

Rezoning Application: PD 25-0934

Zoning Hearing Master Date: January 26, 2026

BOCC CPA Public Hearing Date: March 12, 2026



**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Stephen J. Dibbs

FLU Category: AR (Existing)
RES-4 (Proposed Concurrent CPA)

Service Area: Rural / Urban (Existing)
Urban (Proposed Concurrent CPA)

Site Acreage: Approximately 316.66 acres

Community Plan Area: Keystone-Odessa

Overlay: None



Introduction Summary:

The applicant seeks to develop an approximately 316.66-acre unified development consisting of multiple parcels with the property boundary located west of the Suncoast Parkway off-ramp to Lutz Lake Fern Road intersection. The site currently has a borrow pit use on the property which will be terminated if the proposed PD is approved. The applicant proposes two development options: Option 1 comprises a 9.22-acre upland area in the southeastern quadrant fronting Lutz Lake Fern Road with up to 100,405-sf commercial and a maximum of 392 single-family residential homes; Option 2 comprises a 9.22-acre upland area fronting Lutz Lake Fern Road with up to 100,405-sf commercial in the southeastern quadrant fronting Lutz Lake Fern Road with an RV Park.

There are two concurrent Comprehensive Plan Amendments, HC/CPA 25-03 and HC/CPA 25-04 to change the Future Land Use category to Residential-4 (RES-4) and expand the Urban Service Area (USA).

Zoning:	Existing	Proposed Option #1	Proposed Option #2
District(s)	AR	PD	PD
Typical General Use(s)	Single-Family Residential/Agricultural	Single-Family Residential/Commercial	RV Park/Commercial
Acreage	+/-316.66 acres	+/-316.66 acres	+/- 316.66 acres
Density/Intensity	1 DU per 5 acres	+/-3.13 dwelling units per acre (upland area) Commercial FAR: 0.25	+/-3.13 dwelling units per acre (upland area) Commercial FAR: 0.25
Mathematical Maximum*	63 lots	392 SF Homes 100,405-sf Commercial	392 RV Spaces 100,405-sf Commercial

*number represents a pre-development approximation

Development Standards:	Existing	Proposed	Proposed
District(s)	AR	PD	PD
Min. Lot Size/Lot Width	5 acres / 150'	10,000 sf / 75'	N/A

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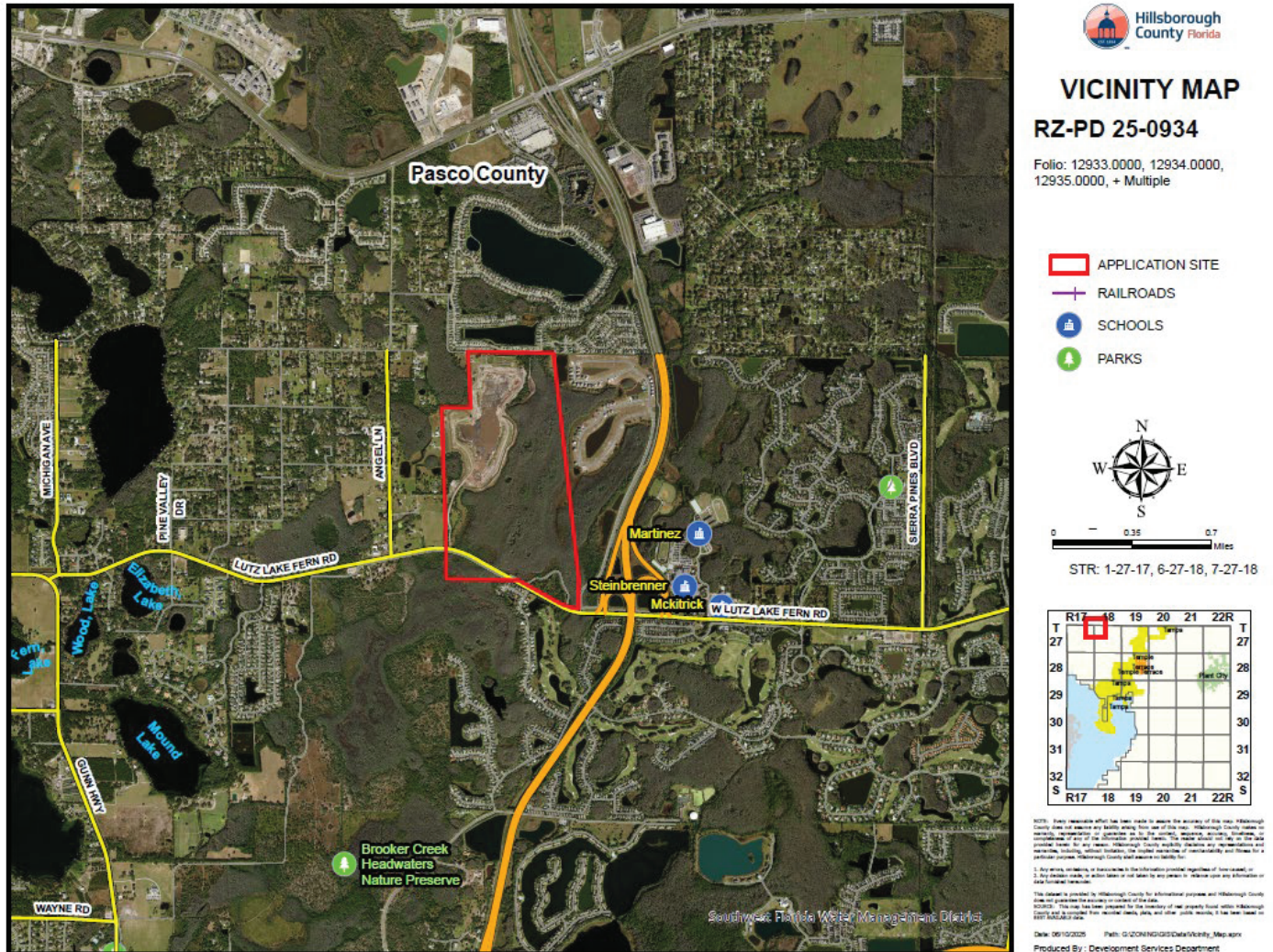
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Setbacks/Buffering and Screening	Front Setback: 50 ft. Rear Setback: 25 ft. Side Setback: 50 ft.	<u>Single-family Residential Front</u> Setback: 25 ft. Rear Setback: 25 ft. Side Setback: 7.5 ft. <u>Commercial Area</u> North/West/East Buffers: 20'-wide buffer with Type "B"	<u>RV Lots:</u> Front Setback: 5 ft. Rear Setback: 5 ft. Side Setback: 5 ft. North/West/East Buffers: 20'-wide buffer with Type "B" <u>Commercial Area</u> North/West/East Buffers: 20'-wide buffer with Type "B"
Height	50 ft. Max. Ht.	35 ft. Max. Ht.	35 ft. Max. Ht.
Additional Information:			
PD Variation(s)		None.	
Waiver(s) to the Land Development Code		None.	
Planning Commission Recommendation: Consistent		Development Services Recommendation: APPROVABLE, Subject to Conditions.	

