

Rezoning Application: PD 24-0924**Zoning Hearing Master Date:** January 14, 2025**BOCC CPA Public Hearing Date:** March 11, 2025**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY**Applicant:** Craciun Farm LLC; Pavel Pop-Buia**FLU Category:** RES-4**Service Area:** Urban**Site Acreage:** 11.57 acres**Community
Plan Area:** Riverview**Overlay:** None**Introduction Summary:**

This is a request to rezone a parcel to Planned Development (PD) to facilitate up to a 36-unit residential single-family development at a density of 3.11 dwelling units per acre.

Zoning:	Existing	Proposed
District(s)	AR	PD 24-0924
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential
Acreage	11.57 acres	11.57 acres
Density/Intensity	1 DU per 5 acres	3.11 DU per acre
Mathematical Maximum*	2 dwelling units	Thirty-six (36) dwelling units

*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	AR	PD 24-0924
Lot Size / Lot Width	5 acres / 150'	5,000 sf / 50 feet
Setbacks/Buffering and Screening	Front: 50' Side: 25' Rear: 50'	Front: 20' Side: 5' Rear: 10'
Height	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: Not Approvable
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

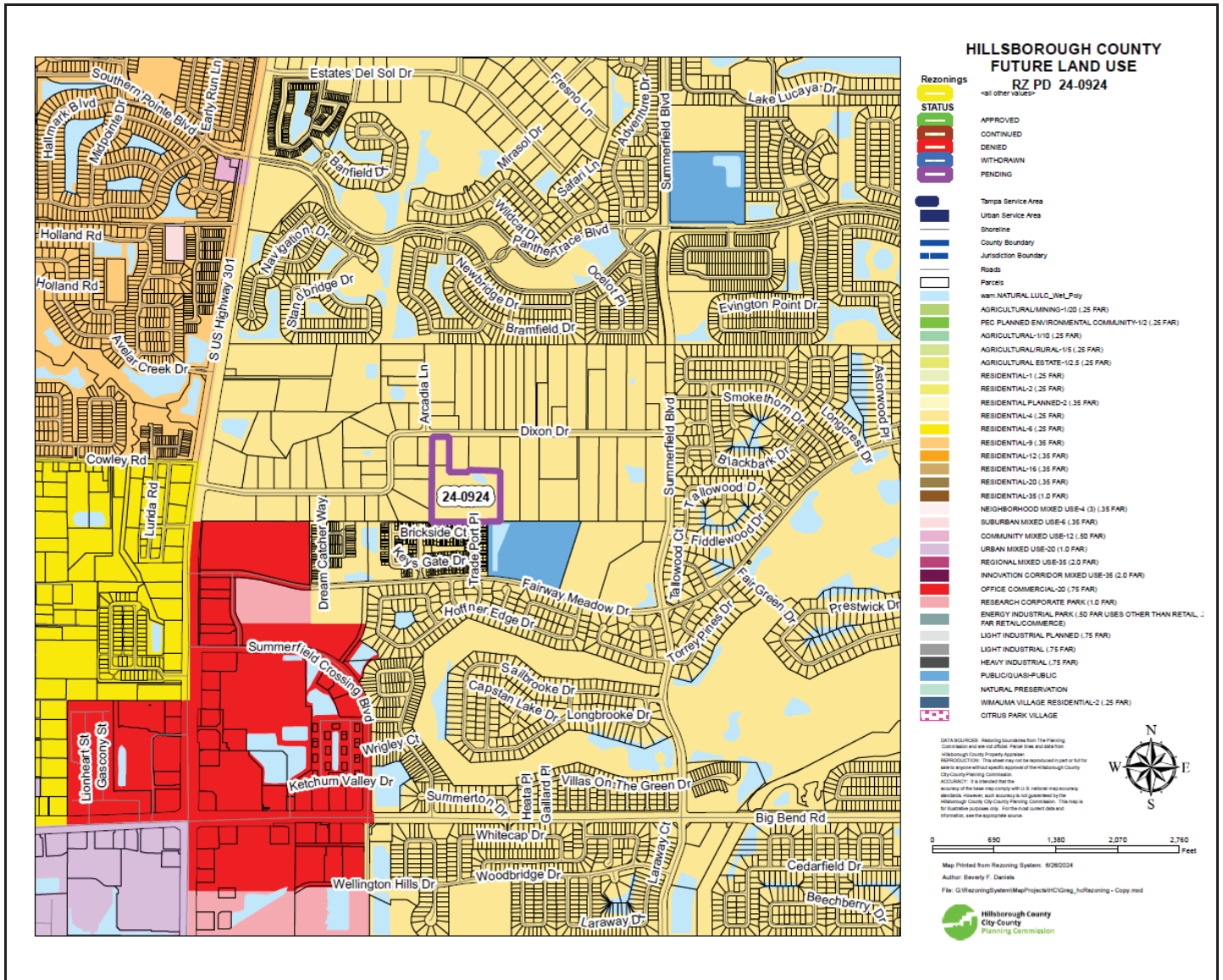


Context of Surrounding Area:

The subject site is generally located at 10809 Dixon Road and consists of two folios: #77656.0000 & #77657.0100. The property is within the Urban Service Area and within the Riverview Planned Area. Adjacent properties consist of residential uses including single-family, townhouse/villas and a public school (elementary). In the surrounding area, the primary use is residential, being mostly single-family. The nearest major roadways to the project site are Highway 301 to the west and Big Bend Road to the north. A variety of highway commercial uses are located along these roadways. The site is also located within the vicinity of several public & private schools.

