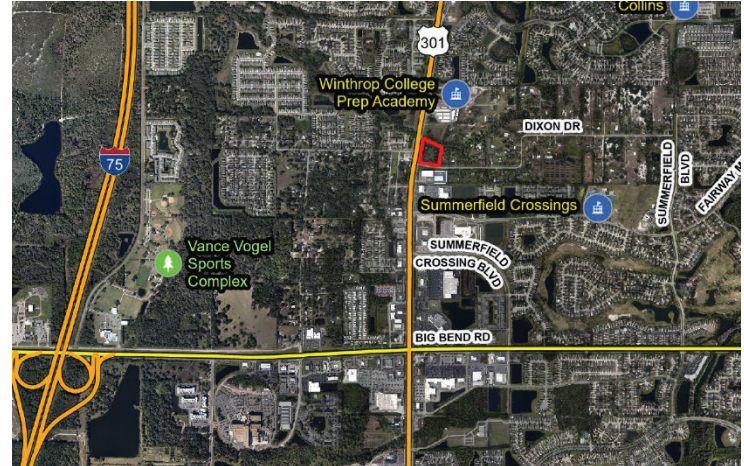


REZONING APPLICATION: PD 22-0948
ZONING HEARING MASTER DATE: FEBRUARY 20, 2023
BOCC LAND USE MEETING DATE: APRIL 11, 2023

1.0 APPLICATION SUMMARY

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



INTRODUCTION SUMMARY

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

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

*number represents a pre-development approximation

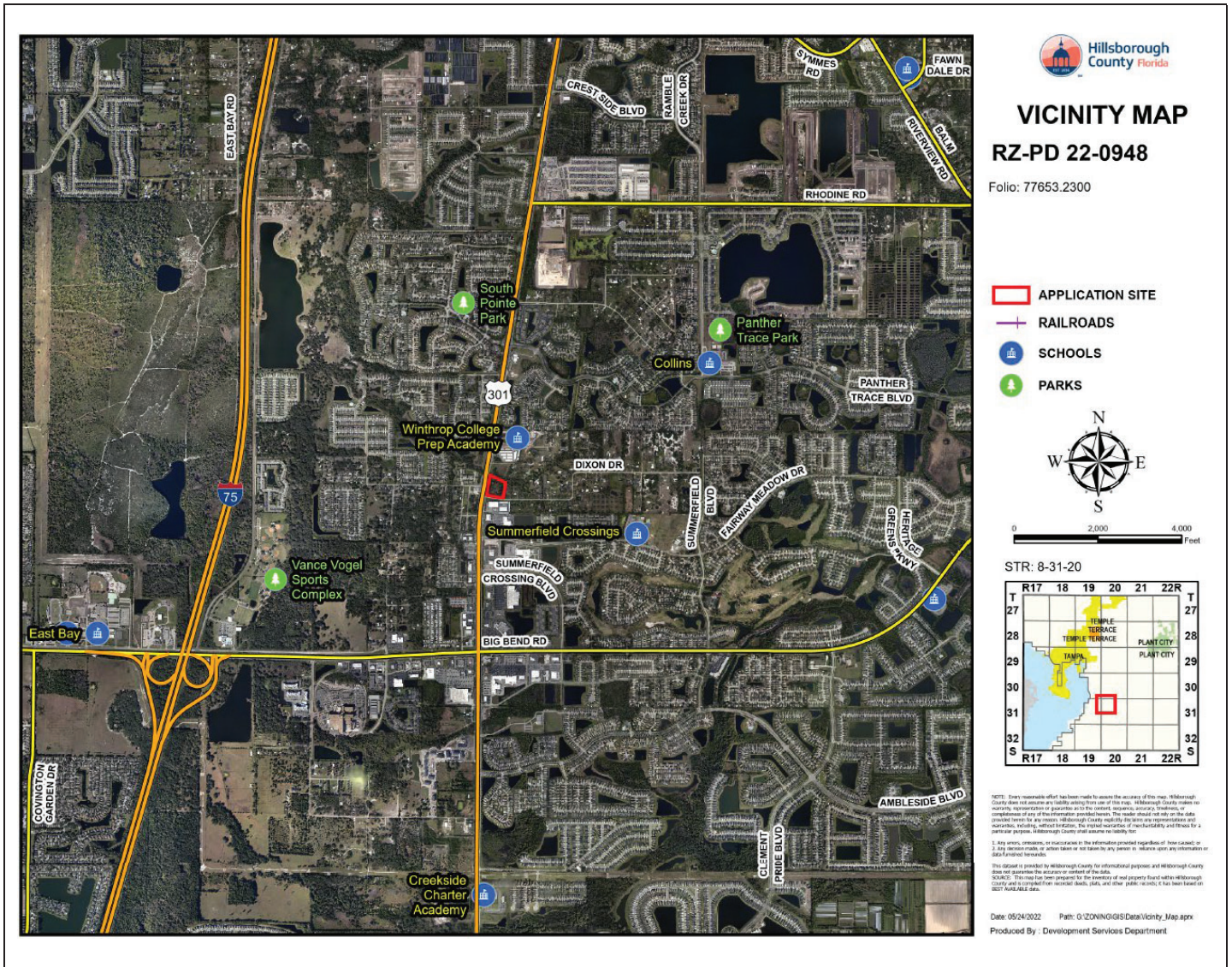
DEVELOPMENT STANDARDS	EXISTING	PROPOSED
District(s)	AS-0.4	PD
Lot Size / Lot Width	108,900 SF/150' Wide	NA
Setbacks/Buffering and Screening	Front: 50' Rear: 50' Sides: 25'	North: 100' South: 60' East: 90' Setback, 40' Type B West: 30'
Height	50'	20'

