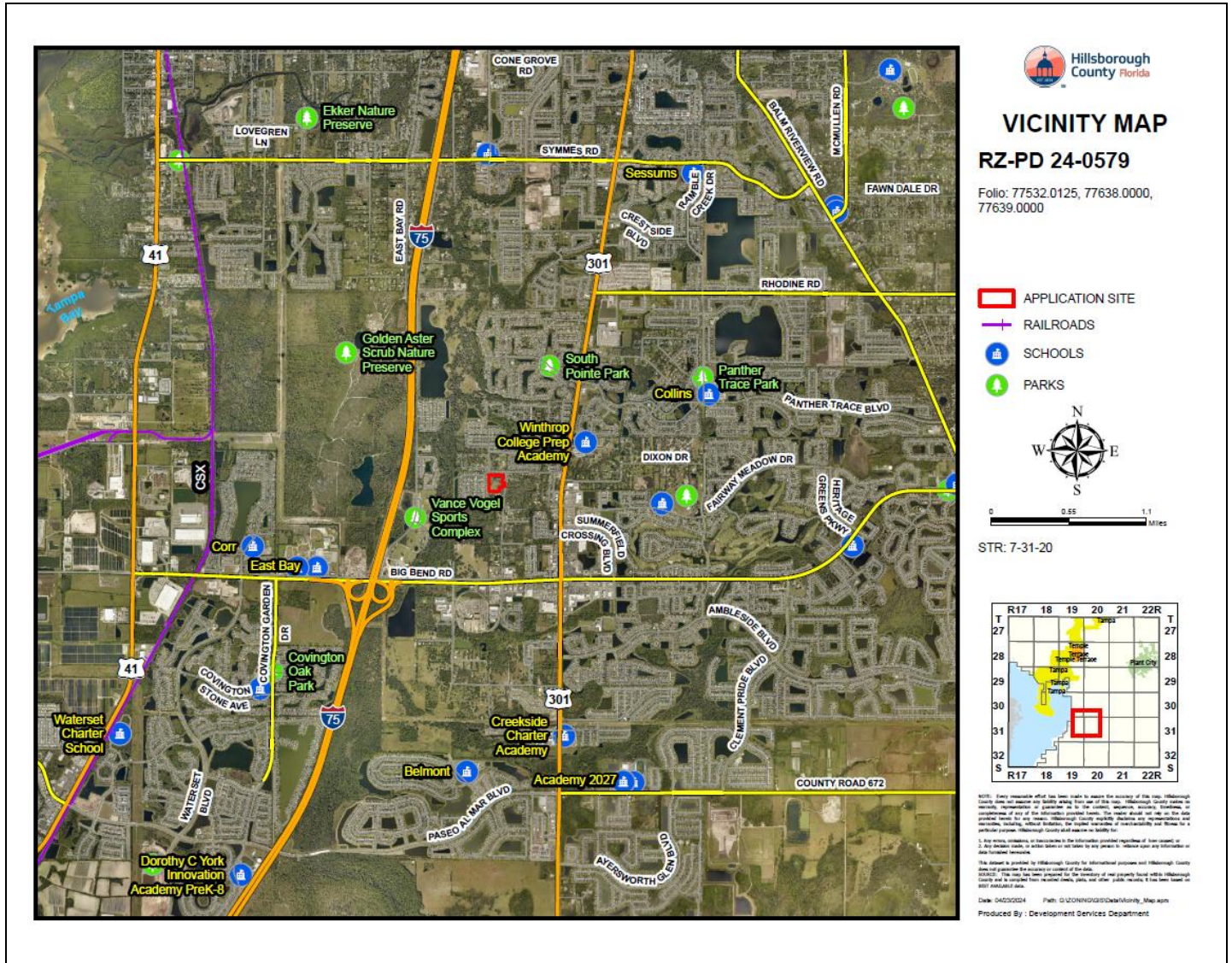
Development Standards:	Existing			Proposed
District(s)	RSC-9	AS-1	ASC-1	PD 24-0579
Lot Size / Lot Width	5,000 sf / 50'	43,560 sf / 150'	43,560 sf / 150'	4,000 sf / 40'
Setbacks/ Buffering and Screening	20' Front 20' Rear 5' Sides	50' Front 50' Rear 15' Sides	50' Front 50' Rear 15' Sides	10' Front 10' Rear 5' Sides
Height	35'	50'	50'	35'

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

Planning Commission Recommendation: Consistent	Development Services Recommendation: Approvable, subject to proposed conditions
--	---

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

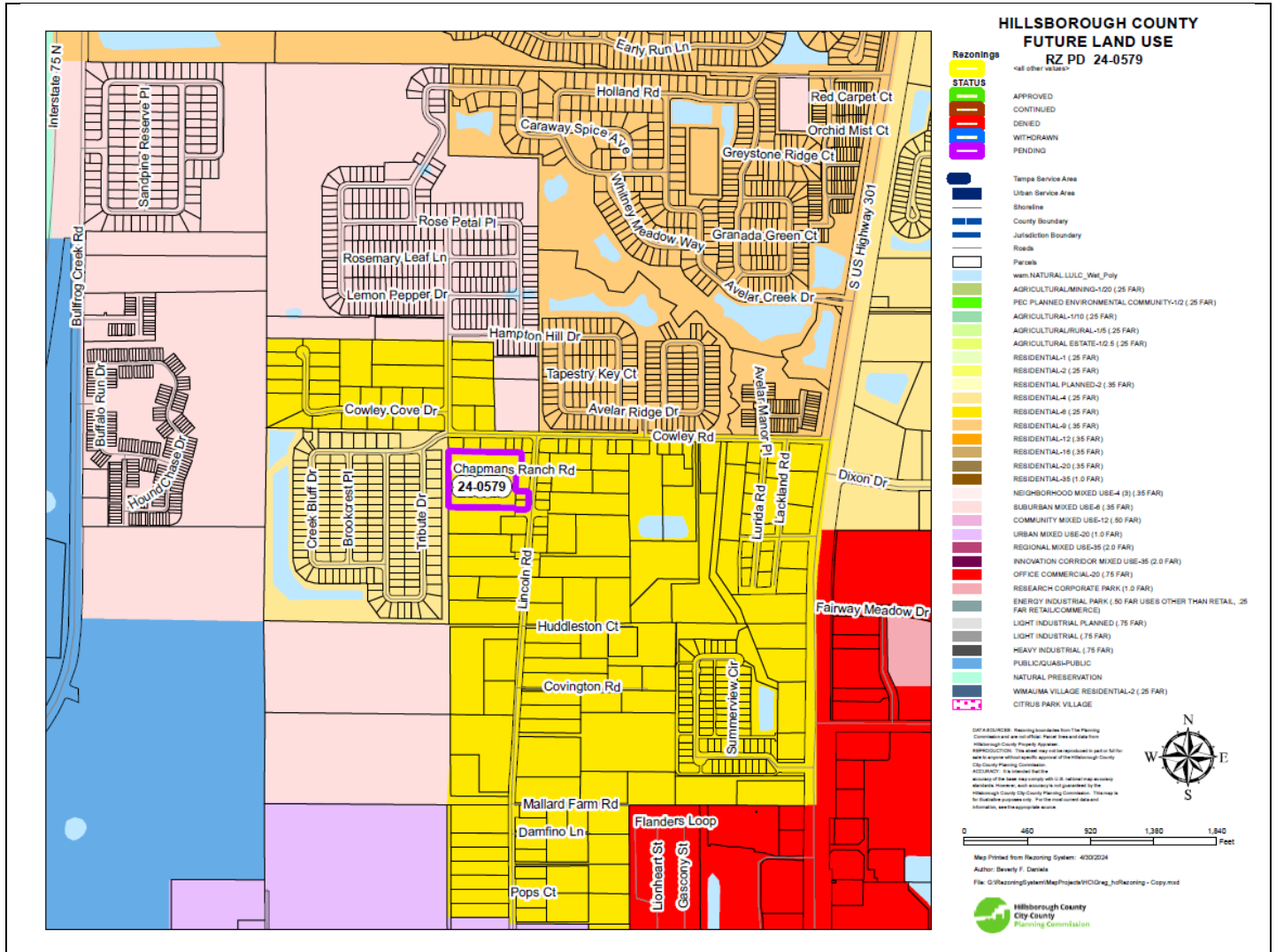


Context of Surrounding Area:

The property contains three parcels and is generally located 150 feet south of the intersection of Lincoln Road and Cowley Road and 120 feet of the west side of Lincoln Road. The parcel to the north with folio# 77532.0125 contains a single-family home and is zoned AS-1 and ASC-1. The northeast parcel with folio# 77639.0000 is vacant and is zoned RSC-9 (MH). The parcel with folio# 77638.0000 directly east is also vacant and is zoned RSC-9 (MH). The area consists of single-family residential. Adjacent to the north is single-family residential zoned RSC-9 and RSC-9 (MH). Adjacent to the south is single-family residential zoned ASC-1. Adjacent to the east is single-family residential zoned RSC-9 (MH). Adjacent to the west is single-family residential zoned PD 03-0433.