2.0 LAND USE MAP SET AND SUMMARY DATA

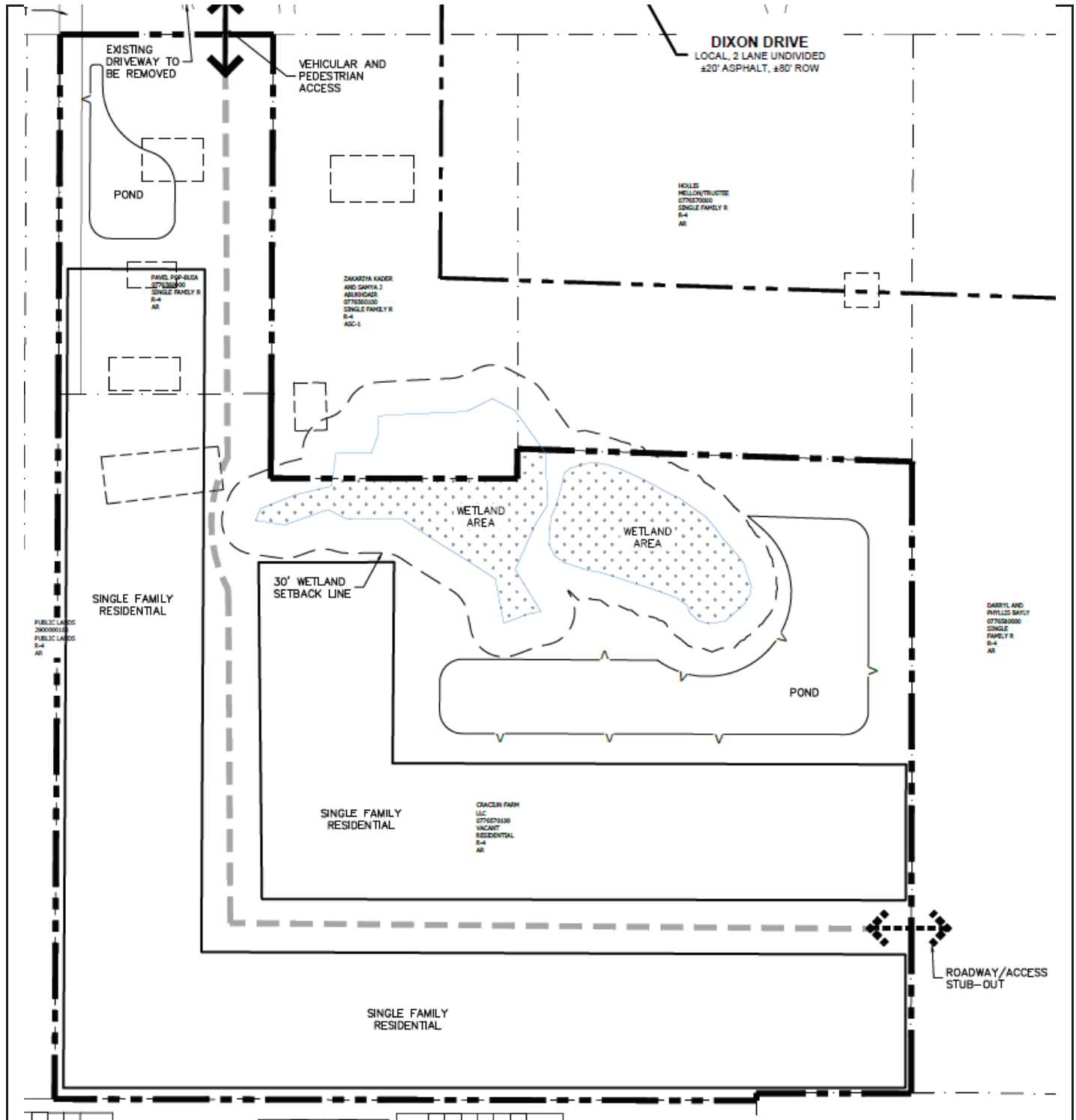
2.2 Future Land Use Map



Subject Site Future Land Use Category:	Residential- 4 (RES-12)
Maximum Density/F.A.R.:	4.0 dwelling units per gross acre
Typical Uses:	<p>Residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. Non-residential uses shall meet locational criteria for specific land use.</p> <p>Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.</p>

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)

Adjoining Roadways (check if applicable)			
Road Name	Road Name	Road Name	Road Name
Dixon Dr.	County Local - Rural	4 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	1	2
Proposed	394	29	38
Difference (+/-)	(+)375	(+)28	(+)36

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

Connectivity and Cross Access				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	x	None	None	Meets LDC
South		None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance		
Road Name/Nature of Request	Type	Finding
Dixon Dr./ Substandard Roadway	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 checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Wetlands present
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other __				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input 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 Staff Report
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Impact/Mobility Fees Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$9,183 * 36 = \$330,588 Parks: \$2,145 * 36 = \$77,220 School: \$8,227 * 36 = \$296,172 Fire: \$335 * 36 = \$12,060 Total per House: \$19,890 * 36 = \$716,040				
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

This is a request to rezone a 11.57-acre tract from AR to a Planned Development to facilitate a residential single-family development at a density of 3.11 dwelling unit per acre or up to a maximum thirty-six (36) dwelling units. Subject site is composed of two folios and is generally located at 10809 Dixon Road. Surrounding area is primarily residential with the majority of properties developed with single-family homes, but also includes a townhomes/villa type housing development adjacent to the south. Adjacent zonings are primarily agriculture zoning districts; however, the property to the south is zoned Planned Development.