ADDITIONAL INFORMATION

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

2.0 LAND USE MAP SET AND SUMMARY DATA

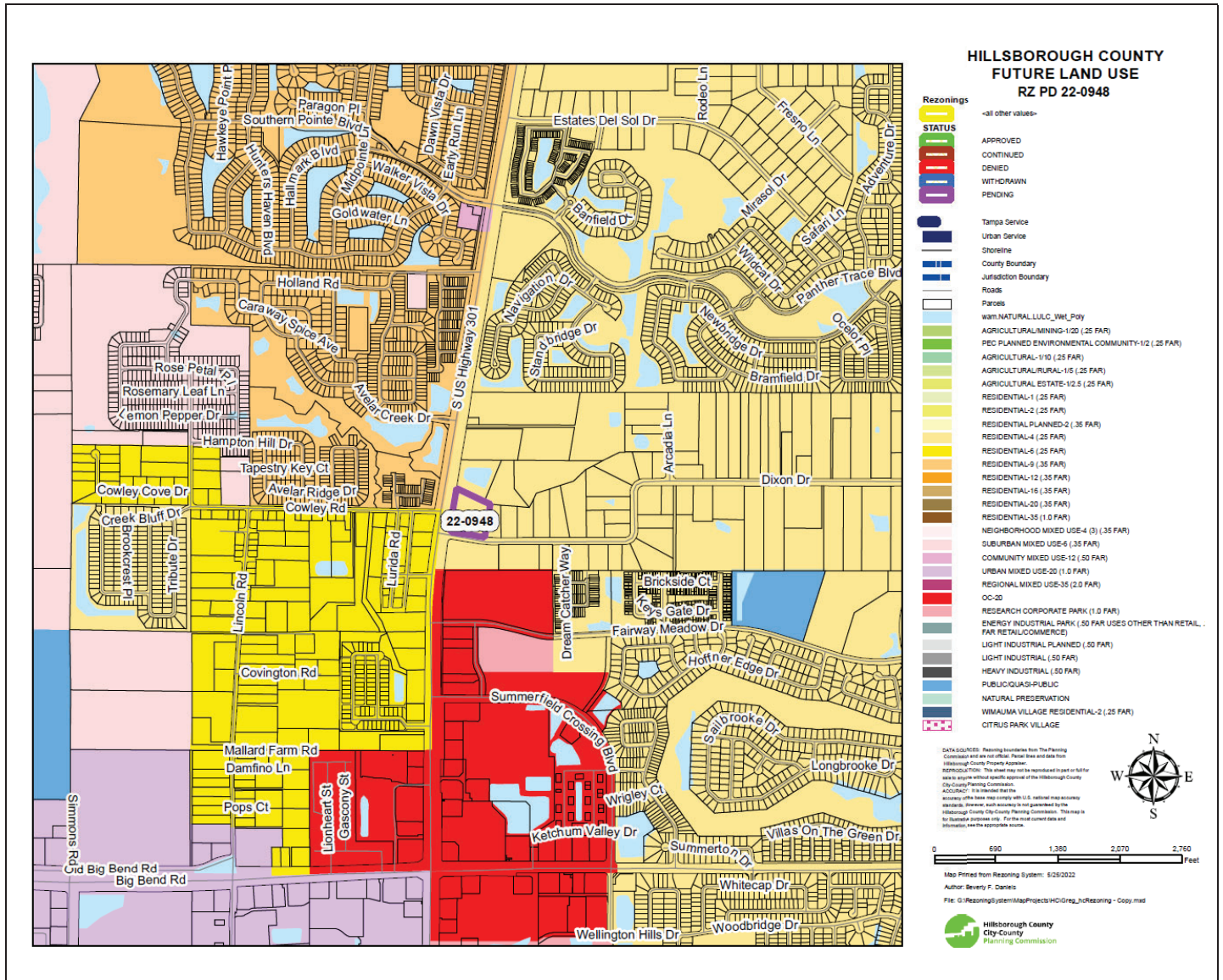
2.1 Vicinity Map



Context of Surrounding Area:

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

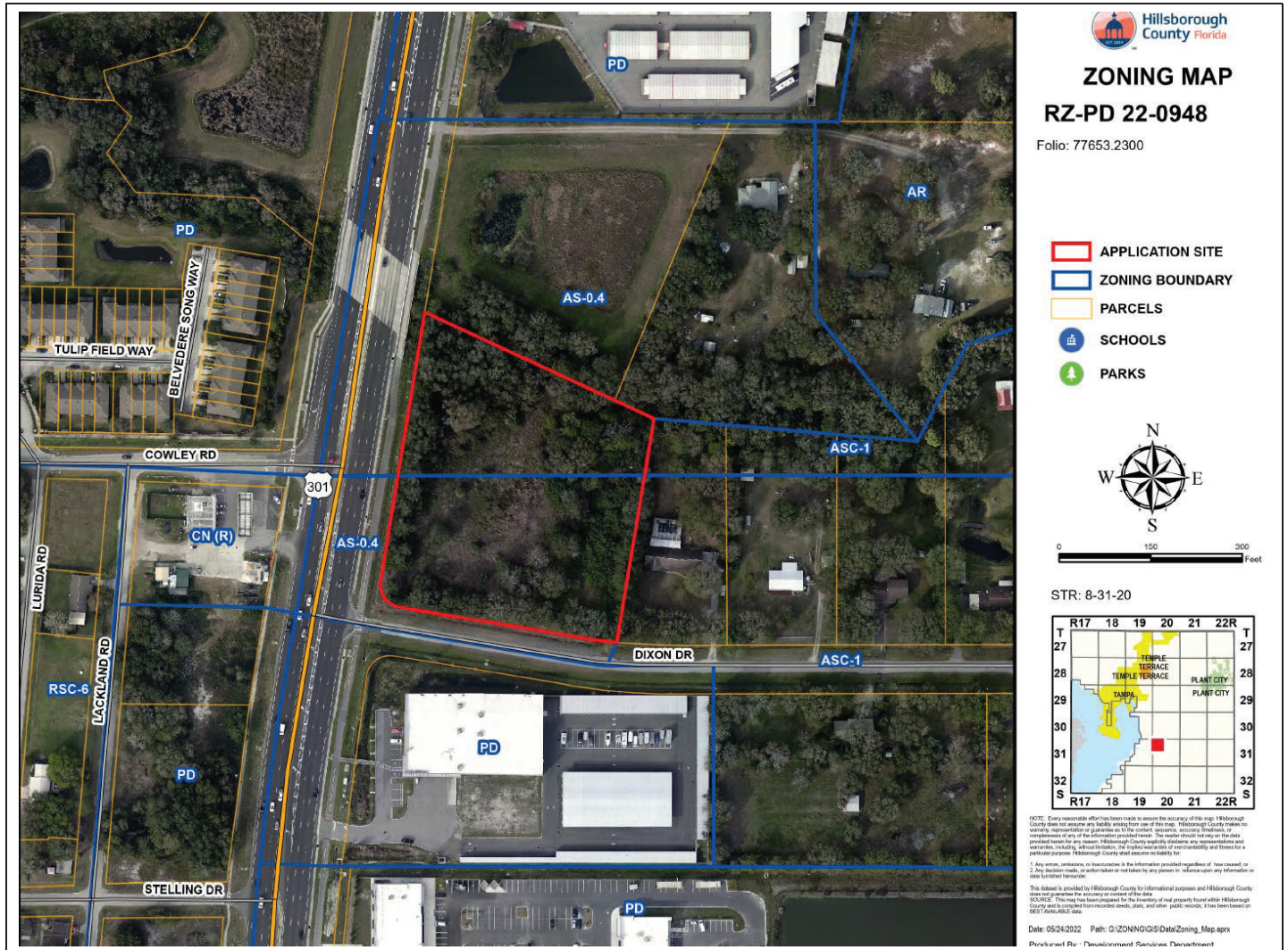
2.2 Future Land Use Map



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

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

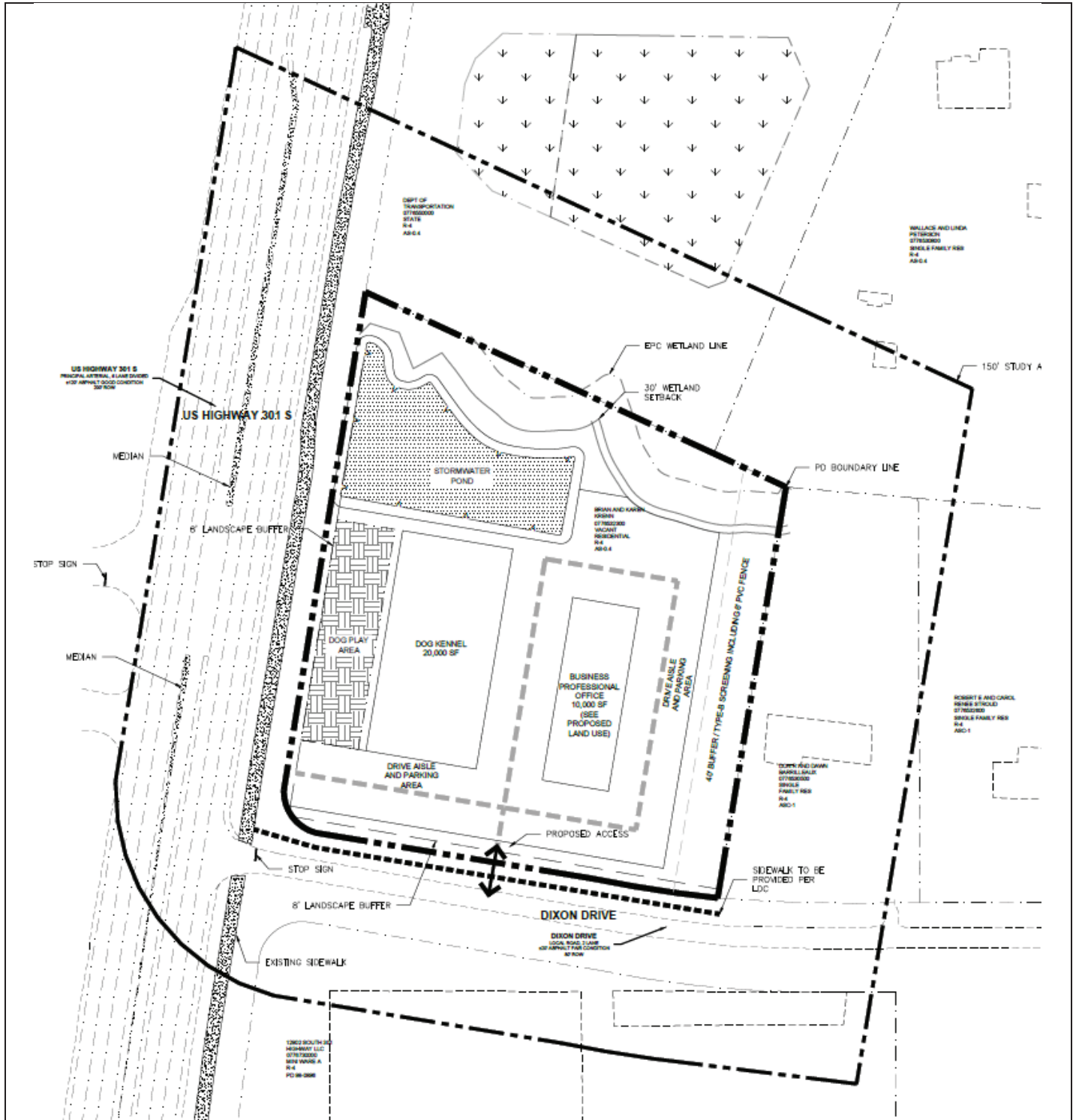


Adjacent Zonings and Uses

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

2.0 LAND USE MAP SET AND SUMMARY DATA

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



3.0 TRANSPORTATION SUMMARY (FULL TRANSPORTATION REPORT IN SECTION 9.0 OF STAFF REPORT)**Adjoining Roadways (check if applicable)**