2.0 LAND USE MAP SET AND SUMMARY DATA

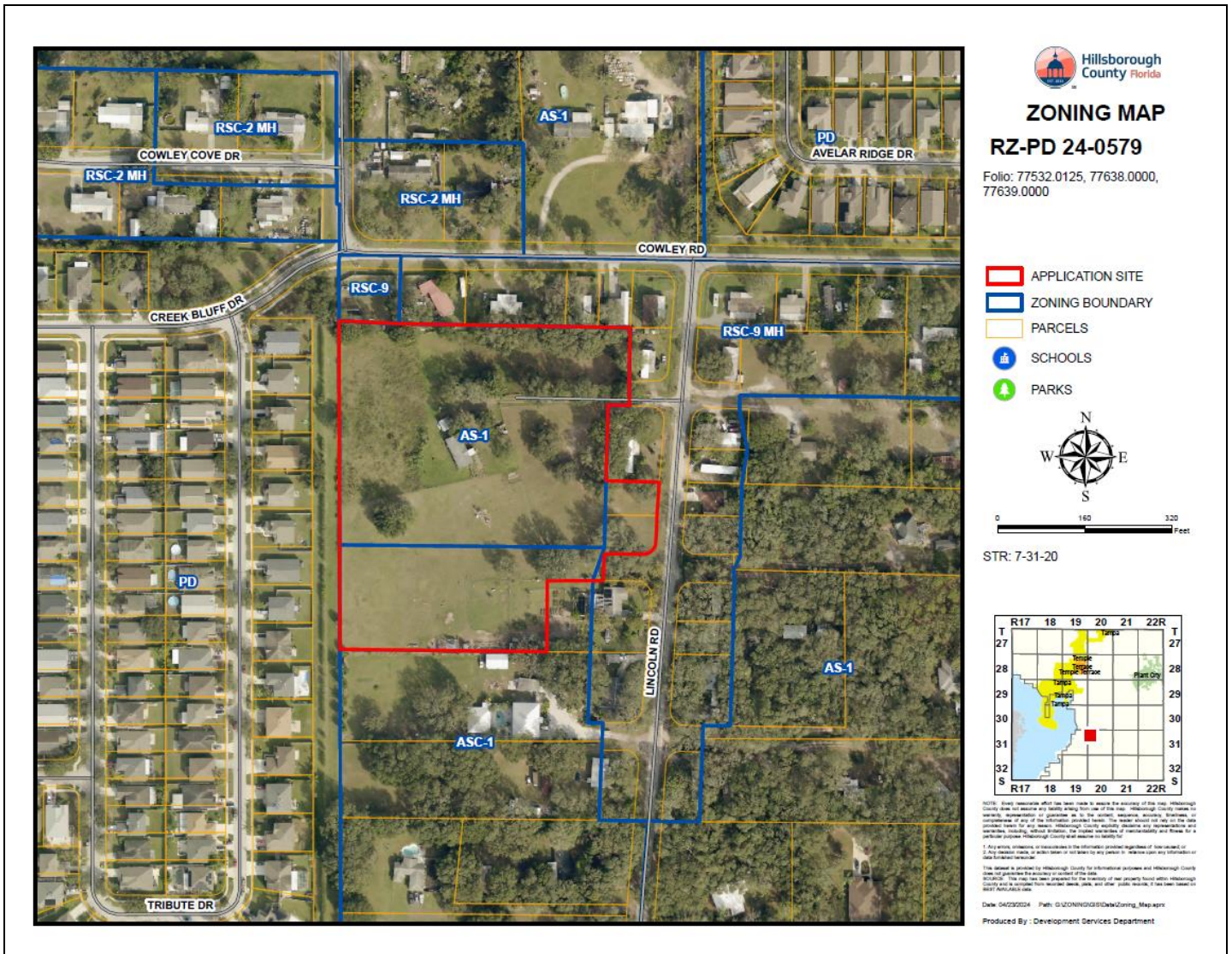
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential-6 (RES-6)
Maximum Density/F.A.R.:	6.0 dwelling units/gross acre; 0.25 F.A.R.
Typical Uses:	Residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed-use development. Nonresidential uses shall meet established locational criteria for specific land use.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

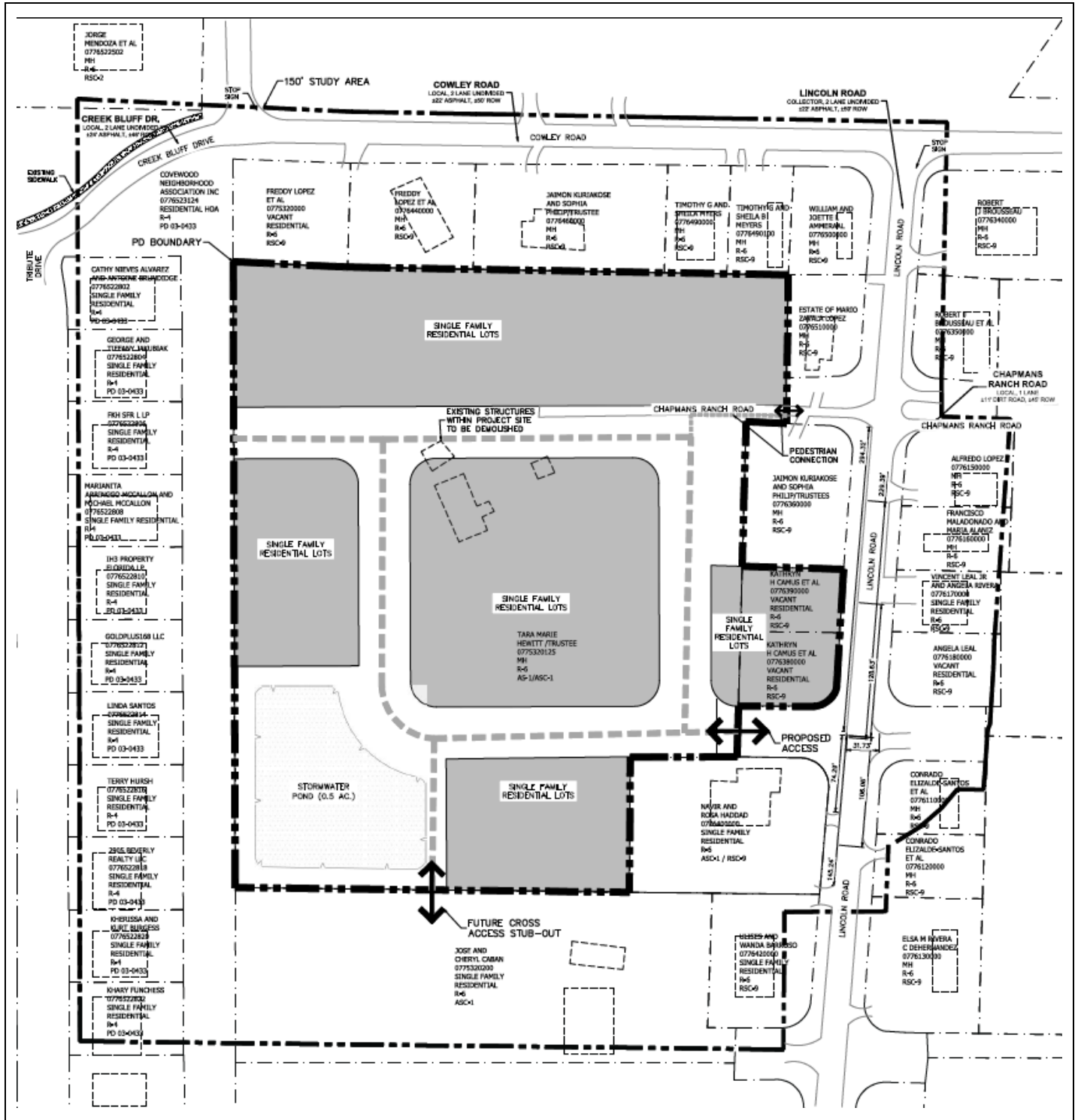


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-9, RSC-9 (MH)	9 du/ga	Single-Family Residential (Conventional Only), Single-Family Residential	Single-Family Residential
South	ASC-1	1 du/ga	Single-Family Residential/Agricultural	Single-Family Residential
East	RSC-9 (MH)	9 du/ga	Single-Family Residential	Single-Family Residential
West	PD 03-0433	6 du/ga	Single-Family Residential	Single-Family Residential

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9 OF STAFF REPORT)

Adjoining Roadways (check if applicable)

Road Name	Classification	Current Conditions	Select Future Improvements
Lincoln Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" 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	56	7	8
Proposed	377	28	38
Difference (+/-)	+321	+21	+30

*Trips reported are based on net new 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		Vehicular & Pedestrian	None	Meets LDC
East	X	Pedestrian	None	Meets LDC
West		Vehicular & Pedestrian	None	Meets LDC

Notes:

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
Lincoln Road/ Substandard Road	Design Exception Requested	Approvable
Lincoln Road/ Access Spacing	Administrative Variance Requested	Approvable

Notes:

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Environmental Services	<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	
Natural Resources	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other: _____				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	An individual permit will be required.
Impact/Mobility Fees Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$9,183 * 40 = \$367,320 Parks: \$2,145 * 40 = \$85,800 School: \$8,227 * 40 = \$329,080 Fire: \$335 * 40 = \$13,400 Total per House: \$19,890 * 40 = \$795,600				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input checked="" type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Inconsistent <input checked="" type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The approximate 6.73-acre property contains three parcels zoned RSC-9 (Residential Single-Family Conventional), AS-1 (Agricultural Single-Family) and ASC-1 (Agricultural - Single-Family Conventional). The applicant seeks to rezone these parcels to PD 24-0579 (Planned Development) to permit a single-family residential development of up to 40 units with 40-foot-wide minimum lots. The property is generally located 150 feet south of the intersection of Lincoln Road and Cowley Road and 120 feet of the west side of Lincoln Road. The parcel to the north with folio# 77532.0125 contains a single-family home and is zoned AS-1 and ASC-1. The northeast parcel with folio# 77639.0000 is vacant and is zoned RSC-9 (MH). The parcel with folio# 77638.0000 directly east is also vacant and is zoned RSC-9 (MH). The area consists of single-family residential. Adjacent to the north is single-family residential zoned RSC-9 and RSC-9 (MH). Adjacent to the south is single-family residential zoned ASC-1. Adjacent to the east is single-family residential zoned RSC-9 (MH). Adjacent to the west is single-family residential zoned PD 03-0433. The resulting density will be approximately 5.94 dwelling units per acre. The subject property is designated Residential-6 (RES-6) on the Future Land Use map. The Planning Commission finds the proposed use consistent with the Comprehensive Plan.