The lot development standards for the proposed Planned Development are standards of the RSC-9 zoning district with 5,000 square foot lots and a minimum width of 50 feet; however, the typical rear building setback has been reduced from 20' to 10'. The maximum height of the development is proposed to be 35 feet. The density of the development is capped at 3.11 lots per acre and will be allowed a maximum of 36 lots. The development includes the construction of a public roadway with a stub out connection is future connections to the east.


Development Services does not foresee any compatibility concerns with the proposed single-family development. The surrounding area is residential and higher intense residential uses, such as to the south, are adequately buffered and screened from the development. The density of the proposed development is appropriate for the area and does not pose any negative impacts to the surrounding residential uses.

5.2 Recommendation

While Development Services finds no compatibility concerns with the proposed Planned Development, the Environmental Protection Commission (EPC) has found that current site conditions exhibit wetland impacts which have not been authorized by the Executive Director of the Environmental Protection Commission (EPC). Due to this finding, Development Services cannot at this time recommend approval of the rezoning request.

6.0 PROPOSED CONDITIONS

N/A

Zoning Administrator Sign Off:	
<p>SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.</p> <p>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.</p>	

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS (See following pages)

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 11/04/2024

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/South

PETITION NO: PD 24-0924

-
-
- ☐ This agency has no comments.
- ☐ This agency has no objection.
- ☒ This agency has no objection, subject to listed or attached conditions.
- ☐ This agency objects, based on the listed or attached conditions.