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

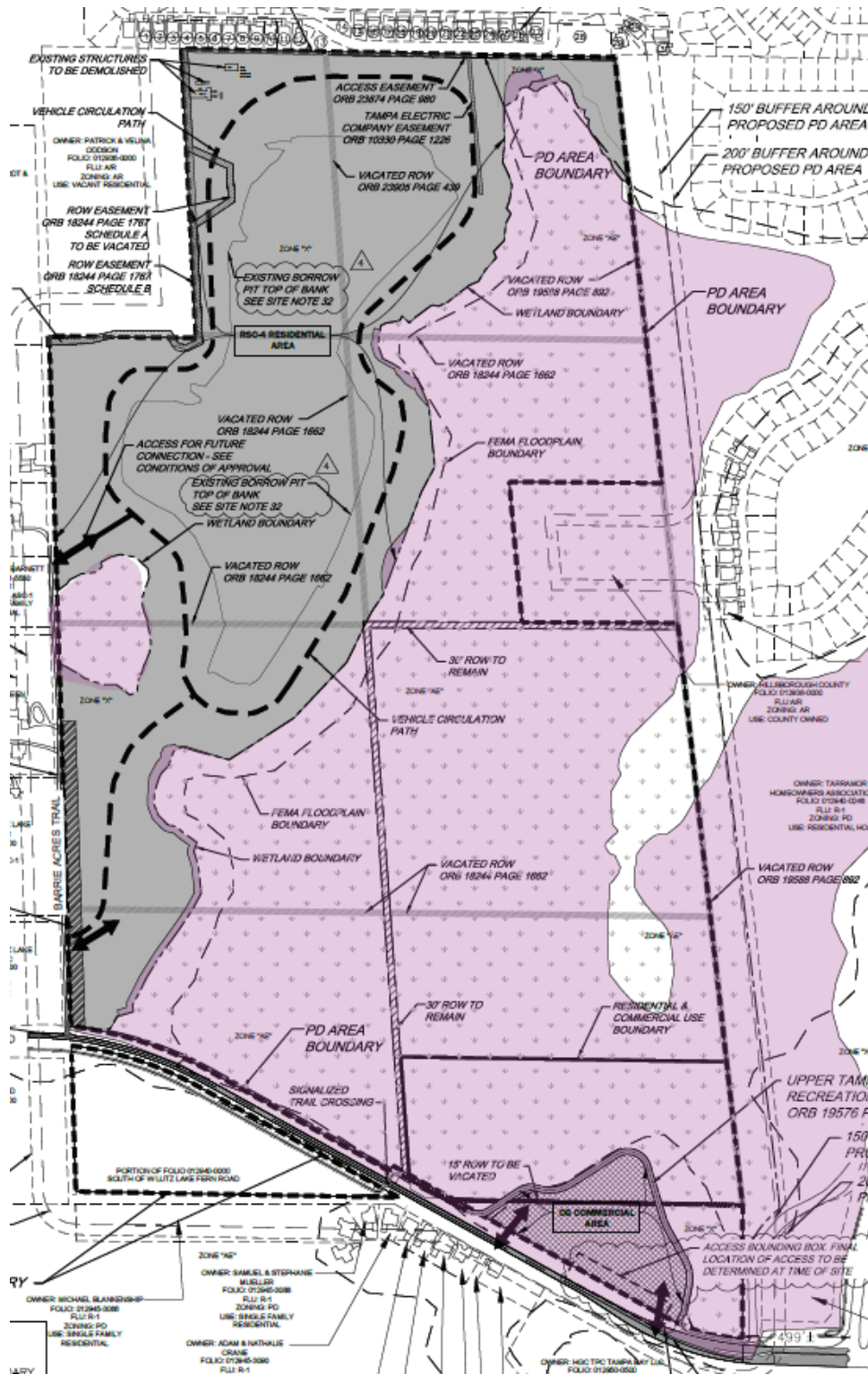


Context of Surrounding Area:

The +/- 316.66-acre subject property perimeter is located approximately 600 feet west of the Suncoast Parkway off-ramp to Lutz Lake Fern Road. The site is in an area primarily comprised of single-family developments to the north, east, south and west interspersed with agricultural, vacant and wetlands. Directly north of the subject property is Pasco County developed with single-family development.

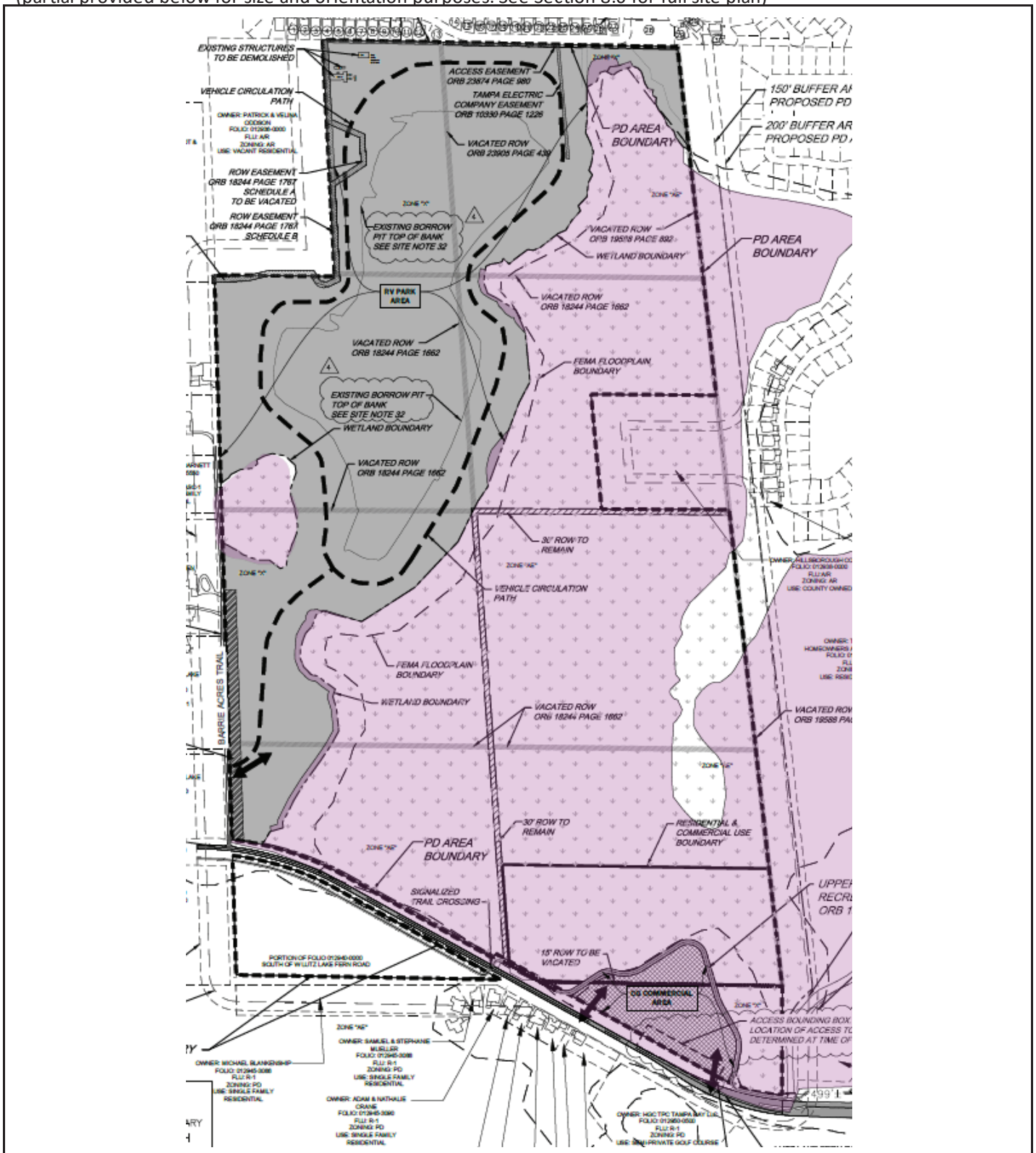
East past the Suncoast Parkway and Lutz Fern Road overpass intersection is Mckitrick Elementary School, Martinez Middle School and Steinbrenner High School.