The surrounding uses are similar to the request, single-family residential. Additionally, to the north about 900 feet there is a Planned Development PD 07-1767 that contains 121 single-family detached residential lots that are 40 feet in width. Therefore, the rezoning of the subject parcel from RSC-9, AS-1 and ASC-1 to PD with a single-family residential use of up to 40 units with 40-foot-wide minimum lots would be consistent with the existing zoning pattern of the area.

Based on the above considerations staff finds the requested PD zoning district compatible with the existing zoning and development pattern in the area.

5.2 Recommendation

Approval, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Requirements for Certification:

Prior to PD site plan certification, the developer shall revise the PD site plan to:

1. Add a note on the site plan that reads "Sidewalks to be provided per the LDC."

Approval - Approval of the request, subject to the conditions listed below, is based on the revised general site plan submitted May 21, 2024.

1. Development of the project shall be limited to a maximum of 40 total detached single-family residential dwelling units.
2. Minimum lot size: 4,000 sf
Minimum lot width: 40 feet
Minimum front yard setback: 20 feet*
Minimum side yard setback: 5 feet
Minimum rear yard setback: 10 feet
Maximum building height: 35 feet/2-stories

*Unless otherwise required.

3. Any single-family detached units/lots developed at a width under 50 feet shall comply with the following:
 - a. Single-family detached units shall provide a 2-car garage with a minimum 18-foot-wide driveway. Garages shall be permitted to extend a maximum of 5 feet in front of the front façade if an entry feature over the primary entrance facing the street is provided. The garage setback shall meet the minimum front yard setback of 20 feet. The entry feature shall be at least 5 feet in depth, unless otherwise stated. The entry feature shall consist of, but not be limited to, a covered stoop, a covered porch or other architectural feature. If the garage extends less than 5 feet from the front façade, the depth of the entry feature may be reduced accordingly and shall not at any point be permitted to be located at a setback that exceeds the garage façade setback. If no entry feature is provided, the garage shall not be placed closer to the street than any portion of the front façade.
 - b. Garage doors shall not account for more than 60% of the unit's street facing façade area. Area shall include the width and height of all façade walls that are oriented towards the street. Area shall not include roofs, windows or doors within the street facing facades.
 - c. All driveways shall be located in an alternating pattern on the left or right side of the unit's front façade. Homes shall not have the same driveway location (left or right side) as the adjacent home. The alternating pattern may be adjusted at corner

lots as necessary.

- d. Street trees may include alternating shade and ornamental trees, subject to the review and approval of Natural Resources staff.
- e. Each unit's primary entrance door shall face the roadway.
- f. All 2-story units shall provide a transition between the first and second floor to break up the façade by using one or more of the following:
 - (a) A roof feature with a minimum projection of 1 foot from the wall surface. The projection shall consist of overhangs or other roof elements.
 - (b) A horizontal banding of 6 to 8 inches in height that projects at least 2 inches from the wall surface.
 - (c) A change in materials between the first and second floors.
- 4. Natural Resources staff identified a number of significant trees on the site including potential Grand Oaks. Every effort must be made to avoid the removal of and design the site around these trees. The site plan may be modified from the Certified Site Plan to avoid tree removal. This statement should be identified as a condition of the rezoning.
- 5. Any interim agricultural operations shall not result in the destruction of trees or the natural plant community vegetation on the property. Any application to conduct land alteration activities on the property must be submitted to the Natural Resources Team of the Planning and Growth Management Department for review and approval. Use of the agricultural exemption provision to the Land Alteration regulations is prohibited.
- 6. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
- 7. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
- 8. If the notes and/or graphics on the site plan conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply unless specifically conditioned otherwise. References to development standards of the LDC in the above-stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.

9. 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.
10. Notwithstanding anything shown on the Site Development Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
11. If PD 24-0579 is approved, the County Engineer will approve a Design Exception request (dated July 30, 2024, and was found approvable by the County Engineer (on August 5, 2024) for the Lincoln Road substandard road improvements. As Lincoln Road is a substandard collector roadway, the developer will be required to make specific improvements to Lincoln Road consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct:
 - A minimum 5-foot-wide sidewalk for a distance of +/- 435 ft. along the west Lincoln Road to Cowley Road.
12. If PD 24-0579 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated July 30, 2024) from the LDC Section 6.04.07 access spacing requirements, which has been found approvable by the County Engineer (on August 5, 2024). Approval of this Administrative Variance will permit the reduction of the minimum access spacing between the project driveway on Lincoln Road as follows:
 - a. For the project driveway connection, a variance of +/- 117 feet from the closest driveway to the north on the same (east) side of the roadway, resulting in an access spacing of +/- 128ft. and;
 - b. For the project driveway connection, a variance of +/- 171 feet from the closest driveway to the south on the same (east) side of the roadway, resulting in an access spacing of +/- 74ft.

Zoning Administrator Sign Off:



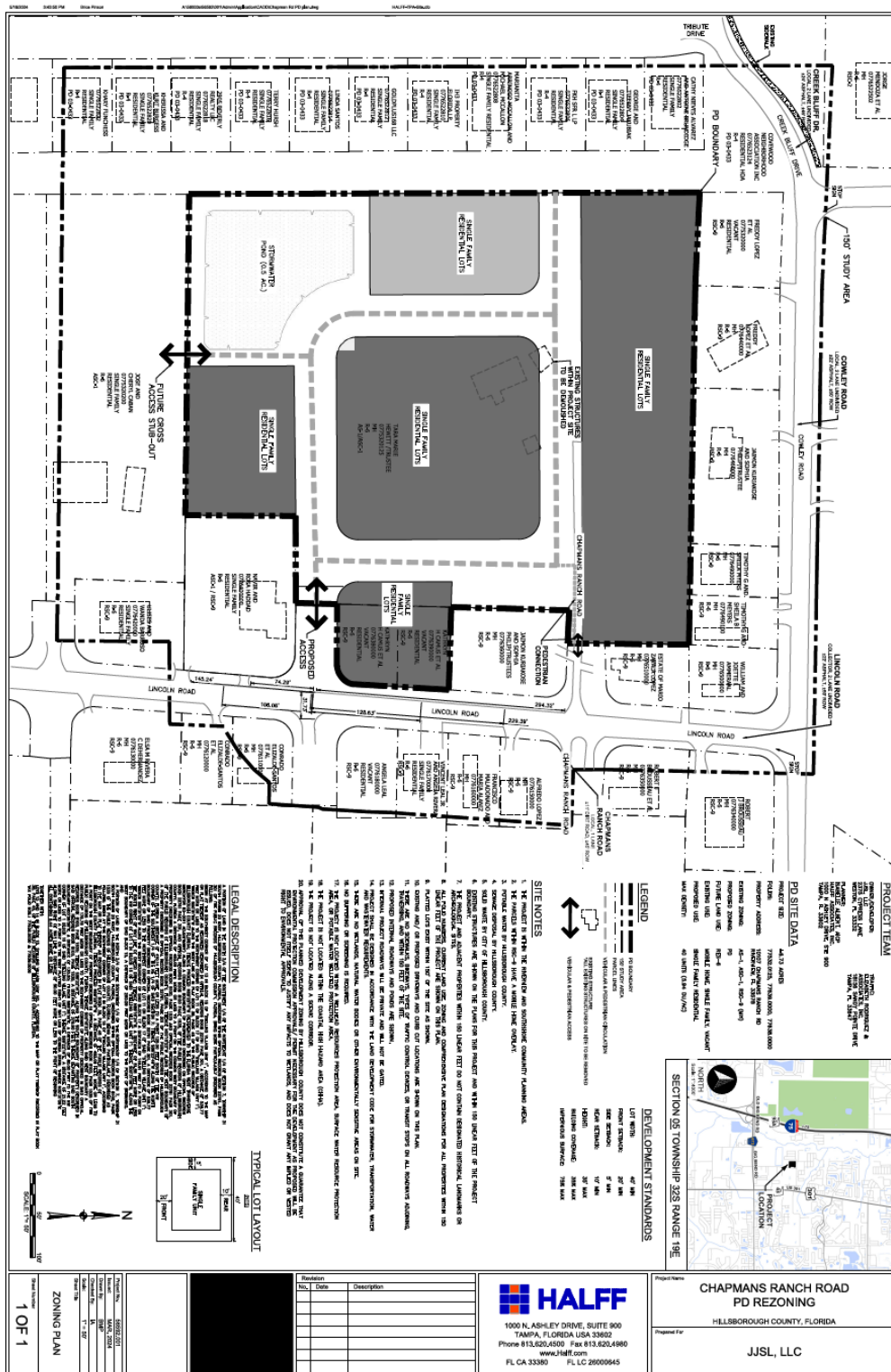
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

None.