CONDITIONS OF APPROVAL

- The project shall be permitted one full access connection on Dixon Dr. as shown on the PD site plan.
- The project shall construct a roadway stubout to the eastern boundary with folio#77658.0000 for future connection as shown on the PD site plan. In addition to any end-of-way treatment/signage required by the Manual of Uniform Traffic (MUTCD), the developer shall place signage which identifies roadway stub-out as a "Future Roadway Connection".
- If PD 24-0924 is approved, the County Engineer will approve the Section 6.04.02.B. Administrative Variance (dated August 17, 2024) to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L, which was found approvable on November 4, 2024. Approval of this Administrative Variance will waive the substandard roadway improvements on Dixon Dr. in association with the proposed development.
- The developer shall construct a 5-foot sidewalk along the project frontage on Dixon Dr.
- Internal project roadways shall be constructed to the County Transportation Technical Manual, TS-3 local roadway standard and platted as private roads. Gated access shall not be permitted.
- Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the project boundaries.
- All construction ingress and egress shall be limited to the Dixon Dr. project access. The developer shall include a note in each site/construction plan submittal which indicates same.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 11.57-acre parcel, from Agricultural/Residential (A/R) to Planned Development to construct 36 single family detached units. The site is located 100ft east of Arcadia Ln and Dixon Dr. intersection, and south side of the Dixon Dr. The Future Land Use designation is Residential 4 (R-4).

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the

existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition.

Existing Zoning

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

Proposed Rezoning

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 36 Single Family Detached Units (ITE 210)	394	29	38

Trip Generation Difference

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+)375	(+)28	(+)36

The proposed PD rezoning is anticipated to increase the number of trips potentially generated by development by +375 average daily trips and +28 a.m. peak hour trips, and +36 p.m. peak hour trips.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Dixon Dr. is a 2-lane, substandard, rural local roadway is a substandard, 2-lane, public, rural local roadway characterized by +/- 20 feet of pavement in good condition, no sidewalks or bikelanes within +/- 80 feet of right of way.

According to the Hillsborough County Transportation Technical Manual a TS-7 rural local roadway typical section has 12-foot lanes with 5-foot paved shoulders and sidewalks on both sides within a minimum of 96 feet of right-of-way. The applicant is requesting a Sec. 6.04.02.B. Administrative Variance to waive Design Exception to improve the roadway. The proposed Administrative Variance is discussed in greater detail under the section titled Requested Administrative Variance: Dixon Dr.

SITE ACCESS AND CONNECTIVITY

The PD site plan proposes a full access vehicular and pedestrian connection on Dixon Dr. Consistent with the requirements of LDC, Sec. 6.02.01.A.14., the proposed PD site plan provides a roadway stubout to the east (folio##77658.0000) for future potential connectivity, if said property were to redevelop.

As demonstrated by the transportation analysis submitted by the applicant's traffic engineer, the project does not meet warrants for site access improvements (i.e. turn lanes) at the projects access connection. Since Dixon Dr. is a dead-end local roadway the intersection with US Hwy 41 is considered the project site access for purposes of evaluating turn lane warrants. As is standard practice, County staff requested that FDOT provide comments related to the intersection of US Hwy 41, an FDOT facility, and Dixon Dr. However, FDOT staff declined to review the project because it is not located adjacent to US Hwy 41.

Internal project roadways are proposed to be privately maintained and ungated. The roadways will be designed to the County TTM, TS-3 local roadway section.

Notwithstanding anything shown in the PD site plan or in the PD conditions to the contrary, pedestrian access may be permitted anywhere along the project boundary consistent with the LDC.

REQUESTED ADMINISTRATIVE VARIANCE: DIXON DR.

The applicant's EOR submitted a Section 6.04.02.B. Administrative Variance request (dated August 17, 2024) for Dixon Dr. requesting relief from the Section 6.04.03.L requirement to improve Dixon Dr., between US Hwy 301 and the project access, to current County standards for a Type TS-7, Rural Roadway Typical Section as found within the Hillsborough County Transportation Technical Manual (TTM). On November 4, 2024 the County Engineer found the variance approvable. As such, no improvements to that portion of Dixon Dr. would be required.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

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

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
US HWY 301	BALM RD	RHODINE RD	D	C

Source: [2020 Hillsborough County Level of Service \(LOS\) Report](#)

From: Williams, Michael [WilliamsM@hcfl.gov]
Sent: Monday, November 4, 2024 1:00 PM
To: Michael Yates [myates@palmtraffic.com]; Vicki Castro [vcastro@palmtraffic.com]
CC: Albert, Isabelle [ialbert@Half.com]; Follin, Jared [FollinJ@hcfl.gov]; Perez, Richard [PerezRL@hcfl.gov]; Tirado, Sheida [TiradoS@hcfl.gov]; PW-CEIntake [PW-CEIntake@hcfl.gov]; De Leon, Eleonor [DeLeonE@hcfl.gov]
Subject: FW: RZ PD 24-0924 - Administrative Variance Review
Attachments: 24-0924 AVReq 08-19-24.pdf