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



2.4 Proposed Site Plan: OPTION 2 RV Park / Commercial

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



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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
Lutz Lake Fern Rd.	County Arterial - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☒ Corridor Preservation Plan ☒ Site Access Improvements ☒ Substandard Road Improvements ☐ Other
Barrie Acre Trail	County Local - Rural	2 Lanes ☒ Substandard Road ☐ Sufficient ROW Width	☐ Corridor Preservation Plan ☒ Site Access Improvements ☒ Substandard Road Improvements ☐ Other

Project Trip Generation ☐ Not applicable for this request			
	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	758	46	61
Proposed	9,994	428	816
Difference (+/-)	+9,234	+382	+755

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

Connectivity and Cross Access ☐ Not applicable for this request				
Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		None	None	Meets LDC
South	X	None	None	Meets LDC
East		None	None	Meets LDC
West		Vehicular & Pedestrian	None	Meets LDC
Notes: The Residential and RV Park Options are accessing Lutz Lake Fern via Barrie Acres Trail.				

Design Exception/Administrative Variance ☒ Not applicable for this request		
Road Name/Nature of Request	Type	Finding
N/A	Choose an item.	Choose an item.
Notes:		

4.0 Additional Site Information & Agency Comments Summary

Transportation	Objections	Conditions Requested	Additional Information/Comments
☐ Design Exception/Adm. Variance Requested ☐ Off-Site Improvements Provided	☐ Yes ☐ N/A ☒ No	☒ Yes ☐ No	See report.

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY				
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental Protection Commission	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Natural Resources	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Conservation & Environ. Lands Mgmt.	☒ Yes ☐ No	☐ Yes ☒ No	☒ Yes ☐ No	
Check if Applicable: ☒ Wetlands/Other Surface Waters ☐ Use of Environmentally Sensitive Land Credit ☒ Wellhead Protection Area ☐ Surface Water Resource Protection Area ☐ Potable Water Wellfield Protection Area ☒ Significant Wildlife Habitat (Upland Wildlife Habitat Area) ☐ Coastal High Hazard Area ☒ Urban/Suburban/Rural Scenic Corridor ☒ Adjacent to ELAPP property ☐ Other:				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation ☐ Design Exc./Adm. Variance Previously Approved ☐ Off-site Improvements Provided	☐ Yes ☒ No	☐ Yes ☒ No	☒ Yes ☐ No	
Service Area/ Water & Wastewater ☒ Urban ☐ City of Tampa ☒ Rural ☐ City of Temple Terrace	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Hillsborough County School Board Adequate ☒ K-5 ☒ 6-8 ☐ 9-12 ☐ N/A Inadequate ☐ K-5 ☐ 6-8 ☒ 9-12 ☐ N/A	☒ Yes ☐ No	☐ Yes ☒ No	☐ Yes ☒ No	
Impact/Mobility Fees (CG uses not detailed, examples provided) Single Family Detached (Fee estimate is based on a 2,000 s.f.) Mobility: \$13,038 Parks: \$2,145 School: \$8,227 Fire: \$335 RV Park (Per site) Mobility: \$1,607 Fire: \$299 Retail Shopping Center (Per 1,000 s.f.) Mobility: \$15,962 Fire: \$313 Bank w/Drive Thru Retail - Fast Food w/Drive Thru Mini-Warehouse				

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(Per 1,000 s.f.) Mobility: \$24,321 Fire: \$313	(Per 1,000 s.f.) Mobility: \$122,822 Fire: \$313	(Per 1,000 s.f.) Mobility: \$1,084 Fire: \$32		
Urban Mobility, Northwest Parks/Fire - Max D. U.'s 392 - RV Park, Single Family homes, CG (Max s.f. 100,405)				
Folios: 12933.0000 12934.0000 12935.0000 12937.0000 12937.0150 12939.0000 12940.0000 12944.0000				
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission ☒ Meets Locational Criteria ☐ N/A ☐ Locational Criteria Waiver Requested	☒ Yes ☐ No	☐ Inconsistent ☒ Consistent	☐ Yes ☒ No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The applicant seeks to develop an approximately 316.66 acres property that is currently the location of a borrow pit with substantial vacant and wetland areas. The eastern property boundary is located approximately 600 feet west of the Suncoast Parkway off-ramp to Lutz Lake Fern Road. The site currently has a borrow pit use on the property which will be terminated if the proposed PD is approved.

Located adjacent to the eastern property perimeter is PD 90-0061, amended most recently by PRS 10-0891 allows single-family residential development developed at RSC-4 standards with up to 243 single-family homes similar to the proposed Option 1 residential development. Staff notes that the development is limited to a 30-foot height limit or 1-story, whichever is more restrictive. The development also allows up to 25,000 square feet of Commercial Neighborhood uses accessed internally due north of Lake Fern Road on the west side of the Suncoast Parkway and adjacent to the subject property.

To the south is developed with single-family residential and golf course. Single-family detached lots in Villages 1, 3, 4 and 9 are required to comply with RSC-6 standards and conform to RSC-9 zoning standards within Village 2. The total allowable units are 869 dwelling units with up to 834 single-family and 35 townhomes. The height of all structures may not exceed 35 feet. Additionally, the rear and front yard setbacks for residential are required to be a minimum of 20 feet compared to the required 25 feet front/rear setbacks for the proposed single-family residential to the north across Lake Fern Road.

The proposed residential component of the development is consistent with the existing residential character of the area, as the development of the adjacent land uses are residential. A small commercial component is proposed in the southeastern portion of the site and will be limited to Commercial General uses adjacent to PD 90-0061 which also allows limited commercial in the southern portion of the PD just north of Lake Fern Road. If developed as an RV Park, the applicant would be required to provide a 20-foot-wide buffer with Type "B" screening along the periphery of the park adjacent to residential development.