8.0 PROPOSED SITE PLAN (FULL)



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/8/2024

REVIEWER: Alex Steady, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV / South

PETITION NO: PD RZ 24-0579

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

CONDITIONS OF APPROVAL

1. Notwithstanding anything shown on the Site Development Plan to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. If PD 24-0579 is approved, the County Engineer will approve a Design Exception request (dated July 30, 2024, and was found approvable by the County Engineer (on August 5, 2024) for the Lincoln Road substandard road improvements. As Lincoln Road is a substandard collector roadway, the developer will be required to make specific improvements to Lincoln Road consistent with the Design Exception. Specifically, prior to or concurrent with the initial increment of development, the developer shall construct:
 - A minimum 5-foot-wide sidewalk for a distance of +/- 435 ft. along the west Lincoln Road to Cowley Road.
3. If PD 24-0579 is approved, the County Engineer will approve a Sec. 6.04.02.B Administrative Variance (dated July 30, 2024) from the LDC Section 6.04.07 access spacing requirements, which has been found approvable by the County Engineer (on August 5, 2024). Approval of this Administrative Variance will permit the reduction of the minimum access spacing between the project driveway on Lincoln Road as follows:
 - a. For the project driveway connection, a variance of +/- 117 feet from the closest driveway to the north on the same (east) side of the roadway, resulting in an access spacing of +/- 128ft. and;
 - b. For the project driveway connection, a variance of +/- 171 feet from the closest driveway to the south on the same (east) side of the roadway, resulting in an access spacing of +/- 74ft.

Other Conditions

Prior to PD Site Plan Certification, the developer shall revise the PD site plan to:

- Add a note on the site plan that reads "Sidewalks to be provided per the LDC."

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone three parcels totaling +/-6.73-acre site from Agricultural, Single Family -1 (AS-1) and Residential, Single-Family Conventional - 9 with a Mobile Home overlay (RSC-9(MH)) to Planned Development (PD). The applicant seeks entitlement for 40 single-family dwelling units. The site is located on Lincoln Road, +/- 115 ft south of the intersection of Cowley Road and Lincoln Road. The Future Land Use designation of the site is Residential – 6 (R-6).

Trip Generation Analysis:

As required by the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations. The information below is based on data from the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Existing Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AS-1: 4 Single Family Dwelling Units (ITE LUC 431)	38	4	5
RSC-9(MH) 2 Single Family Dwelling Units (ITE LUC 433)	18	3	3
Total	56	7	8

Proposed Zoning:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 40 Single Family Dwelling Units (ITE LUC 210)	377	28	38

Trip Generation Difference:

Zoning, Land Use/Size	24-Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+321	+21	+30

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lincoln Road is a 2-lane, undivided, Hillsborough County-maintained collector roadway. Lincoln Road is characterized by +/- 10-foot wide travel lanes lying within +/- 50 ft of right-of-way. There are no sidewalks on either side of the roadway in the vicinity of the proposed project.

SITE ACCESS

The project proposes one full access to Lincoln Road and one additional pedestrian-only access to Lincoln Road.

The project also includes a vehicular and pedestrian stub out to the south to connect to future development and a stub out to the unimproved right of way to the west that would connect in the future.

DESIGN EXCEPTION REQUEST – LINCOLN ROAD SUBSTANDARD ROAD

As Lincoln Road is a substandard collector roadway, the applicant's Engineer of Record (EOR) submitted a Design Exception request (dates July 30, 2024) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on August 5, 2024). The deviations from the Hillsborough County Transportation Technical Manual (TTM) TS-7 Typical Section (for 2-lane collector Urban Roadways) include:

1. The roadway will be permitted to remain in a minimum 50-foot-wide right-of-way in lieu of the 96 feet required pursuant to TS-7;

2. The roadway will be permitted to remain of 10 foot lane widths in lieu of the 12 feet required pursuant to TS-7;

As stated in the request, the developer is proposing to construct:

- A minimum 5-foot-wide sidewalk for a distance of +/- 435 ft. along the west die of Lincoln Road to Cowley Road.

If 24-0579 is approved, the County Engineer will approve the Design Exception request.

ADMINISTRATIVE VARIANCE – LINCOLN ROAD AVE ACCESS SPACING

The applicant’s Engineer of Record (EOR) submitted a Section 6.04.02.B. Administrative Variance Request (dated July 30, 2024) from the Section 6.04.07 LDC requirement, governing access spacing. The Hillsborough County LDC requires a minimum connection spacing of 245 feet for a Class 6 roadway with a posted speed of 45 miles per hour or less. The applicant is seeking the following variances relative to its proposed project access connections on Lincoln Road:

1. For the project driveway connection, a variance of +/- 117 feet from the closest driveway to the north on the same (west) side of the roadway.
2. For the project driveway connection, a variance of +/- 171 feet from the closest driveway to the south on other side (east) side of the roadway.

Based on factors presented in the Administrative Variance Request, the County Engineer found the request approvable August 5, 2024.

TRANSIT FACILITIES

Consistent with Sections 6.02.17 and 6.03.09 of the LDC, transit facilities are not required for the subject project.

ROADWAY LEVEL OF SERVICE

Lincoln Road is not a regulated roadway and was not included in the 2020 Level of Service Report.

From: [Williams, Michael](#)
To: [Elizabeth Rodriguez; lb15@live.com](#)
Cc: [Albert, Isabelle; Pinson, Brice; Grandlienard, Christopher; Heinrich, Michelle; Steady, Alexander; Tirado, Sheila; De Leon, Eleonor; PW-CEIntake](#)
Subject: FW: RZ PD 24-0579 - Administrative Variance & Design Exception Review
Date: Monday, August 5, 2024 10:32:05 AM
Attachments: [image001.png](#)
[image002.png](#)
[24-0579 AVAd 08-01-24.pdf](#)
[24-0579 DEAd 08-01-24.pdf](#)

Laurie/Libby,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) and Design Exception (DE) for PD 24-0579 APPROVABLE.

Please note that it is you (or your client’s) responsibility to follow-up with my administrative assistant, Eleonor De Leon (DeLeonE@hillsboroughcounty.org 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@hillsboroughcounty.org

Mike

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

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

Hillsborough County

APPLICATION NUMBER: PD 24-0579

ZHM HEARING DATE: August 19, 2024

BOCC HEARING DATE: October 8, 2024

Case Reviewer: Chris Grandlienard, AICP

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hcfl.gov>

Sent: Thursday, August 1, 2024 6:26 PM

To: Williams, Michael <WilliamsM@hcfl.gov>

Cc: Steady, Alexander <SteadyAl@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>

Subject: RZ PD 24-0579 - Administrative Variance & Design Exception Review

Hello Mike,

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

libbytraffic@yahoo.com

lb15@live.com

ialbert@halff.com

bpinson@halff.com

grandlienardc@hcfl.gov

heinrichm@hcfl.gov

steadyal@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

P: (813) 276-8364

E: tirados@hcfl.gov

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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Received August 1, 2024
Development Service:



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1.	<input type="checkbox"/> 2. substandard road DE	<input type="checkbox"/> 3.
			<input type="checkbox"/> 4.
			<input type="checkbox"/> 5.
			<input type="checkbox"/> 6.
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	Chapman Ranch Subdivision		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	77532.0125, 77640.0050, 77639.0000, 77638.0000, & 77640.0000		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876".</p>			
Name of Person Submitting Request	Elizabeth Rodriguez		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation			
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	24-0579		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)			
<p>Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".</p>			

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

July 30, 2024

Mr. Michael J. Williams, P.E.
Hillsborough County
601 East Kennedy Blvd.
Tampa, FL 33602

Dear Mr. Williams:

RE: 24-0579 Design Exception for Lincoln Road - FOLIO #'s 77532.0125, 77640.0050, 77639.0000, 77638.0000 & 77640.0000 10107 CHAPMANS RANCH RD, RIVERVIEW, FL 33578

The subject property is in for rezoning, as is shown on the attached **Site Plan**. The rezoning request is from RES-6 to PD, to allow for the development of up to 41 single family homes. This request is a Design Exception to the Hillsborough County Transportation Technical Manual per section 1.7.2 to meeting Land Development Code Section 6.04.03.I. – Existing Facilities. This Design Exception is to request that the developer not be required to bring Lincoln Road *fully* up to Hillsborough County Transportation Technical Manual (TTM) standards, but to instead allow for some reasonable improvements as described herein.