Importance: High

Vicki/Michael,

I have found the attached Section 6.04.02.B. Administrative Variance (AV) for PD 24 -0924 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 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

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

601 E. Kennedy Blvd., Tampa, FL 33602

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From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Sunday, November 3, 2024 9:05 AM
To: Williams, Michael <WilliamsM@hcfl.gov>; De Leon, Eleonor <DeLeonE@hcfl.gov>
Cc: Perez, Richard <PerezRL@hcfl.gov>
Subject: RZ PD 24-0924 - Administrative Variance Review
Importance: High

Hello Mike,

The Attached AV is APPROVABLE to me, please include the following people in your response email:

myates@palmtraffic.com
vcastro@palmtraffic.com
ialbert@halff.com
follinj@hcfl.gov
perezrl@hcfl.gov

Best Regards,

Sheida L. Tirado, PE

Transportation Review Manager

Development Services Department

E: TiradoS@HCFL.gov

P: (813) 276-8364 | M: (813) 564-4676

601 E. Kennedy Blvd., Tampa, FL 33602

[HCFL.gov](https://www.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 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 checked="" type="checkbox"/> New Request <input 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 checked="" type="checkbox"/> 1. AV-Substandard Rd Dixon Drive <input type="checkbox"/> 4. <input type="checkbox"/> 2. <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
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.	
Project Name/ Phase	Dixon Drive PD Rezoning
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.	
Folio Number(s)	77656-0000,77657-0100
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
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").	
Name of Person Submitting Request	Vicki Castro, P.E.
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.	
Current Property Zoning Designation	
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.	
Pending Zoning Application Number	24-0924
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.	
Related Project Identification Number (Site/Subdivision Application Number)	N/A
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".	



August 17, 2024

Mr. Michael Williams, P.E.
Hillsborough County Development Services Department
Development Review Director
County Engineer
601 E. Kennedy Boulevard, 20th Floor
Tampa, FL 33602

RE: Dixon Drive PD Rezoning (PD 24-0924)
Folio: 77656-0000, 77657-0100
Administrative Variance Request – Dixon Drive
Palm Traffic Project No. T24026

Dear Mr. Williams:

The purpose of this letter is to provide justification for the administrative variance to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development located south of Dixon Drive and east of US 301, as shown in Figure 1. This request is made based on our virtual meeting on August 08, 2024, with Hillsborough County staff.

The proposed rezoning will allow for up to 36 single family detached dwelling unit.

The project proposes to have the following access:

- One (1) full access to Dixon Drive.

This request is for an administrative variance to the TS-7 typical section of the Hillsborough County Transportation Technical Manual in accordance with LDC Section 6.04.02.B for the section of Dixon Drive from US 301 to the project driveway, for the following reasons: (a) there is an unreasonable burden on the applicant; (b) the variance would not be detrimental to the public health, safety and welfare; and; if applicable, (c) without the variance, reasonable access cannot be provided. These items are further discussed below.

a) There is unreasonable burden on the applicant

The existing ROW along Dixon Drive is approximately 80 feet. The typical TS-7 section for local and collector rural roadway requires a minimum of 96 feet of ROW with 12-foot travel lanes, a 5-foot paved shoulder, open drainage and a 5-foot sidewalk. The adjacent segment of Dixon Drive has approximately 10-foot travel and open drainage on both the north and south sides and no sidewalks along the roadway. This segment of Dixon Drive was recently repaved by Hillsborough County. Due to the constrained right of way on Dixon Drive, the additional travel lane width and sidewalk cannot be provided. Therefore, the requirement to improve Dixon Drive is unreasonable.

b) The variance would not be detrimental to the public health, safety and welfare.

Dixon Drive currently has 10-foot travel lanes. According to the Florida Green Book, on a suburban roadway where the speed limit is between 25 and 35 mph, 10-foot lanes may be used. The posted speed limit on Dixon Drive is 25 mph. The existing 10-foot travel lanes help keep the speed down and help provide a safe section that serves the neighborhood. Given the information outlined in this section, the existing roadway section would not be detrimental to the public health, safety and welfare of the motoring public.

c) Without the variance, reasonable access cannot be provided.