Road Name	Classification	Current Conditions	Select Future Improvements
US Highway 301 S	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Dixon Drive	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	9	1	1
Proposed	790	104	110
Difference (+/1)	+781	+103	+109

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

Connectivity and Cross Access

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

Notes:

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
Dixon Drive	Design Exception Requested	Approvable

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

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Natural Resources	<input 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: <ul style="list-style-type: none"> <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____ 				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input checked="" type="checkbox"/> Design Exc./Adm. Variance Requested <input checked="" type="checkbox"/> Off-site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Hillsborough County School Board Adequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Impact/Mobility Fees Medical Office (greater than 10,000 s.f.) (Per 1,000 s.f.) Pet Resort (Daycare) (Per 1,000 s.f.) Mobility: \$31,459 * 12.6 = \$169,583.40 Mobility: \$13,156 * 20 = \$263,120.00 Fire: \$ 158 * 12.6 = \$1,990.80 Fire: \$ 95 * 20 = \$1,900.00				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input checked="" type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

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

5.2 Recommendation

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

6.0 PROPOSED CONDITIONS


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

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

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

proposed will be issued, does not itself serve to justify any impact to wetlands, and does not grant any implied or vested right to environmental approvals.

- 15. The construction and location of any proposed wetland impacts are not approved by this correspondence but shall be reviewed by EPC staff under separate application pursuant to the EPC Wetlands rule detailed in Chapter 1-11, Rules of the EPC, (Chapter 1-11) to determine whether such impacts are necessary to accomplish reasonable use of the subject property.
- 16. Prior to the issuance of any building or land alteration permits or other development, the approved wetland / other surface water (OSW) line must be incorporated into the site plan. The wetland/ OSW line must appear on all site plans, labeled as "EPC Wetland Line", and the wetland must be labeled as "Wetland Conservation Area" pursuant to the Hillsborough County Land Development Code (LDC).
- 17. Final design of buildings, stormwater retention areas, and ingress/egresses are subject to change pending formal agency jurisdictional determinations of wetland and other surface water boundaries and approval by the appropriate regulatory agencies.
- 18. Within 90 days of approval by the Hillsborough County Board of County Commissioners, the applicant shall submit to the Development Services Department a revised General Development Plan for certification which conforms the notes and graphic of the plan to the conditions outlined above and the Land Development Code (LDC). Subsequent to certification of the plan, if it is determined the certified plan does not accurately reflect the conditions of approval or requirements of the LDC, said plan will be deemed invalid and certification of the revised plan will be required.
- 19. The Development of the project shall proceed in strict accordance with the terms and conditions contained in the Development Order, the General Site Plan, the land use conditions contained herein, and all applicable rules, regulations, and ordinances of Hillsborough County.
- 20. If the notes and/or graphic on the site plan are in conflict with specific zoning conditions and/or the Land Development Code (LDC) regulations, the more restrictive regulation shall apply, unless specifically conditioned otherwise. References to development standards of the LDC in the above stated conditions shall be interpreted as the regulations in effect at the time of preliminary site plan/plat approval.
- 21. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C.

Zoning Administrator Sign Off:	 J. Brian Grady Mon Feb 13 2023 10:05:39
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APPLICATION NUMBER: PD 22-0948

ZHM HEARING DATE: FEBRUARY 20, 2023

BOCC LUM MEETING DATE: APRIL 11, 2023

CASE REVIEWER: SAM BALL

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

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 2/10/2023

REVIEWER: Richard Perez, AICP

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: Riverview/ Central

PETITION NO: PD 22-0948

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

CONDITIONS OF ZONING APPROVAL

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

OTHER CONDITIONS:

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

PROJECT SUMMARY AND ANALYSIS

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

Trip Generation Analysis

The applicant submitted a trip generation and site access analysis as required by the Development Review Procedures Manual (DRPM). Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 10th Edition.

Existing Zoning:

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

Proposed Zoning:

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

Trip Generation Difference:

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

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

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

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

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

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

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

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

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

SITE ACCESS

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

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

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

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

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

REQUESTED DESIGN EXCEPTION: DIXON DR.

As Dixon Dr. is a substandard rural local roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request for Dixon Dr. (February 3, 2023) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the Design Exception request approvable (on February 9, 2023). The developer will be required to make certain improvements to Dixon Dr. consistent with the Design Exception including:

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

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

ROADWAY LEVEL OF SERVICE

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

Source: Hillsborough County 2020 Level of Service Report.

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

Jim,

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

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

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

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

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

Mike

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

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

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

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

Hello Mike,

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

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

Best Regards,

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

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

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

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February 3, 2023

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

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

Dear Mr. Williams:

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

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

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

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

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

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

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

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

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

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

Sincerely,
PROGRESSIVE DEVELOPMENT GROUP, INC.

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



2023.02.03
17:01:57 -05'00'