1. **EXISTING CONDITIONS** - Lincoln Road is approximately 20.5 feet wide, with 10.25 foot travel lanes. Measurements are attached. Land use is of a residential nature of the area. Shoulders are adequate. There are speed humps along Lincoln Road. There are gaps in the sidewalks along this roadway. The right of way width is 50 feet.
2. **PROPOSED IMPROVEMENTS** – The developer proposes to build approximately 435 linear feet of sidewalk from his northern property line to Cowley Road. This proposed improvement is in addition to the construction of internal sidewalks and sidewalk along his frontage that the developer would normally have to construct per the Land Development Code (LDC).

The Typical Section (TS) for this roadway is assumed to be TS-7 (See Attachments). The required right-of-way for the TS-7 is 96 feet. The observed right-of-way measurements vary, but the measurement is about 50 feet. These measurements and the corresponding requirements of the TS-7 are shown in the table below (*All measurements are approximate, and vary along the roadway.*):

Design Element	TS-7 Requirement	Observed Measurements
Sod area for fence/hedge clearance (<i>Outside</i> of sidewalk)	2 feet on both sides	No Sidewalk
Sidewalk	5 feet on both sides	No sidewalk along in project frontage or on other side.
Sod area (<i>Inside</i> sidewalk)	2 feet on both sides	No sidewalk.
Swale and clear zone	27 feet - total	Highly variable along the length of S. Lincoln Road. But, approximately 16.5 feet on each side on average.
Lane widths	12 feet	10.25 feet

3. *JUSTIFICATION FOR THE REQUEST* – (a) There are speed humps along Lincoln Road that have presumably been constructed because of the speed and volume of cut through traffic between Cowley Road and Big Bend Road. For this reason it would be counter-indicated to make improvements that would increase the speed of relative “attractiveness” of Lincoln Road, but a pedestrian improvement is not counter-indicated. (b) The proposed improvements enhance safety as compared to the existing condition. (c) There is not sufficient right-of-way to bring the roadway completely up to TS-7 standards.



Received August 1, 2024
This item has been digitally signed
and sealed by Laurie Burcaw,
PE, on 08/01/2024.

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

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

Sincerely,

Laurie S
Burcaw P.E.

Digitally signed by Laurie S Burcaw
DN: cn=Laurie S Burcaw, o=Unaffiliated, dnQualifier=
AD1415D0000019074B1E3AD00089C60
Reason: I am the author of this document
Date: 2024.08.01 14:33:08-04'00'
Foxit PDF Editor Version: 12.1.3

Laurie Burcaw, P.E.

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

Disapproved

Approved with Conditions

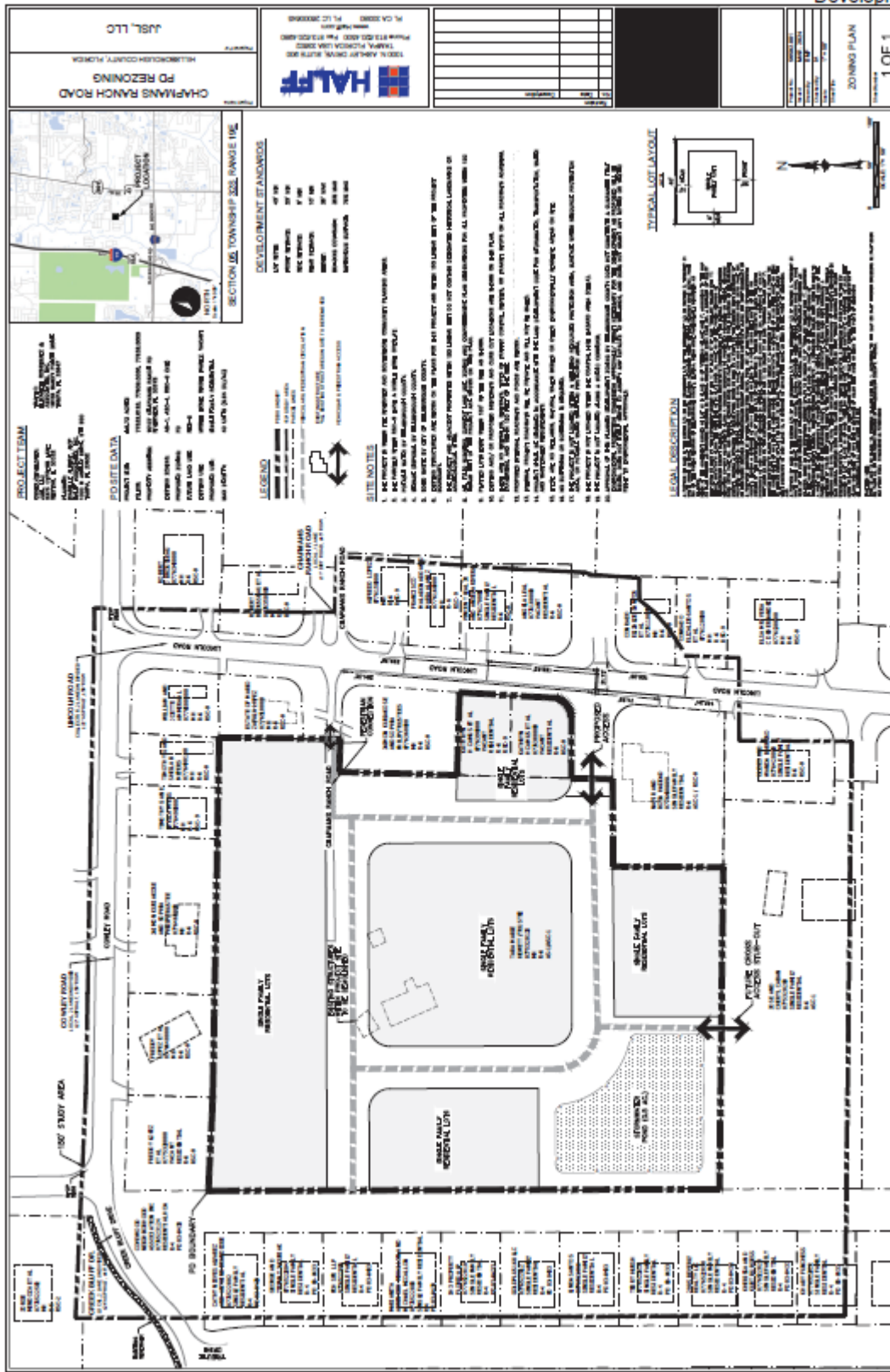
Approved

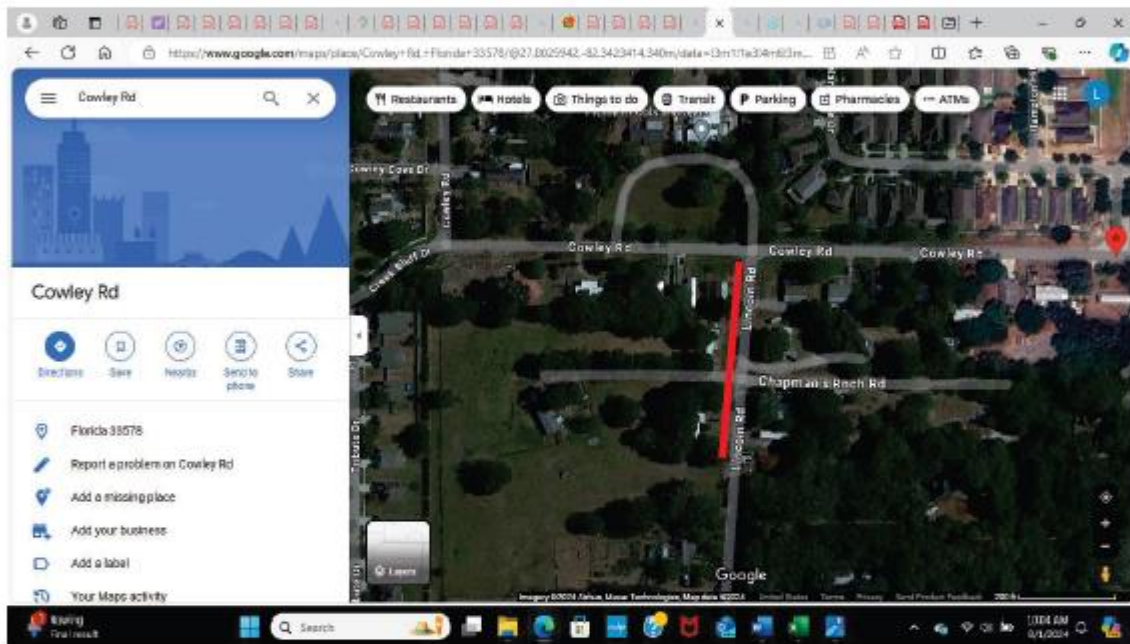
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. at (813) 276-8364.