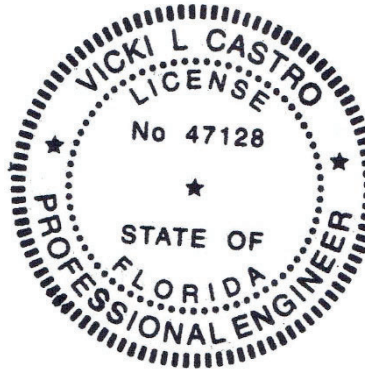
The proposed project will maintain only the one (1) existing full access to Dixon Drive. Again, without the variance, reasonable access cannot be provided.

Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

**Vicki L
Castro** Digitally signed
by Vicki L Castro
Date: 2024.08.17
04:14:58 -04'00'

Vicki L Castro, P.E.
Principal



This item has been digitally signed and sealed by Vicki L Castro on the date adjacent to the seal.

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

Based on the information provided by the applicant, this request is:

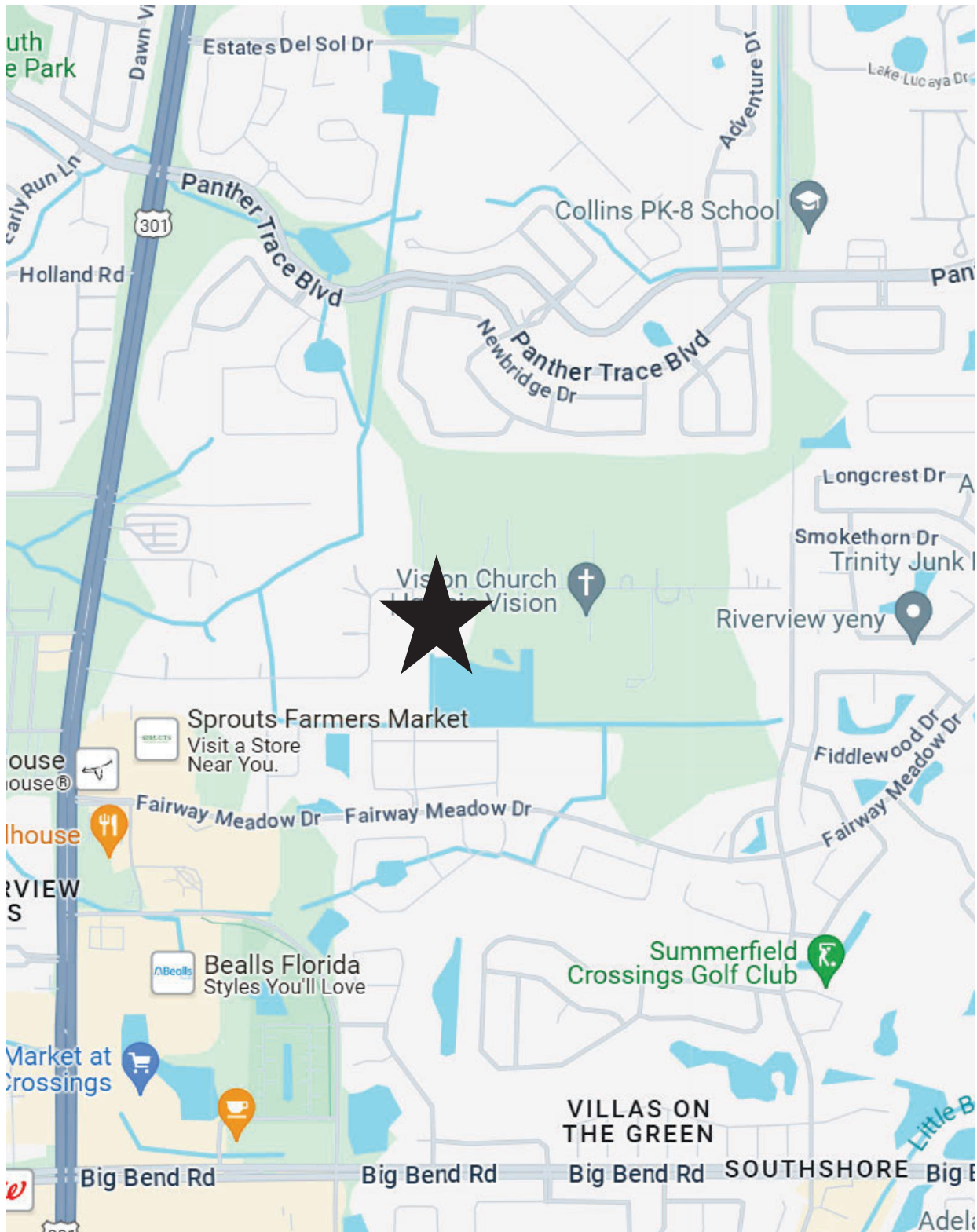
_____Disapproved _____Approved with Conditions _____Approved

If there are any further questions or you need clarification, please contact Sheida Tirado, P.E.