The applicant has not requested any variations from the general site development requirements found in Parts 6.05.00, Parking and Loading; 6.06.00, Landscaping, Irrigation and Buffering Requirements; or 6.07.00, Fences and Walls of the Land Development Code. The application shall be required to be in compliance with all other requirements of the Hillsborough County Land Development Code.

5.2 Recommendation

Based on the above considerations, staff finds the request approvable, subject to conditions and pursuant to approval of pending HC/CPA 25-03 to Residential-4 and HC/CPA 25-04 to expand the Urban Service Area.

Prior to site plan certification, the applicant shall complete the following:

1. Revise the maximum building height from 35 feet to 30 feet, note 12 under RV Park Standards.
2. Site plan sheet C-1 to remove RSC-4 Single Family Residential Note #8 (clustered lots).
3. Site plan sheet C-1 to revised Typical Lot Size to comply with minimum lot size of 10,000 sf.
4. Revise the label for the northernmost access connection to Barrie Acre Trail from "Access for Future Connection – See Conditions of Approval" to "Access Connection – See Conditions of Approval".
5. Revise plan to relocate the northernmost access connection on Barrie Acre Trail to the south to align with the area identified to be improved.
6. Replace the PD site plan site note #31 with the following statement "Lutz Lake Fern Road shall be improved per the PD Zoning conditions of approval.

6.0 PROPOSED CONDITIONS

Approval of the request, subject to the conditions listed below, is based on the general site plan submitted December 18, 2025.

1. The site shall be limited to two development options based on the December 18, 2025, site plan.
2. Option 1 is limited to a maximum of 392 single-family detached residential homes and a maximum of 100,405-square-foot Commercial General uses.
 - 2.1 The Option 1 commercial development shall allow a development total of 100,405-square feet of commercial uses.
 - 2.1.1 Standards for the Commercial uses shall be as follows.
 - a. *Front Yard Setback: 30 feet
 - b. Max. Impervious: 70%
 - c. Rear Yard Setback: 20 ft.
 - d. Side Yard Setback: 10 ft.
 - e. Building Height: Max. 35 feet / 2 stories*Front setback to be measured from the perimeter boundary of the Corridor Preservation along W. Lutz Lake Fern Road.
 - 2.2 The Option 1 residential development shall be limited to 392 detached single-family detached homes subject to RSC-4 development standards.

- 2.2.1 Single-family dwelling units shall be developed to the following standards:

Minimum Lot Area	10,000 square feet
Minimum Front Yard Setback	25 feet
Minimum Side Yard Setback	7.5 feet
Minimum Rear Yard Setback	25 feet
Maximum Height	35 feet
Minimum Lot Width	75 feet
Maximum Building Coverage	35%

3. Option 2 is limited to an RV Park with a maximum 392 RV spaces and a maximum of 100,405-square-foot commercial uses.

- 3.1 The Option 2 commercial development shall allow a development total of 100,405-square feet of commercial uses.

- 3.1.1 Standards for the Commercial uses shall be as follows.

- a. *Front Yard Setback: 30 feet
- b. Max. Impervious: 70%
- c. Rear Yard Setback: 20 ft.
- d. Side Yard Setback: 10 ft.
- e. Building Height: Max. 35 feet / 2 stories

*Front setback to be measured from the perimeter boundary of the Corridor Preservation along W. Lutz Lake Fern Road.

- 3.1.2 All signs shall comply with the limitations and provisions of Article VII of this Code. Additionally, the following limitations and provisions shall apply to all uses, excluding emergency public services/uses.

- a. All permanent detached signs shall be monument signs.
- b. All monument and wall signs shall be externally illuminated only. Monument signs up to four feet in height shall be set back a minimum of 15 feet from the adjacent right-of-way. A maximum height of 15 feet shall be permitted, provided the monument sign is set back one additional foot for each foot of sign height over four feet.
- c. The use of plastic display panels or neon lights on all ground and wall signs shall be prohibited.

- 3.2 The Option 2 RV Park development shall be limited to 392 RV spaces and subject to LDC Section 6.11.110, unless otherwise stated.

- 3.2.1 The following development standards shall apply to the RV Park.

Minimum Unit Area for RV Space	2,000 square feet
Minimum Front Yard Setback	5 feet
Minimum Side Yard Setback	5 feet
Minimum Perimeter Boundary Setback	25 feet between lots & boundary / 50 feet between lots & boundary (along major streets)
Minimum Rear Yard Setback	5 feet; 3 feet for utility easements
Accessory Buildings	Max. 30 feet height

4. The subject property shall be subject to the following landscaping and screening for Option 1 and Option 2:
- a. A 30-foot wetland setback shall be provided.
 - b. The subject property shall be subject to buffering and screening requirements of Section 6.06.06 of the Hillsborough County Land Development Code for each development option unless otherwise stated.
 - The commercial development located along Fern Lake Road shall provide the required 20-foot-wide buffer with Type "B" screening within the uplands portions of the commercial site in front of the multi-purpose trail to avoid wetland impacts.

- If developed as an RV Park, a 20-foot-wide buffer with Type “B” screening shall be required along the perimeter adjacent to single-family residential and agricultural development.
5. The commercial portion of the project shall be limited to 100,405 square feet.
- a. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 6,565 gross daily trips, 160 gross AM peak hour trips or 106 AM net peak hour trips, and 478 PM gross peak hour trips or 315 PM net peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering’s (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
 - b. The commercial portion shall be permitted one full access connection and one right-in/right-out restricted access connection as shown on the PD site plan. The final location of the right-in/right-out restricted access connection shall be determined within the bounding box, shown on PD site plan, at the time of site construction/ subdivision plan review and in consultation with FDOT and/or the Turnpike Authority as it relates to the Suncoast Parkway.
6. The following site access improvements shall be constructed concurrently with the initial increment of development of the respective Residential/ RV park and commercial tracts:
- a) Residential and RV Options: eastbound left turn lane and westbound right turn lane at Lutz Lake Fern Rd and Barrie Acres Trl.
 - b) Commercial Tract:
 - Eastbound left turn lane and westbound right turn lane at the full access connection to Lutz Lake Fern Rd.
 - Westbound right turn lane at the right-in/right-out access to Lutz Lake Fern Rd.
 - c) Sight distance will be evaluated at the time of subdivision/site construction plan review for all accesses.
7. As Barrie Acre Trl. is a substandard roadway, the developer shall be required to improve the roadway to current County collector roadway standards (between the project driveways and Lutz Lake Fern Rd.). Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM.
- a) The developer shall dedicate any right of way needed to accommodate the County roadway typical section, including any warranted turn lanes, consistent with the Hillsborough County Transportation Design Manual and Transportation Technical Manual.
 - b) Auxiliary lane warrants at the project access(es) on Barrie Acre Trl. will be evaluated at time of site/subdivision construction plan review. If turn lanes are warranted at said project accesses, the developer will construct them.
8. As Lutz Lake Fern Rd. is a substandard arterial roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards). Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM.
9. As Lutz Lake Fern Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 2- lane enhanced roadway, the developer shall preserve areas along the project frontage within 54 feet of the roadway center line for future improvements. Only those interim uses allowed by the Hillsborough County Land

Development Code shall be permitted within the preserved right-of-way. Building setbacks shall be calculated from the future right-of-way line.

10. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
11. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.
12. Approval of this petition by Hillsborough County does not constitute a guarantee that Natural Resources approvals/permits necessary for the development as proposed will be issued, does not itself serve to justify any impacts to trees, natural plant communities or wildlife habitat, and does not grant any implied or vested right to environmental approvals.
13. The construction and location of any proposed environmental impacts are not approved by this correspondence, but shall be reviewed by Natural Resources staff through the site and subdivision development plan process pursuant to the Land Development Code.
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. The subject application is adjacent to the Brooker Creek Headwaters Preserve. Per LDC 4.01.11, compatibility of the development with the preserve will be ensured with a compatibility plan that addresses issues related to the development such as, but not necessarily limited to, access, prescribed fire, and landscaping. The compatibility plan shall be proposed by the developer, reviewed and approved by the Conservation and Environmental Lands Management Department, and shall be required as a condition of granting a Natural Resources Permit.
19. 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, unless otherwise stated herein.

20. The subject site is located in the Wellhead Resource Protection Zone and subject to Land Development Code Part 3.05.00. If at the time of site development the subject site is no longer located within the Wellhead Resource Protection Zone, Land Development Code Part 3.05.00 shall not apply.
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:**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.

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Case Reviewer: Tim Lampkin, AICP

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

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7.0 ADDITIONAL INFORMATION

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8.0 PROPOSED SITE PLAN (FULL) Page 1



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Case Reviewer: Tim Lampkin, AICP

9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 1/16/2026

REVIEWER: Richard Perez, AICP, Executive Planner

AGENCY/DEPT: Transportation

PLANNING AREA: KEYSTONE ODESSA

PETITION NO: PD 25-0934

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

CONDITIONS OF APPROVAL

1. The commercial portion of the project shall be limited to 100,405 square feet.
 - a. Notwithstanding anything herein these PD conditions or on the PD site plan to the contrary, cumulative site development shall not exceed 6,565 gross daily trips, 160 gross AM peak hour trips or 106 AM net peak hour trips, and 478 PM gross peak hour trips or 315 PM net peak hour trips. Concurrent with each increment of development and redevelopment, the developer shall submit a trip generation study that calculates the incremental and cumulative impacts of development and indicate the number of trips remaining in both peak hours. Rates shall be based upon the most recent edition of the Institute of Transportation Engineering's (ITE), Trip Generation Manual and the corresponding ITE land uses utilized to determine trip generation approved by the County administrator.
 - b. The commercial portion shall be permitted one full access connection and one right-in/right-out restricted access connection as shown on the PD site plan. The final location of the right-in/right-out restricted access connection shall be determined within the bounding box, shown on PD site plan, at the time of site construction/ subdivision plan review and in consultation with FDOT and/or the Turnpike Authority as it relates to the Suncoast Parkway.
2. The following site access improvements shall be constructed concurrently with the initial increment of development of the respective Residential/ RV park and commercial tracts:
 - a. Residential and RV Options: eastbound left turn lane and westbound right turn lane at Lutz Lake Fern Rd and Barrie Acres Trl.
 - b. Commercial Tract:
 - o Eastbound left turn lane and westbound right turn lane at the full access connection to Lutz Lake Fern Rd.
 - o Westbound right turn lane at the right-in/right-out access to Lutz Lake Fern Rd.
 - c. Sight distance will be evaluated at the time of subdivision/site construction plan review for all accesses.
3. As Barrie Acre Trl. is a substandard roadway, the developer shall be required to improve the roadway to current County collector roadway standards (between the project driveways and Lutz Lake Fern Rd.).

Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM.

- a. The developer shall dedicate any right of way needed to accommodate the County roadway typical section, including any warranted turn lanes, consistent with the Hillsborough County Transportation Design Manual and Transportation Technical Manual.
 - b. Auxiliary lane warrants at the project access(es) on Barrie Acre Trl. will be evaluated at time of site/subdivision construction plan review. If turn lanes are warranted at said project accesses, the developer will construct them.
4. As Lutz Lake Fern Rd. is a substandard arterial roadway, the developer shall be required to improve the roadway to current County standards (between the project driveway and nearest roadway meeting County standards). Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM.
 5. As Lutz Lake Fern Rd. is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway, the developer shall preserve areas along the project frontage within 54 feet of the roadway center line for future improvements. Only those interim uses allowed by the Hillsborough County Land Development Code shall be permitted within the preserved right-of-way. Building setbacks shall be calculated from the future right-of-way line.
 6. Notwithstanding anything herein or shown on the PD site plan to the contrary, bicycle and pedestrian access may be permitted anywhere along PD boundaries.
 7. Construction access shall be limited to those locations shown on the PD site plan which are also proposed vehicular access connections. The developer shall include a note in each site/construction plan submittal which indicates same.

OTHER CONDITIONS

- Prior to PD site plan certification, the developer shall:
 - a. Revise the label for the northernmost access connection to Barrie Acre Trail from “Access for Future Connection – See Conditions of Approval” to “Access Connection – See Conditions of Approval”
 - b. Revise plan to relocate the northernmost access connection on Barrie Acre Trail to the south to align with the area identified to be improved.
 - c. Replace the PD site plan site note #31 with the following statement “Lutz Lake Fern Road shall be improved per the PD Zoning conditions of approval.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone a +/- 308.98 ac. parcel from Agricultural Rural (AR) to Planned Development (PD). The site was formerly in use as a borrow pit. The applicant is proposing entitlements which would permit two development options as follows:

1. 392 unit RV park and 100,405 sf of Commercial General uses, or
2. 392 unit single family detached subdivision and 100,405 sf of Commercial General uses.

This rezoning request is concurrent with a proposed comprehensive plan future land use map amendment (HC/CP 25-03) to change the future land use from Agricultural Rural (AR) to Residential 4 (RES-4) and HC/CP 25-04 to change the Rural Service Area to an Urban Service Area.

As required by Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. However, the analysis does not reflect a worst-case analysis that represents the maximum potential trip impacts of the range of land uses proposed within the Commercial tract. Given this, and the sensitivity of the access and proximity to adjacent driveways, staff has included a condition restricting development to the number of trips studied for the Commercial tract in the applicant's transportation analysis. This restriction may not permit the construction of 100% of the potential

entitlements sought by the applicant (e.g. 100,405 s.f. of certain types of applicable uses such as fast food restaurants with drive thru, convenience stores with gas stations, coffee shops with drive thru and other high trip generators), although allowed by the land use, may not be permitted due to the trip cap restriction). As such, certain allowable single uses or combinations of allowable uses, could not be constructed if they exceeded the trip cap. It should be noted that if the developer chooses to subdivide the commercial tract further, development on those individual parcels may not be possible if the other parcels within the development use all available trips.