Sincerely,

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

Received August 1, 2024
Development Services





435 Feet of Additional Sidewalk

24-0579



Pavement Width

24-0579

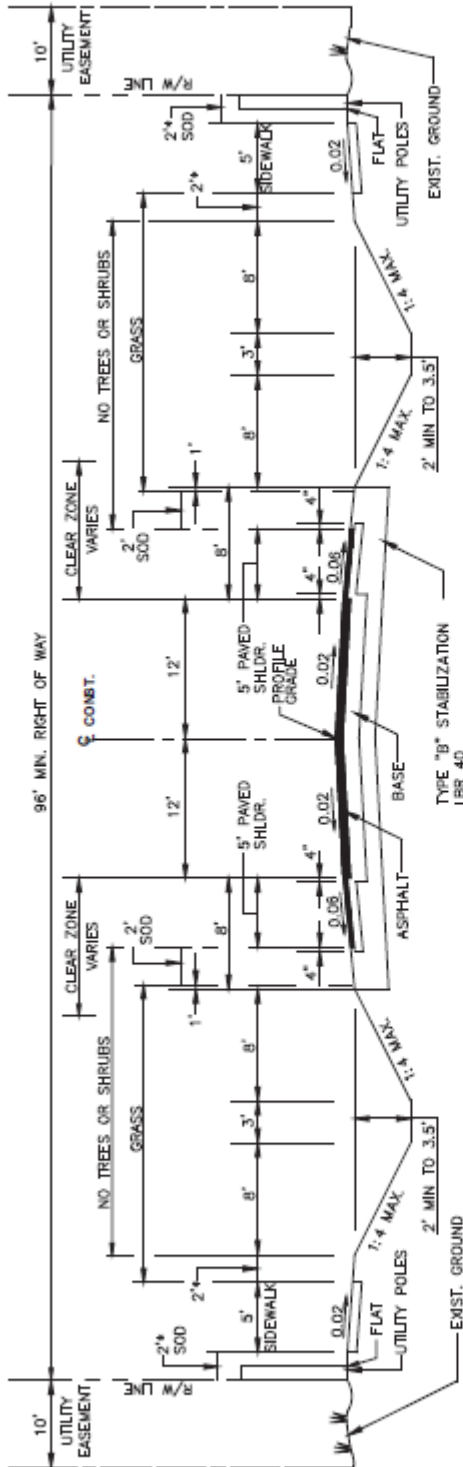
RECEIVED August 1, 2024
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Speed Humps

24-0579

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TYPICAL SECTION

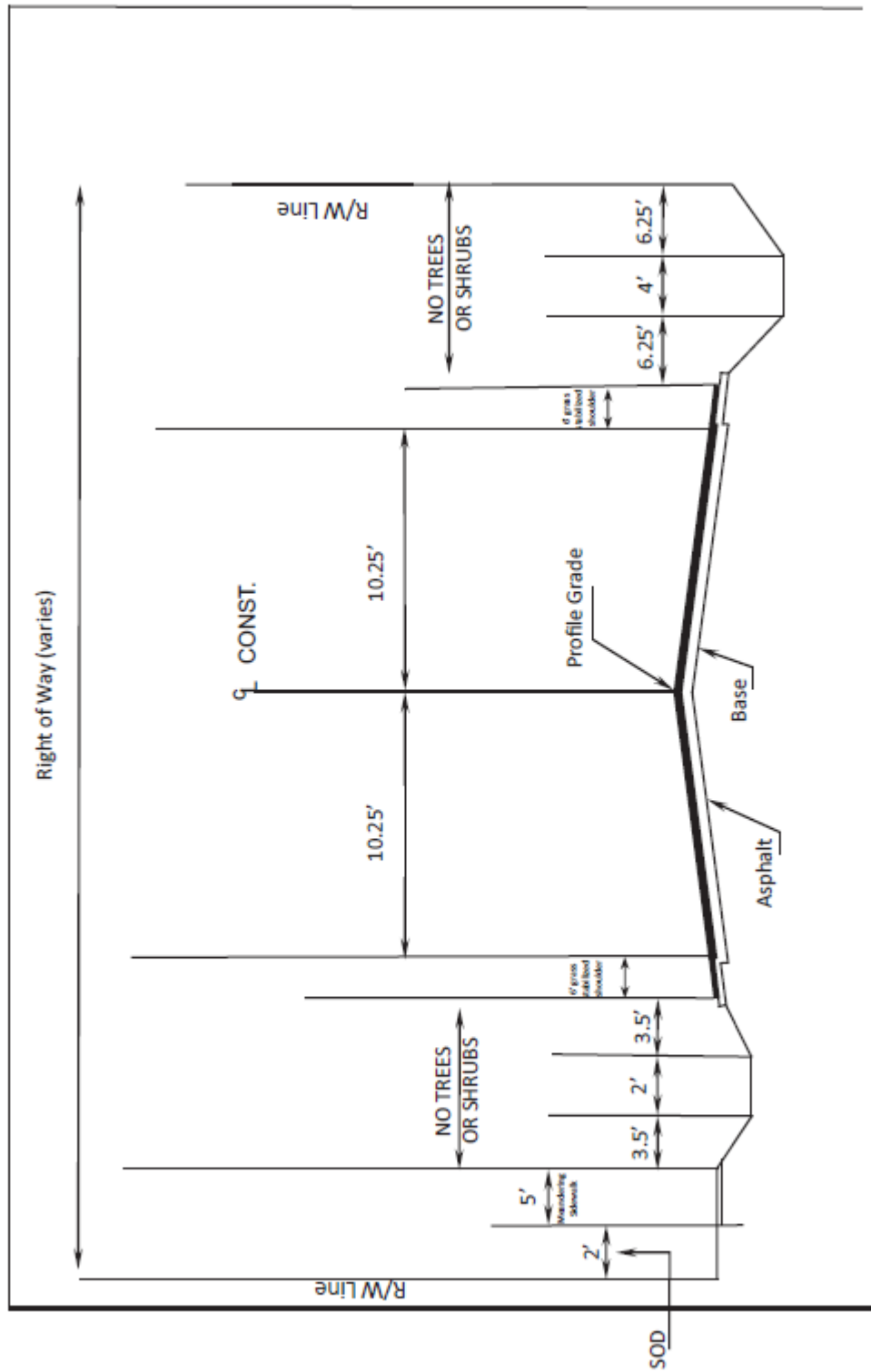
N.T.S.

FOR LESS THAN 10,000 ADT

MAX. ALLOWABLE DESIGN SPEED – 50 MPH

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

REVISION DATE:	10/17	 <p>Hillsborough County Florida</p>	<p>LOCAL & COLLECTOR RURAL ROADS (2 LANE UNDIVIDED) TYPICAL SECTION</p>	DRAWING NO. TS-7
				SHEET NO. 1 OF 1



(Lincoln Road: A Driveway Facing Northbound)

TYPICAL SECTION
N.T.S.



Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input 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.)		
Submittal Type (check one)	<input type="checkbox"/> New Request	<input checked="" type="checkbox"/> Revised Request	<input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. 2. driveway spacing AV 3.	<input type="checkbox"/> 4. 5. 6.	
<p>Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.</p>			
Project Name/ Phase	Chapman Ranch Subdivision		
<p>Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.</p>			
Folio Number(s)	77532.0125, 77640.0050, 77639.0000, 77638.0000, & 77640.0000		
	<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers		
<p>Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").</p>			
Name of Person Submitting Request	Elizabeth Rodriguez		
<p>Important: For Design Exception (DE) Requests, the person submitting must be a Professional Engineer (PE) licensed within the state of Florida. The DE request letter must be signed and sealed.</p>			
Current Property Zoning Designation			
<p>Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html. For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.</p>			
Pending Zoning Application Number	24-0579		
<p>Important: If a rezoning application is pending, enter the application number preceded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.</p>			
Related Project Identification Number (Site/Subdivision Application Number)			
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*Elizabeth Rodriguez & Associates, Inc.
18156 Sandy Pointe Drive
Tampa, Florida 33647*

July 30, 2024

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

Dear Mr. Williams:

RE: Administrative Variance for Driveway Spacing (Lincoln Road) – - FOLIO Numbers:
77532.0125, 77640.0050, 77639.0000, 77638.0000, & 77640.0000 PD 24-0579

This request is in conjunction with a rezoning of the subject site from RES-6 to PD, to allow for the development of up to 41 single family homes. 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:

Regarding Lincoln Road - "Sec. 6.04.07. - Table: Minimum Spacing – (Note that the posted speed on this segment of Lincoln Road is 25 mph and, therefore the required driveway spacing is 245 feet.

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	All	>45 mph
	330 ft ≤ 45 mph	Speeds	1320 ft ≤ 45 mph
	245 ft	660 ft	660 ft

The subject property is in for rezoning, as is shown on the attached Site Plan. 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.