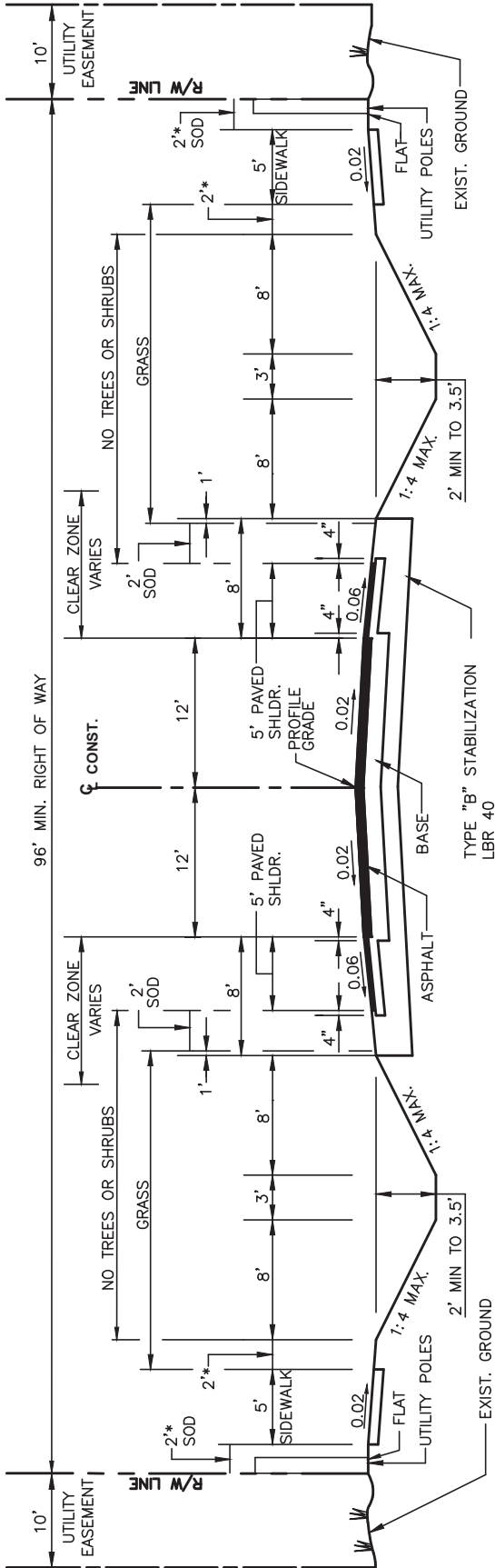
Sincerely,

Michael J. Williams
Hillsborough County Engineer

Figure 1. Location Map



7



TYPICAL SECTION

N.T.S.

FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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

REVISION DATE:

10/17

8

TRANSPORTATION TECHNICAL MANUAL



**Hillsborough
County Florida**

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

DRAWING NO. **TS-7**

SHEET NO. 1 OF 1

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

Context Classification		Travel (feet)			Auxiliary (feet)			Two-Way Left Turn (feet)	
		Design Speed (mph)			Design Speed (mph)			Design Speed (mph)	
		25-35	40-45	≥ 50	25-35	40-45	≥ 50	25-35	40
C1	Natural	11	11	12	11	11	12	N/A	
C2	Rural	11	11	12	11	11	12		
C2T	Rural Town	11	11	12	11	11	12	12	12
C3	Suburban	10	11	12	10	11	12	11	12
C4	Urban General	10	11	12	10	11	12	11	12
C5	Urban Center	10	11	12	10	11	12	11	12
C6	Urban Core	10	11	12	10	11	12	11	12

Notes:**Travel Lanes:**

- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications and design speeds). However, 11-foot lanes may be used on 2-lane, 2-way curbed roadways that have adjacent buffered bicycle lanes.
- (3) 10-foot travel lanes are typically provided on very low speed roadways (design speed ≤ 35 mph), but should consider wider lanes when transit is present or truck volume exceeds 10%.
- (4) Travel lanes should not exceed 14 feet in width.