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

Lastly, it should also be noted that while the trip cap will control the total number of trips within each analysis period (a.m. peak, and p.m. peak), it was developed based on certain land uses assumed by the developer, and those land uses have a specific percentage split of trips within each peak period that are inbound and outbound trips, and those splits may or may not be similar to the inbound/outbound split of what uses are ultimately constructed by the developer. Staff notes that the trip cap does not provide for such granularity. Given that projects with a range of uses will have a variety of inbound and outbound splits during the a.m. and p.m. peak periods, it may be necessary to reexamine auxiliary turn lanes at the time of site/subdivision/ construction plan review to verify the length is sufficient to accommodate inbound traffic queues.

Staff has prepared the below comparison of the maximum trip generation potential of the subject property under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Staff notes that the proposed residential single development option is a higher trip generator than the RV Park. For example, the 392 unit RV Park (ITE LUC 416) generates 408 daily (24 hr) trips, 27 am peak hour trips, and 35 pm peak hour trips. Information shown below is based upon data from the Institute of Transportation Engineer's Trip Generation Manual, 12th Edition.

Existing Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR: 61 single-family detached dwelling Units (ITE LUC 210)	758	46	61

Proposed Zoning:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD: 392 Unit Single Family Detached (ITE LUC 210)	3,429	268	338
PD: 100,405 sf of Retail Commercial (ITE LUC 821)*	6,565	160	478
GROSS TOTAL TRIPS:	9,994	428	816

Trip Generation Difference:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	(+) 9,234	(+) 382	(+) 755

*The trip generation for the commercial component does not reflect a worst-case scenario. As such the Retail Commercial trip generation rate utilized by the applicant and evaluated by staff herein will establish a maximum trip cap that will be permitted for this component of the development.

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Lutz Lake Fern Rd. is a publicly maintained, 2-lane, undivided, substandard, arterial roadway characterized by +/- 24 feet of pavement in above average condition. The roadway lies within a variable width right-of-way (between 103 and 148 feet) in the vicinity of the project. There are no sidewalks or bicycle facilities along Lutz Lake Fern Rd. in the vicinity of the proposed project. The upper Tampa Bay Trail runs through a portion of the site but is separated from the area proposed for the Residential and RV Park use options by a wetland.

According to the Hillsborough County Transportation Technical Manual a TS-7 rural 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 developer will be required to improve the roadway to the County standards, from the project accesses to the nearest roadway meeting County standards or otherwise obtain a Section 6.04.02.B. administrative variance. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM.

Lutz Lake Fern Rd. is shown on the Hillsborough County Corridor Preservation Plan (HCCPP) as a future 2-lane enhanced roadway. Pursuant to the TTM, a rural 2-lane roadway requires 96 feet of ROW, to which we add 12 feet for the enhancements, for a total of 108 feet of right-of-way needed pursuant to the HCCPP. At the time of site/subdivision development, all plans will be required to identify areas along Lutz Lake Fern where the right-of-way is less than 108 feet wide and show any required corridor preservation along the project frontage.

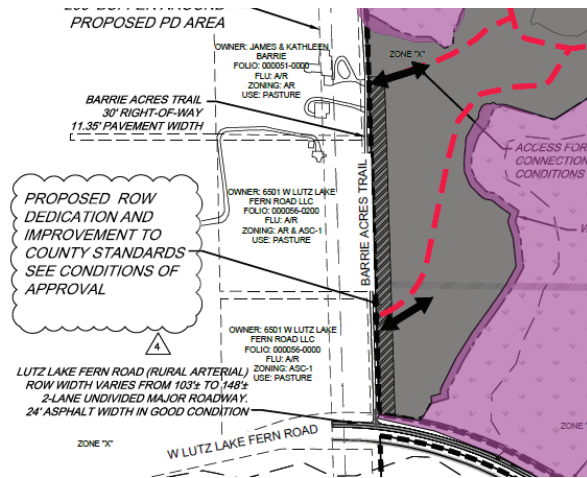
Barrie Acres Trl. appears to be +/- 11 to 12-foot paved roadway in below average condition. The roadway lies within a +/-30-foot-wide unmaintained County right-of-way. There are no bicycle facilities or sidewalks along Barrie Acres Trl.

According to the Hillsborough County Transportation Technical Manual a TS-7 rural 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 developer will be required to improve the roadway to the County standards. Deviations from Hillsborough County Transportation Technical Manual (TTM) standards may be considered in accordance with Section 1.7 and other applicable sections of the TTM. However, under the RV Park development option, the roadway will need to be improved to a collector roadway standard in order to comply with the County LDC, Sec. 6.11.110. A.1. collector roadway requirement.

SITE ACCESS

Project access for the Residential and RV development options is proposed via Barrie Acres Trl. The applicant is proposing to improve Barrie Acres Trl. consistent with County policy, standards and requirements for substandard roadways. This improvement will require right-of-way dedication as generally shown on the proposed PD site plan. Staff notes that the improvements will be required to be designed to a County collector roadway standard for both development options. The proposed RV Park option must take direct access to a collector roadway to comply with the County Land Development Code (LDC), Section 6.11.110.A.1. requirement for RV Parks to have direct access to collector or arterial roadway. The proposed residential option must have two access points to a collector roadway to comply with the minimum number of access points to the number of trips that the use will generate pursuant to LDC, Sec. 6.04.03.I and connectivity requirements of LDC, Sec. 6.02.01.H.

The location of the northernmost access on Barrie Acres Trl. is not approvable because it is not within the area shown on the PD site plan for improvements and right of way dedication. Staff recommends that the location be moved south to align with the area identified on the plan for improvement and dedication prior to PD site plan certification as depicted below.



Project access for the Commercial tract is proposed via two driveway connections directly to Lutz Lake Fern Rd. The western most access is proposed to be full access and the eastern access is proposed to be restricted to right-in/right-out (RI/RO) with the final location to be determined at the time of site construction/subdivision plan review. The proposed flexibility for the eastern access will allow for adjustments to accommodate turn lanes, site distance, and coordinate with FDOT District 7 and Turn Pike Authority at the time of site development.

Due to the configuration of the Lutz Lake Fern Rd., the intersection of Barrie Acre Trl., and the Commercial tract project accesses will be required to conduct a sight distance analysis at the time of site development review to ensure that drivers can see any conflicting vehicles while ingressing and egressing.

The applicant's traffic engineer submitted a site access analysis that concluded that the following auxiliary lane improvements are warranted:

- Residential and RV Options: Lutz Lake Fern Rd & Barrie Acres Trl: eastbound left turn lane and westbound left turn lanes are warranted.
- Commercial Tract Western Full Access at Lutz Lake Fern Rd: eastbound left turn lane and westbound left turn lanes are warranted.
- Commercial Tract Eastern RI/RO Access at Lutz Lake Fern Rd: westbound right turn lane is warranted.