Received August 1, 2024
Development Services

1. **Site Information:** *FOLIO #s 77532.0125, 77640.0050, 77639.0000, 77638.0000, & 77640.0000*
2. **Associated Application Numbers:** *PD 24-0579*
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 driveway to be 245 feet from other driveways. . (Note that all of the following dimensions are illustrated on the Site Plan.) To the north of the proposed access point, there are two driveways to single family residences on the opposite side of the street that do not meet spacing. One is 128.63 feet from the proposed access, and the other is 229.39 feet from the proposed driveway. To the south of the proposed access point, there is one driveway on the same side of the street and one on the opposite side of the street that do not meet spacing. These are driveways to single family residences. The driveway on the same side of the street is 74.29 feet from the proposed access point, with another further south that is 145.24 feet from the proposed driveway. The driveway on the opposite side of the street is 106.06 feet from the proposed access point.*
6. **Description of existing roadway conditions (e.g., Pavement width, lane width, condition, number of lanes, bicycles/sidewalk facilities):** *Lincoln Road is a rural (ditches) road section with a 25 mph posted speed , and includes: (a) Lane widths that are 10.25 feet in width. (b) There are speed humps along Lincoln Road. (c) There are gaps in the sidewalks along this roadway. (d) Bike lanes are not required, and Lincoln Road does not have bike lanes. (e) Four (4) foot (varies) grass shoulders. (f) The right of way width is 50 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.** *Most of the subject site is behind the single family homes that have frontage on Lincoln Road, and there are only a few points where the site has access to Lincoln Road. The location where the driveway is planned lines up across the street from a local dirt road that serves several homes. It is beneficial to locate the subject driveway such that it lines up with the aforementioned dirt road so that people egressing that roadway and the subject new driveway are directly line up with one another, rather than being off-set from one another, so as to avoid potential conflicts. This location is safer than an off-set location, and it would be unreasonable to move the driveway when this is a safe location for it.*
 - 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 5 year time period including the years 2019-2023, inclusive. (Note*

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Development Services

that there were two crashes outside the 5 year window – 1 each in 2012 and 2016.) During the 5 year time period (2019-2023), there were four crashes. In 2019, crash 89128572 involved a vehicle hitting a parked car. In 2019, crash 8868652 involved a vehicle hitting another vehicle that was backing out of a driveway. The 2 crashes in 2022 (24644579 and 24636410) both involved trucks hitting overhead power lines. There is no pattern of crashes in the area due to access spacing, and the variance will not be detrimental to the public health, safety, and welfare.

- 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. *The trip generation for this proposed development is low, with 38 PM peak hour trips (ATTACHED). The potential for conflict between this low trip generator and a single-family driveway is low.*

Documentation/other attachments: *Attached are site plan showing spacing, crash data, and trip generation.*

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: cn=Laurie S Burcaw, o=State of Florida, ou=Professional Engineers, email=Laurie.S.Burcaw@floridape.com, c=US
Reason: I am the author of this document
Date: 2024.08.01 14:33:49-0400
Full PDF Editor Version: 12.1.2



This item has been digitally signed and sealed by Laurie Burcaw, PE, on 08/01/2024.

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

Laurie Burcaw, P.E.

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

- Disapproved
- Approved with Conditions
- Approved

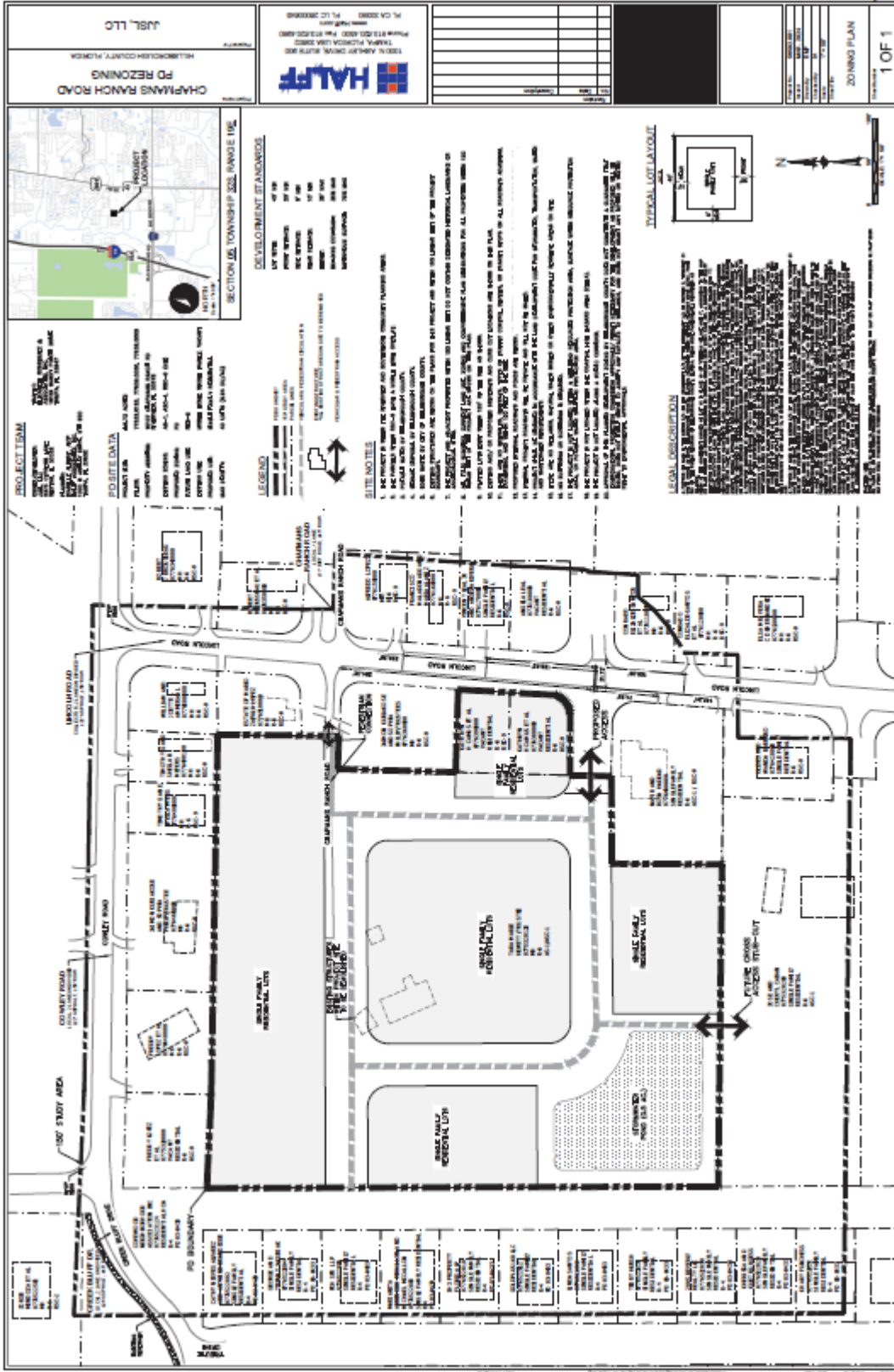
If there are any further questions or you need clarification, please contact Sheida L. Tirado, P.E. at (813) 276-8364.

Sincerely,

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

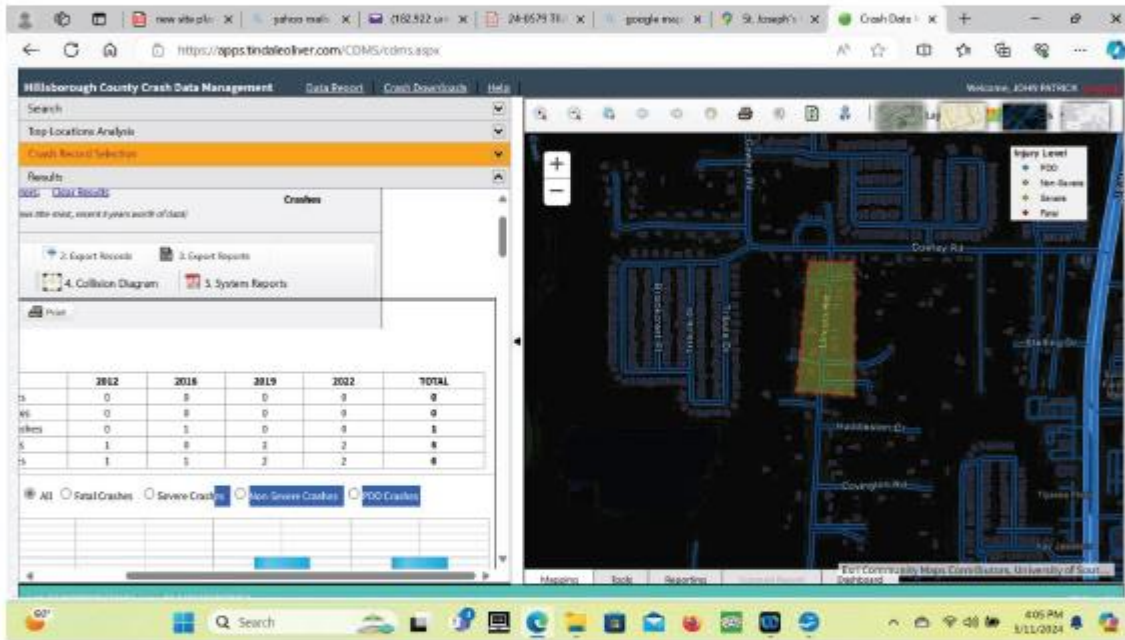
Notice: Consistent with Section 6.04.02.B.8 of the LDC, the results of this variance application may be appealed, as further described in Section 10.05.01 of the LDC, to the land Use Hearing Officer within 30 calendar days of the date of the above action.

Received August 1, 2024
Development Services



24-0579

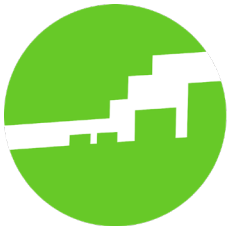
Received August 1, 2024
Development Services



Hillsborough County Crash Management System polygon.