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

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

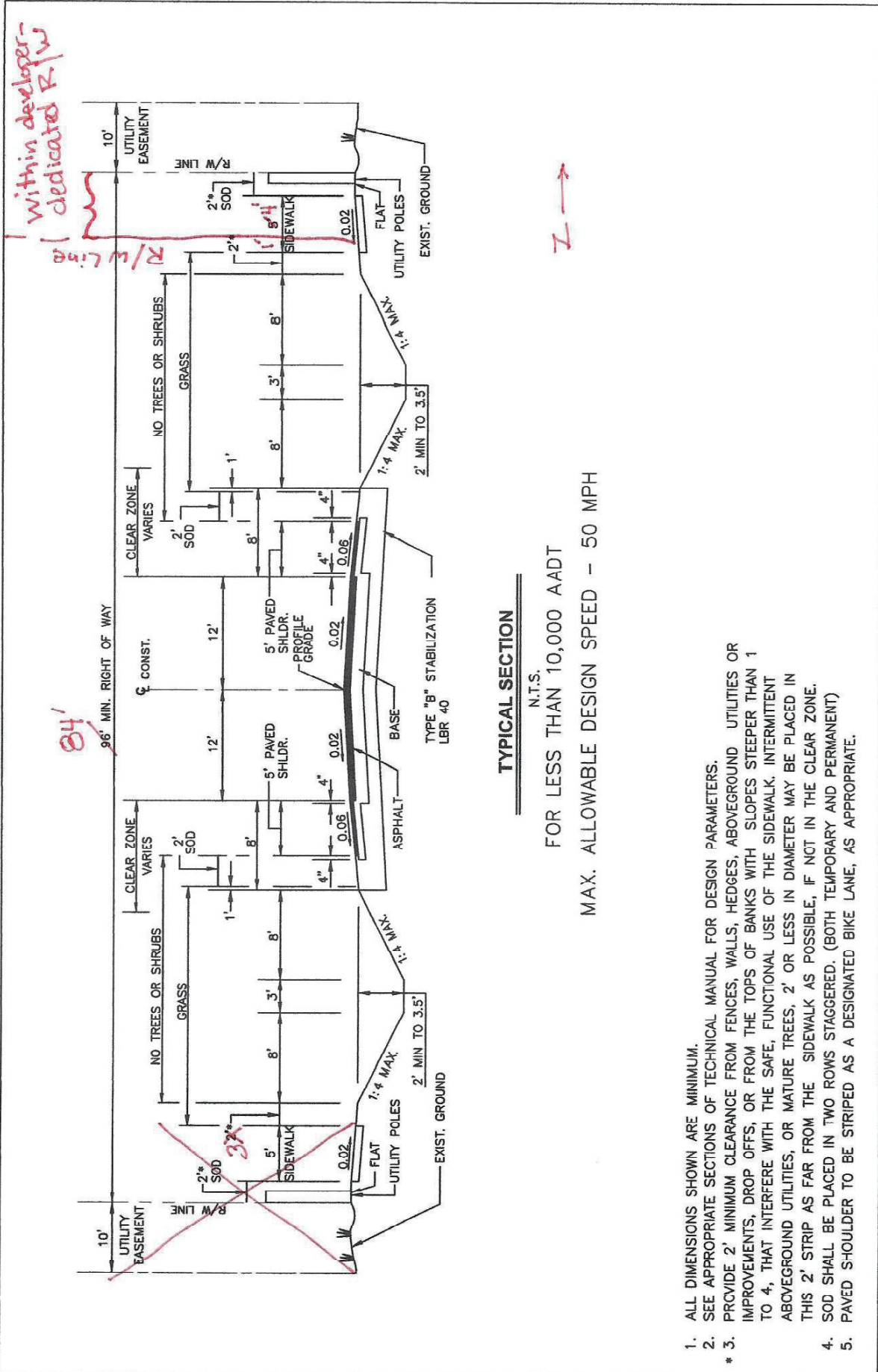
- Disapproved
- Approved with Conditions
- Approved

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

Sincerely,

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

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



TYPICAL SECTION

N.T.S.