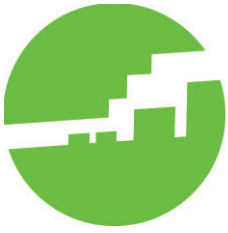
The applicant was advised to coordinate with FDOT District 7 and the Turn Pike Authority due to the proximity to the Suncoast Parkway. While FDOT staff had requested that the applicant meet with them, there are no formal comments from FDOT District 7 or Turn Pike Authority on record at the time of filing these comments. Staff is proposing a condition of approval that the applicant consult with FDOT and/or Turn Pike Authority at the time of site/subdivision construction plan review.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service is proved for informational purposes only. Barrie Acres Trail is not included in the County Level of Service Report.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Lutz Lake Fern Rd.	Angel Ln.	Suncoast Pkwy	D	D

Source: Hillsborough County 2024 Level of Service Report.



**Hillsborough County
City-County
Planning Commission**

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Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: January 26, 2026 Report Prepared: January 14, 2026	Case Number: PD 25-0934 Folio(s): 12933.0000, 12934.0000, 12935.0000, 12937.0000, 12937.0150, 12939.0000 & 12944.0000 General Location: South of the Pasco/Hillsborough County Line, west of Suncoast Parkway, and north of Lutz Lake Fern Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Agricultural/Rural-1/5 (1 du/5 ga;0.25 FAR) *Pending HC/CPA 25-03 to Residential-4 (4du/ga;0.25 FAR)
Service Area	Rural *Pending HC/CPA 25-04 to Urban Service Area (USA)
Community Plan(s)	Keystone-Odessa
Rezoning Request	Rezone from Agricultural Rural (AR) to Planned Development (PD) to allow for the use of an RV Park, single-family residential permitted under the Residential Single Family Conventional (RSC-4) zoning district, and Commercial General (CG) uses
Parcel Size	+/- 316.66 acres

Street Functional Classification	Lutz Lake Fern Road – Local Suncoast Parkway – State Principal Arterial Angel Lane – County Collector Barrie Acres Trail – Local
Commercial Locational Criteria	Meets
Evacuation Area	None

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-4	AR	Agricultural + Mining + Public/Quasi-Public + Vacant
North	Pasco County	Pasco County	Pasco County
South	Residential-1	PD	Single-Family Residential + Public/Quasi-Public + Recreation/Open Space
East	Residential-1 + Public/Quasi-Public + Agricultural/Rural-1/5	PD +AR	Single-Family Residential + HOA/Common Property + Public Communications
West	Agricultural/Rural-1/5 + Residential-1 + Natural Preservation	AR + ASC-1 + AS-1	Agriculture + Single-Family Residential + Vacant

Staff Analysis of Goals, Objectives and Policies:

The ±316.66-acre subject site is generally located south of the Pasco/Hillsborough County Line, west of Suncoast Parkway, and north of Lutz Lake Fern Road. The site is in the Rural Area and is within the limits of the Keystone-Odessa Community Plan. A Comprehensive Plan Map Amendment (HC/CPA 25-03) is being processed concurrently with this rezoning request and proposes to change the Future Land Use category from Agricultural Rural-1/5 (AR-1/5) to Residential-4 (RES-4). In addition, there is another concurrent amendment requesting to expand the Urban Service Area (USA) boundary to reclassify the site from the Rural Area to the USA. This request for a Planned Development is considered concurrent and dependent on the approval of HC/CPA 25-03 and HC/CPA 25-04. Accordingly, the proposed PD will be

evaluated and analyzed based on the RES-4 Future Land Use designation and the site's inclusion within the USA. This PD request is intended to allow for the development of a Recreational Vehicle (RV) Park, along with uses permitted under the Residential Single-Family Conventional-4 (RSC-4) zoning district and the Commercial General (CG) zoning district. According to the site plan uploaded to Optix on December 18, 2025, there will be two different development options. Option 1 consists of a maximum of 392 single-family residential homes and a maximum of 100,405 square feet of commercial uses. Option 2 consists of an RV Park with a maximum 392 RV units and a maximum of 100,405 square feet of commercial uses. In both site plan options, the Commercial General uses are proposed to be limited to folios 12940.0000 and 12944.0000. Additionally, the existing borrow pit use on the property will be terminated. For option 2, the RV vehicle sites will be rented by the day or week only and will not exceed 120 calendar days within any 360-day period, whether accumulated consecutively or intermittently.

As this site is being evaluated under the USA, the following Future Land Use Section (FLUS) policies are applicable to the PD proposal. According to FLUS Objective 1.1, the Urban Service Area is where at least 80 percent of new population growth is to be directed. FLUS Policy 1.1.2 requires that all new residential or mixed-use Future Land Use categories within the USA provide a density of 4 du/ga or greater, unless environmental features or existing development patterns do not support those densities. In this case, the requested Future Land Use category of RES-4 permits a density of 4 du/ga, which satisfies the minimum density requirement for inclusion within the USA. FLUS Policy 1.1.9 establishes criteria for publicly and privately initiated amendments to the USA boundary. As this PD request is concurrent with and contingent upon approval of the USA Expansion Comprehensive Plan Amendment, the proposal is being analyzed under the USA designation, and the applicable criteria are presumed to have been met. The same assumption applies to the Urban Expansion Policies associated with FLUS Objective 1.3.

Per Objective 2.2, Future Land Use categories outline the maximum level of intensity or density, and range of permitted land uses allowed in each category. As outlined in FLUS Policy 2.1.1, Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The subject site is in the Residential-4 (RES-4) Future Land Use category, allowing for the consideration of agricultural, residential, neighborhood commercial, office uses and multi-purpose projects. The RES-4 category permits a maximum residential density of 4 dwelling units per gross acre (du/ga) and a maximum non-residential intensity of 0.25 Floor Area Ratio (FAR). The subject site consists of a total of approximately 316.66 acres, of which 134.36 acres are upland. The total acreage of the site dedicated to the residential area is 283.04, with 125.14 acres of upland. As the Keystone-Odessa Community Plan does not allow the use of wetland density credits, only upland acreage is used in calculating allowable density and intensity. The total proposed density for the site is 392 units (RV or Single-family), with 500 units being the maximum permitted ($125.14 \text{ upland acres} \times 4 \text{ du/ga} = 500.56$ or 56 dwelling units). The commercial portion of the site totals approximately 33.62 acres, with 9.22 acres of upland. The proposed development includes 100,405 square feet of commercial uses, which is exactly the maximum permitted ($9.22 \text{ upland acres} \times 43,560 = 401,623 \text{ sq ft} \times 0.25 \text{ FAR} = 100,405 \text{ square feet}$). As the RES-4 category allows residential and neighborhood commercial uses, and the permitted density and intensity are within the established limits of the category, the proposal is consistent with and meets the intent of FLUS Objectives 2.1, 2.2 as well as their associated policies.