TABLE 1: Trip Generation

ITE Code	Land Use Type	Size/ Units	Daily Trips	AM Peak-Hour Trips		PM Peak-Hour Trips	
				In	Out	In	Out
210	Single Family DUs	40	377	7	21	24	14
	TOTAL	40	377	7	21	24	14



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
planhillsborough.org
planner@plancom.org
813 – 272 – 5940
601 E Kennedy Blvd
18th floor
Tampa, FL, 33602

Unincorporated Hillsborough County Special Use Consistency Review	
Hearing Date: August 19, 2024 Report Prepared: August 8, 2024	Case Number: PD 24-0579 Folio(s): 77532.0125 General Location: South of Cowley Road, west of Lincoln Road and US Highway 301 South
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-6 (6 du/ga; 0.25 FAR)
Service Area	Urban
Community Plan(s)	Riverview & SouthShore Areawide Systems
Rezoning Request	Planned Development (PD) to allow a single-family residential development of up to 40 units with 40-foot-wide minimum lots.
Parcel Size	6.73 ± acres
Street Functional Classification	Cowley Road – Local Lincoln Road – Local US Highway 301 South – State Principal Arterial
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES

Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-6	AS-1	Single Family Residential
North	Residential-6 + Suburban Mixed Use-6 + Residential-9	RSC-9 + RSC-2 + AS-1 + PD	HOA Property + Single Family Residential
South	Residential-6 + Urban Mixed Use-20 + Office Commercial-20	ASC-1 + AS-1 + RSC-6	Vacant Land + Single Family Residential
East	Residential-6 + Residential-4 + Office Commercial-20	RSC-9 + ASC-1 + PD	Single Family Residential + Vacant Land
West	Residential-4 + Suburban Mixed Use-6 + Public/Quasi-Public	PD + AR	HOA Property + Single Family Residential + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 6.73 ± acre subject site is located south of Cowley Road, west of Lincoln Road and US Highway 301 South. The site is in the Urban Service Area and is located within the limits of the Riverview and SouthShore Areawide Systems Community Plans. The applicant is requesting a Planned Development (PD) to allow a single-family residential development of up to 40 units with 40-foot-wide minimum lots.

The site is in the Urban Service Area where according to Objective 1 of the Future Land Use Element (FLUE), 80 percent of the County’s growth is to be directed. Policy 1.4 requires all new development to be compatible with the surrounding area, noting that “compatibility does not mean “the same as” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.” The site currently has single-family uses. Single-family uses surround the subject site. There is vacant land directly south of the site. The Vance V Vogel Park is further southwest. Across US Highway 301 South is single-family and light commercial uses. The proposed single-family residential development of up to 40 units is compatible with the surrounding area and meets the intent of Objective 1 and Policy 1.4.

FLUE Objective 7, FLUE Objective 8 and each of their respective policies establish the Future Land Use Map (FLUM) as well as the allowable range of uses for each Future Land Use category. Ther 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-6 (RES-6) Future Land Use category. The RES-6 category allows for the consideration of residential, suburban scale neighborhood commercial, office uses, multi-purpose projects and mixed use development. As the language states above, residential is allowed; therefore, it meets FLUE Objective 7, FLUE Objective 8 and each of their respective policies.

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

The proposal meets the intent of FLUE Objective 16 and its accompanying policies 16.1, 16.2, 16.3, 16.5 and 16.10 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 mostly single-family; therefore, the proposed residential use will complement the surrounding area and meets the intent of FLUE Objective 16 and its accompanying policies.

The site is within the limits of the Riverview and SouthShore Areawide Systems Community Plans. Goal 2 of the Riverview Community Plan is to reflect the vision of Riverview using the Riverview District Concept Map which illustrates the unique qualities and land uses related to distinct geographic areas identified as districts. The subject site is in the Residential District which encourages attractive residential development that complements the surrounding character and promotes housing diversity. Goal 1 under the Cultural/Historic Objective of the SouthShore Areawide Systems Community Plan states that the community desires to promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability. The proposal to allow a single-family residential development of up to 40 units meets the intent of both goals. Per the revised site plan that was uploaded into Optix on May 21, 2024, there will be a pedestrian connection on Chapmans Ranch Road. Goal 4 of the Riverview Community Plan is to provide safe, attractive, efficient multi-modal transportation, including vehicular, bicycle/pedestrian and transit. Goal 5 of the Transportation Objective in the SouthShore Areawide Systems Community Plan is for pedestrian pathways. The SouthShore Areawide Systems community strives to link and expand the network greenway trails, sidewalks, bikeways, gold cart paths where permissible, and other pedestrian pathways that create a walkable environment. The proposal also meets the intent of these goals.

Overall, staff finds that the proposed use is an allowable use in the RES-6 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Riverview and SouthShore Areawide Systems Community Plans. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives, and Policies of the Future Land Use Element of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE ELEMENT

Urban Service Area

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

Policy 1.4: 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 16.2: 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.

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

Community Design Component (CDC)

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

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

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

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.*

ENVIRONMENTAL & SUSTAINABILITY SECTION

Objective 3.9: *Manage natural preserves to ensure a healthy, functioning environment, economy, and quality of life.*

Policy 3.9.9: *Protect natural resources, coastal resources, publicly owned, or managed natural preserves from adverse impacts attributable to adjacent land uses. Continue to require development activities on adjacent properties to comply with adopted criteria, standards, methodologies, and procedures to prevent adverse impacts.*

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.*

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

- *Protect the capacity of low-volume neighborhood and uncongested roads.*

- Provide sidewalks, pedestrian crossings, bike lanes, and connections to the Hillsborough County Greenway and Trail Master Plan, and extend crossing signal times and use traffic calming techniques along major thoroughfares.
- Coordinate with the Florida Department of Transportation and the County to ensure adequate notice, education and awareness of hazardous material truck and disposal routes and activities.

LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

Transportation Objective

The communities within the SouthShore Areawide Systems Plan boundary desire to be served by a balanced transportation system. A thoughtfully planned system of roadways accommodates existing automobile traffic, supports strategically placed activity centers, connected by efficient public transit and is designed to connect to a rapid transit system. Community groups actively participate in planning transportation facilities, resulting in a harmonious integration of roads and communities. People living here have mobility choices; they can safely walk, bicycle, drive a car, and take the bus or rail transit. The whole array of transportation options is designed to be user-friendly with sidewalks, bike lanes, and tree-shaded environments everywhere.

The community desires to:

- Identify, where appropriate, “co-location” of greenways and corridor coexistence is achievable.
- Preserve current and future rights-of-way to meet existing and future transportation system needs while accommodating pedestrian traffic (i.e. sidewalks, trails and bike paths). These preserved corridors should be acquired, as development is planned or occurs, supplementing the established system of acquiring right-of-way during project implementation.

5. Pedestrian Pathways - Link and expand the network of greenway trails, sidewalks, bikeways, golf cart paths where permissible, and other pedestrian pathways creating a walkable environment by:

- a. Implementing “Hillsborough County MPO Pedestrian System Needs Assessment”, adopted November, 1998.
- b. Participating in and monitoring updates to the Hillsborough County Master Sidewalk Plan.
- c. Implementing of the Hillsborough County Greenways Master Plan.
- d. Implementation of the adopted Scenic Corridor Map and associated regulations.

Cultural/Historic Objective

The SouthShore region of Hillsborough County supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage.

The community desires to:

1. Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.
 - a. Employ an integrated, inclusive approach to sustainable growth and development that is well planned to maintain the cultural and historic heritage and unique agricultural and archaeological resources of SouthShore

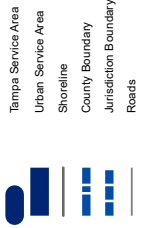
HILLSBOROUGH COUNTY FUTURE LAND USE

RZ PD 24-0579

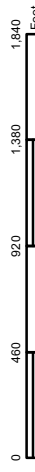
<all other values>

Rezoning

STATUS



WATER	NATURAL LULC_Wee_Poly
AGRICULTURAL/MINING-120	(.25 FAR)
PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2	(.25 FAR)
AGRICULTURAL-1/10	(.25 FAR)
AGRICULTURAL/RURAL-1/5	(.25 FAR)
AGRICULTURAL ESTATE-1/2.5	(.25 FAR)
RESIDENTIAL-1	(.25 FAR)
RESIDENTIAL-2	(.25 FAR)
RESIDENTIAL PLANNED-2	(.35 FAR)
RESIDENTIAL-4	(.25 FAR)
RESIDENTIAL-6	(.25 FAR)
RESIDENTIAL-9	(.35 FAR)
RESIDENTIAL-12	(.35 FAR)
RESIDENTIAL-16	(.35 FAR)
RESIDENTIAL-20	(.35 FAR)
RESIDENTIAL-35	(1.0 FAR)
NEIGHBORHOOD MIXED USE-4	(.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, .60 FAR RETAIL/COMMERCE)
LIGHT INDUSTRIAL	(.75 FAR)
HEAVY INDUSTRIAL	(.75 FAR)
PUBLIC/QUASI-PUBLIC	
NATURAL PRESERVATION	
WIMAUMA VILLAGE RESIDENTIAL-2	(.25 FAR)
CITRUS PARK VILLAGE	



DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The rezoning map is for informational purposes only. It is intended that the ACCURACY: It is intended that the Hillsborough County City-County Planning Commission. This map is for illustrative purposes only. For the most current data and information, visit the appropriate source.

Map Printed from Rezoning System - 4/30/2024
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HIC\Reg_Hillsboro\Rezoning - Copy.mxd