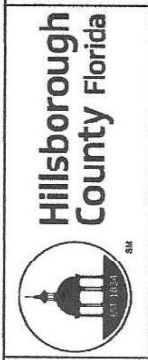
FOR LESS THAN 10,000 AADT

MAX. ALLOWABLE DESIGN SPEED - 50 MPH

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

REVISION DATE:
10/17

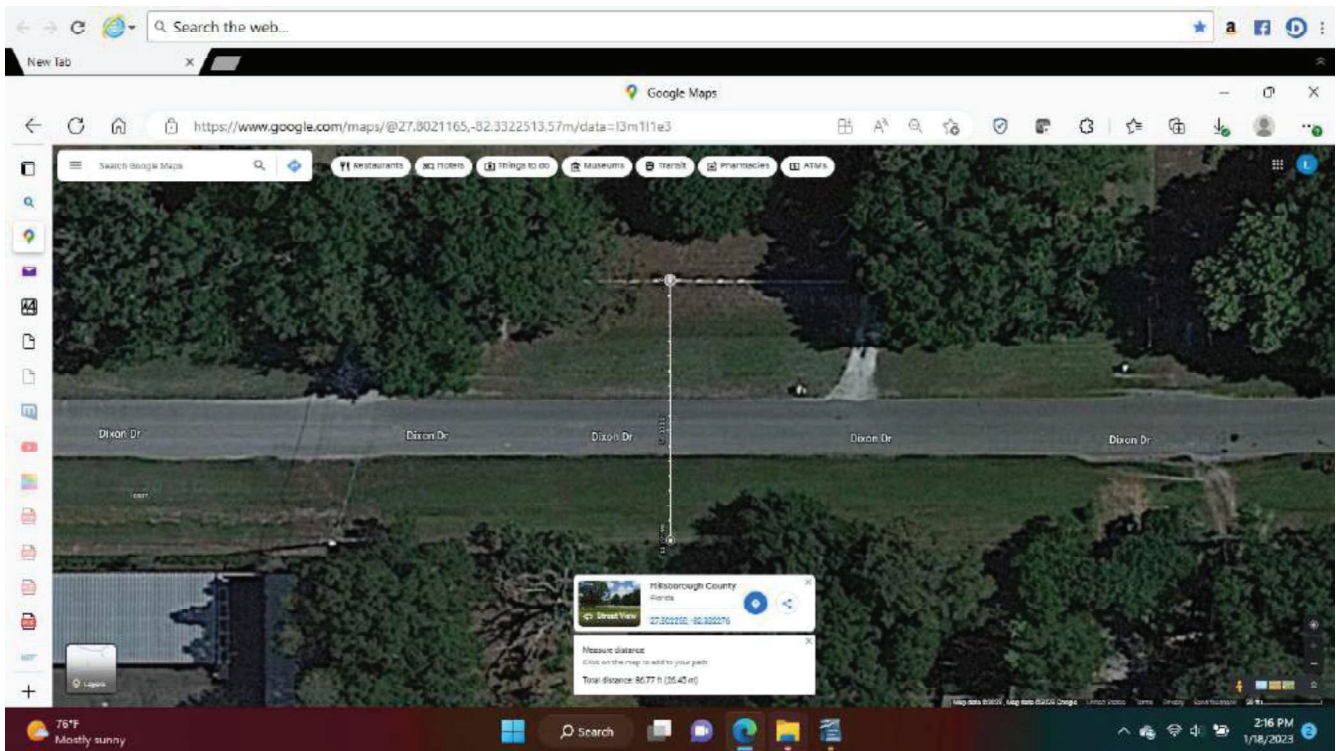
**TRANSPORTATION
TECHNICAL
MANUAL**



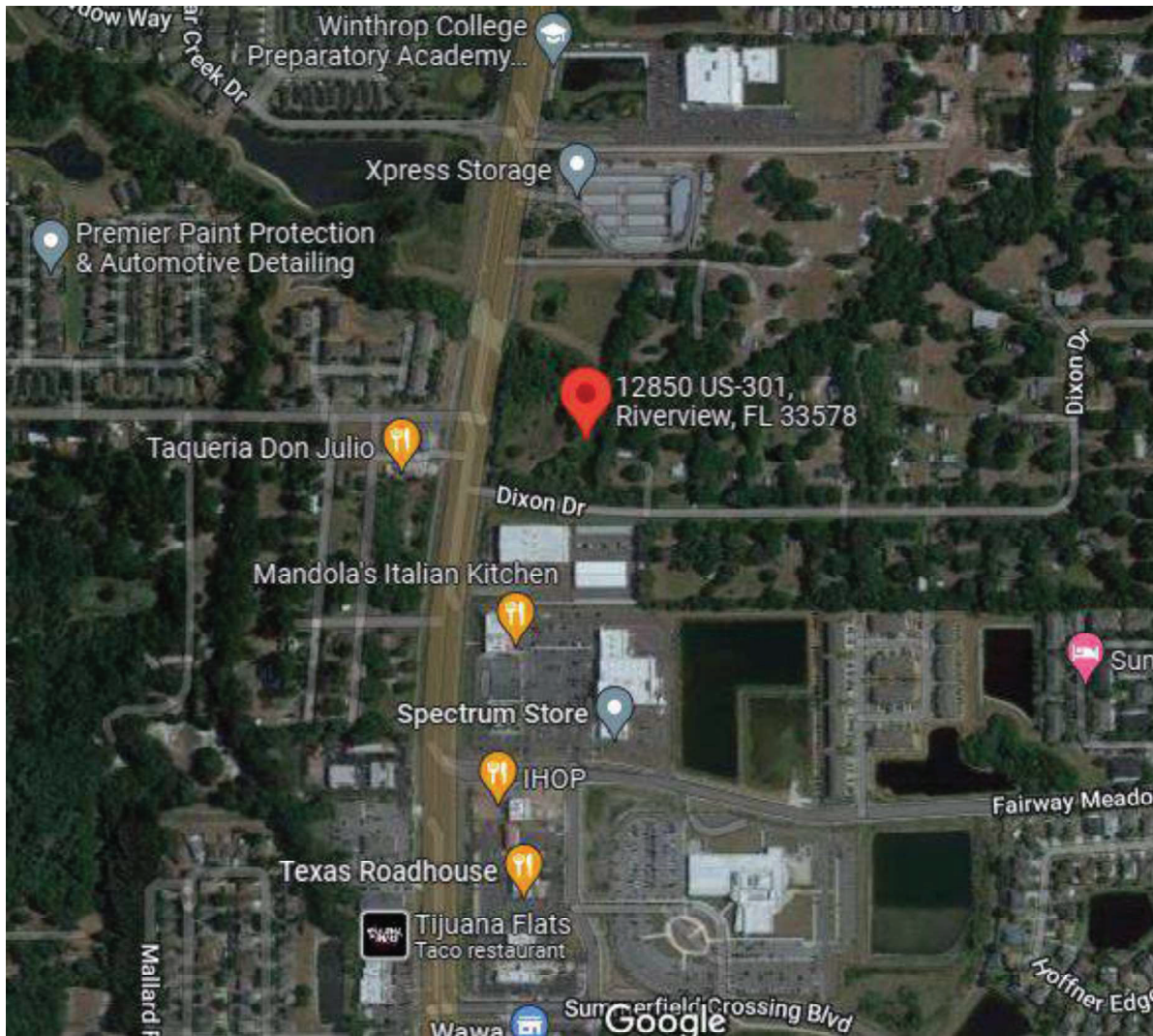
**LOCAL & COLLECTOR RURAL ROADS
(2 LANE UNDIVIDED)
TYPICAL SECTION**

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

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



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



LOCATION MAP



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



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



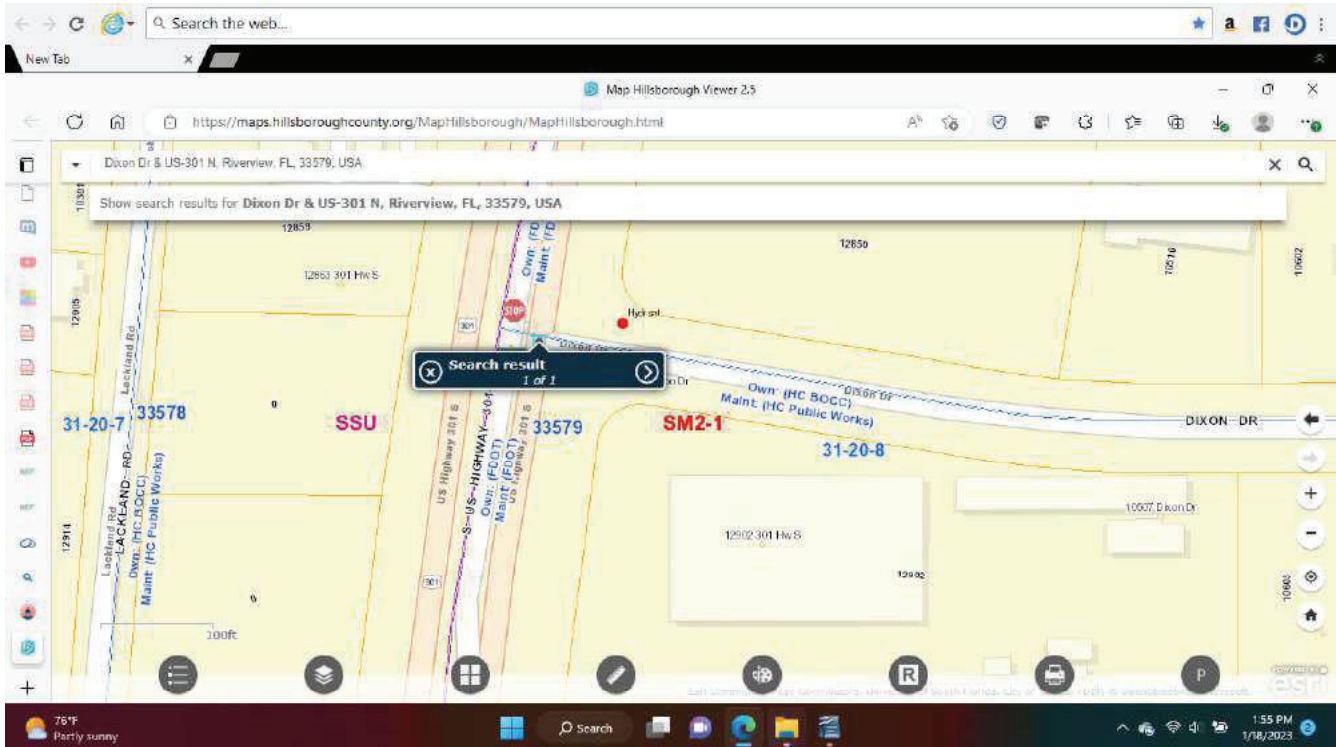
Utility pole on south side – 15' from edge of pavement of Dixon Drive



Dixon Drive – 18 ½ feet pavement width



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



Per Pasco Mapper, approximately 85 feet of ROW.

Transportation Comment Sheet

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

Adjoining Roadways (check if applicable)			
Road Name	Classification	Current Conditions	Select Future Improvements
US HWY 301	FDOT Principal Arterial - Urban	6 Lanes <input type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input checked="" type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Dixon Rd.	County Local - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input checked="" type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation <input type="checkbox"/> Not applicable for this request			
	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	9	1	1
Proposed	790	104	110
Difference (+/-)	+781	+103	+109

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

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

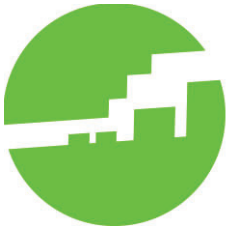
Design Exception/Administrative Variance <input checked="" type="checkbox"/> Not applicable for this request		
Road Name/Nature of Request	Type	Finding
Dixon Dr./Substandard Roadway	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes: Improvements include 6 feet of right of way dedication along Dixon Dr. proffered by applicant.		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
<input checked="" type="checkbox"/> Design Exception/Adm. Variance Requested <input checked="" type="checkbox"/> Off-Site Improvements Provided	<input type="checkbox"/> Yes <input type="checkbox"/> N/A <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See report.

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**Hillsborough County
City-County
Planning Commission**

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



Context

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

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Urban Service Area (USA)

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

Policy 1.4: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements

affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Relationship to the Future Land Use Map

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

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

ENVIRONMENTAL CONSIDERATIONS

Objective 13: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Conservation and Aquifer Recharge Element and the Coastal Management Element of the Comprehensive Plan.

Policy 13.3: Environmentally Sensitive Land Credit

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

Wetlands are considered to be the following:

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

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

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

Entire project acreage multiplied by Maximum intensity/density for the Future Land Use Category
If wetlands are 25% or greater of the acreage of the site, density and intensity is calculated based on:

Upland acreage of the site multiplied by 1.25 = Acreage available to calculate density/intensity based on