Auxiliary Lanes:

- (1) Auxiliary lanes are typically the same width as the adjacent travel lane.
- (2) Table values for right turn lanes may be reduced by 1 foot when a bicycle keyhole is present.
- (3) Median turn lanes should not exceed 15 feet in width.
- (4) For high speed curbed roadways, 11-foot minimum lane widths are allowed for the following:
 - Dual left turn lanes
 - Single left turn lanes at directional median openings.
- (5) For RRR Projects, 9-foot right turn lanes on very low speed roadways (design speed ≤ 35 mph) are allowed.

Two-way Left Turn Lanes:

- (1) Two-way left turn lanes are typically one foot wider than the adjacent travel lanes.
- (2) For RRR Projects, the values in the table may be reduced by 1-foot.

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
Dixon Dr.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	1	2
Proposed	394	29	38
Difference (+/-)	(+)375	(+)28	(+)36

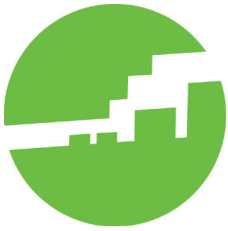
*Trips reported are based on net new external trips unless otherwise noted.

Connectivity and Cross Access <input type="checkbox"/> Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North	X	None	None	Meets LDC
South		None	None	Meets LDC
East		Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance <input type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Dixon Dr./Substandard Roadway	Administrative Variance Requested	Approvable
Notes:		

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 type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.



**Hillsborough County
City-County
Planning Commission**

Plan Hillsborough
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Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: January 14, 2025 Report Prepared: January 3, 2025	Case Number: PD 24-0924 Folio(s): 77656.0000 & 77657.0100 General Location: South of Dixon Drive and east of US Highway 301
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-4 (4 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 36 units with 50-foot-wide minimum lots
Parcel Size	11.57 ± acres
Street Functional Classification	Dixon Drive – Local US Highway 301 – State Principal Arterial
Commercial Locational Criteria	Not applicable
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	AR	Vacant Land
North	Residential-4	ASC-1 + AS-0.4 + PD	Single Family Residential + Vacant Land + Public/Quasi-Public/Institutions
South	Residential-4 + Public/Quasi-Public	PD	HOA Property + Single Family Residential + Educational + Recreational/Open Space + Light Commercial
East	Residential-4	AR + AS-0.4 + PD	Single Family Residential + Public/Quasi-Public/Institutions + Vacant Land
West	Residential-4 + Residential-6 + Residential-9	ASC-1 + PD + AS-0.4	Single Family Residential + Public/Quasi-Public/Institutions + Vacant Land + Light Commercial

Staff Analysis of Goals, Objectives and Policies:

The 11.57 ± acre subject site is located south of Dixon Drive and east of US Highway 301. The site is in the Urban Service Area and is located within the limits of the Riverview Community Plan. The applicant is requesting a Planned Development (PD) to allow a single-family residential development of up to 36 units with 50-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 vacant land. There is also vacant land to the north and east. Single-family uses surround the subject site on all sides. The proposal meets the intent of FLUE 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. 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-4 (RES-4) Future Land Use category. The RES-4 category allows for the consideration of residential, suburban scale neighborhood commercial, office uses, and multi-purpose projects. As the language states above, residential is allowed, therefore; it meets the intent of 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). Transportation had no objection to the proposed request, therefore, the site meets FLUE Objective 9, FLUE Policy 9.1 and FLUE Policy 9.2

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.

The site is within the limits of the Riverview Community Plan, specifically the Residential District. The Residential District is located south of the Alafia River along the US Highway 301 and is primarily comprised of residential. The proposal meets the intent of Goal 2 of the Plan which reflects the vision of Riverview using the District Concept Map. The Riverview District Concept Map illustrates the unique qualities and land uses related to distinct geographic areas identified as districts. The Residential District encourages attractive residential developments that complements the surrounding character and promotes housing diversity. The site is also within the limits of the SouthShore Areawide Systems Community Plan. Goal 1 of the Cultural/Historic Objective desires to promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability. The proposed Planned Development to allow a single-family residential development of up to 36 units will complement the area and is consistent with the intent of the Riverview and SouthShore Areawide Systems Community Plans.

Overall, staff finds that the proposed use is an allowable use in the RES-4 category, is compatible with the existing development pattern found within the surrounding area and does support the vision of the Riverview Community Plan. The proposed Planned Development 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.*

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 COMMUNITY PLAN

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:

- *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*