That acreage is then multiplied by the Maximum Intensity/Density of the Future Land Use Category

Neighborhood/Community Development

Objective 16: Neighborhood Protection *The neighborhood is the functional unit of community development. There is a need to protect existing, neighborhoods and communities and those that will emerge in the future. To preserve, protect, and enhance neighborhoods and communities, all new development must conform to the following policies.*

Policy 16.1: *Established and planned neighborhoods and communities shall be protected by restricting incompatible land uses through mechanisms such as:*

- a) *locational criteria for the placement of non-residential uses as identified in this Plan,*
- b) *limiting commercial development in residential land use categories to neighborhood scale;*
- c) *requiring buffer areas and screening devices between unlike land uses;*

Policy 16.2: *Gradual transitions of intensities between different land uses shall be provided for as new development is proposed and approved, through the use of professional site planning, buffering and screening techniques and control of specific land uses.*

Policy 16.3: *Development and redevelopment shall be integrated with the adjacent land uses through:*

- a) *the creation of like uses; or*
- b) *creation of complementary uses; or*
- c) *mitigation of adverse impacts; and*
- d) *transportation/pedestrian connections*

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

Commercial-Locational Criteria

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

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

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

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

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

Livable Communities Element: Riverview Community Plan

III. Vision Statements

Community Vision

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

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

Vision Concept

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

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

1. Highway 301 Corridor District Vision

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

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

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

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

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

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

LIVABLE COMMUNITIES ELEMENT: SouthShore Areawide Systems Plan

Transportation Objective

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

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

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

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

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

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

- Rhodine Road Extension
- Big Bend Road Extension

Economic Development Objective

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

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

1. Land Use/ Transportation

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

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

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

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

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

f. Utilize Hillsborough County Post Disaster Redevelopment Plan

Environmental and Sustainability Section (E&S)

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

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

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

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

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

Staff Analysis of Goals, Objectives, and Policies:

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

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

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

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

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

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

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

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

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

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

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

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

Per FLUE Policy 9.2, developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County. At the time of uploading this report, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

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

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE RZ PD 22-0948

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tempa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Roads

Parcels

WATER NATURAL LULC, Wet, Dry

AGRICULTURAL/MINING-120 (.25 FAR)

PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)

AGRICULTURAL-1/10 (.25 FAR)

AGRICULTURAL/RURAL-1/5 (.25 FAR)

AGRICULTURAL/ESTATE-1/2.5 (.25 FAR)

RESIDENTIAL-1 (.25 FAR)

RESIDENTIAL-2 (.25 FAR)

RESIDENTIAL PLANNED-2 (.35 FAR)

RESIDENTIAL-4 (.25 FAR)

RESIDENTIAL-6 (.25 FAR)

RESIDENTIAL-9 (.35 FAR)

RESIDENTIAL-12 (.35 FAR)

RESIDENTIAL-16 (.35 FAR)

RESIDENTIAL-20 (.35 FAR)

RESIDENTIAL-35 (1.0 FAR)

NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)

SUBURBAN MIXED USE-6 (.35 FAR)

COMMUNITY MIXED USE-12 (.50 FAR)

URBAN MIXED USE-20 (1.0 FAR)

REGIONAL MIXED USE-35 (2.0 FAR)

OC-20

RESEARCH CORPORATE PARK (1.0 FAR)

ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)

LIGHT INDUSTRIAL PLANNED (.50 FAR)

LIGHT INDUSTRIAL (.50 FAR)

HEAVY INDUSTRIAL (.50 FAR)

PUBLIC/QUASIPUBLIC

NATURAL PRESERVATION

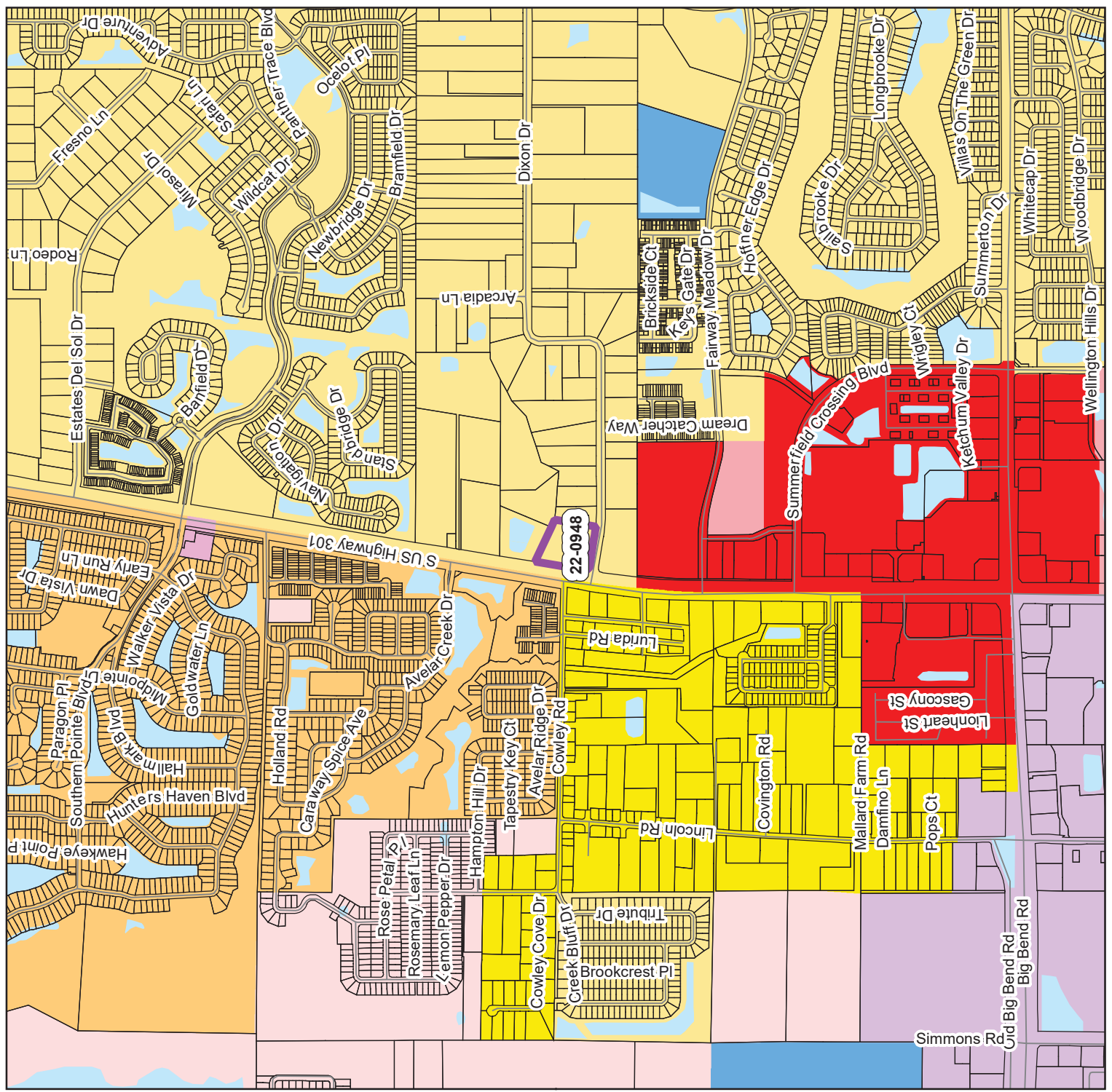
WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



DATA SOURCES: Rezonings boundaries from The Planning Commission and are not official. Parcel lines and data from Hillsborough County Property Appraiser. The information on this map is for informational purposes only. For the most current data and information, visit the appropriate website.

Map Printed from Rezoning System: 5/25/2022
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HillCo\Repl_HillRezoning_Copy.mxd



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