FLUS Objective 3.1 states that all new developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUS Policy 3.1.3) with the established character of the surrounding area. FLUS Policy 3.1.3 requires all new developments 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 current use of the

property is a land excavation site. According to the Hillsborough County Property Appraiser, the site is predominantly surrounded by residential uses to the west, south, and east. Agricultural uses are also located to the west along the southern portion of the subject site. The Pasco County-Hillsborough County boundary line lies to the north, beyond which, consists of additional residential uses. South of the site, across Lutz Lake Fern Road, are recreation/open space uses that operate as a golf course, as well as public/quasi-public uses associated with drainage and wetlands. The proposed residential component of the development is consistent with the existing residential character of the area, as majority of the adjacent land uses are residential. A small commercial component is proposed in the southeastern portion of the site and will be limited to Commercial General uses only. This commercial area is largely surrounded by the subject site's own residential uses and by non-residential uses to the south, including the adjacent golf course and wetland conservation areas. To the east of the site, residentially designated uses are located north of the commercial area, with wetlands directly abutting commercial portions of the site. FLUS Policy 3.1.1 seeks to protect established and planned neighborhoods and communities by limiting incompatible uses and restricting commercial development within residential Future Land Use categories to neighborhood-serving uses. The proposed commercial component of the development is limited to Commercial General uses and is consistent with these compatibility requirements. FLUS Policy 3.1.2 states that gradual transitions of intensities and densities 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. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. Additionally, FLUS Policy 3.1.4 states that lots located on the edges of new developments that have both a physical and visual relationship to adjacent properties developed at a lower density should mitigate potential impacts through substantial buffering and/or comparable lot sizes. Although surrounding areas are designated at lower densities than the proposed RES-4 FLU category of the site, there are adequate transition of uses provided with mitigation measures. The development is buffered from adjacent uses by substantial wetland areas, and the residential development is expected to be clustered. In addition, existing natural forestation along the entire western, northern, and eastern boundaries of the property will be preserved, providing significant buffering and screening from adjacent residential uses. The Development Services Department included a condition for the site that requires a 30-foot wetland buffer as part of the site's landscaping and screening measures. The strategic placement of the commercial general portion away from directly abutting residential uses further supports overall compatibility with the surrounding area and community. Additionally, the proposed development density is well below the maximum residential density permitted. The proposal includes 392 units, compared to the maximum potential of 500 units, resulting in an overall density of 1.38 units per gross acre.

The Comprehensive Plan requires that all development meet or exceed the land development regulations in Hillsborough County (FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2). However, at the time of uploading this report, Hillsborough County Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

FLUS Objective 4.4 and FLUS Policy 4.4.1 require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of residential uses. Specifically, FLUS Policy 4.4.1 states that development shall be integrated with the adjacent land uses through the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections, and gradual transitions of intensity. The proposed development incorporates these principles through buffering, screening, and strategic site development, which collectively provides an appropriate gradual transition of use between the denser residential

development within the site and the lower-density adjacent residential uses on adjacent properties. Additionally, FLUS Policy 4.4.3 requires the lot size and density of new or redeveloped residential projects to reflect the character of the surrounding residential area and, where appropriate, reflect efforts to encourage gopher tortoise and other significant and essential wildlife habitat protection. The request aligns with this policy as the wetlands and existing natural forestry on the site are being preserved to protect the area's natural resources while also serving as effective buffering and screening techniques between uses.

FLUS Objective 4.6 encourages certain non-residential land uses, including but not limited to residential support uses and public facilities, to be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible with the surrounding residential development pattern. The commercial general portion of the subject site is consistent with this objective, as its strategic location has been designed to ensure compatibility with the surrounding uses. The proposed commercial uses are intended to serve the neighboring community without adversely impacting the residential character of the area.

FLUS Objective 4.7 outlines the policies associated with Commercial Locational Criteria (CLC). The policy states that to meet the daily shopping and service needs of residents, only neighborhood-serving commercial uses will be permitted within land use categories that are primarily residential or agricultural in nature. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving commercial. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established by the following policies and all other Goals, Objectives and Policies in the Comprehensive Plan. The frequency and allowance of neighborhood-serving commercial uses will be different in the Urban Service Area than in the Rural Area due to the population density, scale and character of the areas. The commercial portion of the site is limited to commercial general uses, which may be considered within the RES-4 category. As established in FLUS Policy 4.7.1, locational criteria must be met to allow neighborhood-serving commercial uses in certain primarily residential land use categories, including the site's designation of Residential-4. FLUS Policy 4.7.2 outlines the parameters that neighborhood serving commercial uses need to satisfy in order to meet Commercial Locational Criteria. In the RES-4 Future Land Use category, one of the parameters for meeting CLC is for 50% of the site to front along a roadway with a context classification of suburban commercial, suburban town or urban general context classification in the Hillsborough County Context Classification Map or the Florida Department of Transportation Context Classification Map. The other parameter is that the site must be within 1,000 feet of the intersection of roadways both functionally classified as a collector or arterial per the Hillsborough County Functional Classification Map. At least 75% of the subject property must fall within the specified distance (1,000 feet) from the intersection. All measurements should begin at the edge of the road right-of-way. The commercial portion of the subject site is located approximately 2,400 feet from the closest qualifying intersection of the Suncoast Parkway and Lutz Lake Fern Road and does not front along a roadway with a context classification of suburban commercial, suburban town or urban general. Therefore, the site does not meet the parameters of FLUS policy 4.7.2. However, FLUS Policy 4.7.3 provides additional criteria under which neighborhood serving commercial uses may satisfy CLC. One such criterion allows for neighborhood serving commercial uses that are integrated and connected as part of a larger mixed-use development of at least 10 acres in size. The proposed Plan Development exceeds 10 acres, has a mix of uses, and provides connectivity to the northern residential area via the Barrie Acres Trail that is within the site. As such, the commercial component is integrated within a larger mixed-use development that satisfies the applicable criteria of FLUS Policy 4.7.3.

In the Environmental Protection and Resiliency component of the Future Land Use Section, Objective 6.1 encourages growth that is both sustainable and resilient while protecting environmentally sensitive resources. FLUS Policy 6.1.1 requires land development to be regulated in a manner that protects the attributes, functions and amenities of the natural environment under all projected growth scenarios. Continue to review, amend and implement land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios. Additionally, FLUS Objective 6.3 encourages clustering to ensure that development will occur in a manner that protects existing natural resources and retains the character of, and the ability to manage, the areas surrounding those natural resources. As the proposed development preserves on-site wetlands and significant wildlife areas and is designed to cluster the residential component, the request is consistent with the objectives and policies associated with growth in environmentally sensitive areas.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning. The EPC has determined there are wetlands on site. According to Objective 6.2 of the Future Land Use Section, “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.” EPC determined that a resubmittal is not necessary; therefore, the proposed Planned Development is consistent with Objective 6.2.

In the One Water Section of the Comprehensive Plan, Policy 1.3.10 states to protect existing and planned future sources of public potable supply through the identification of prohibited activities in WRPAs and SWRPAs, as established in the Land Development Code (LDC) or other regulatory documents. The Environmental Services Division provided comments on the request and acknowledged that the site is within a Wellhead Resource Protection Area (WRPA) Zone 1. They also commented that allowable activities on the property are subject to the restrictions and prohibitions associated with Wellhead Resource Protection Area Zone 1 which can be found in Section 3.05.03.A. and Section 3.05.04.A. of the Hillsborough County Land Development Code (LDC). Residential uses are generally exempt from Part 3.05.00 provided that a minimum lot size of one acre of upland is required for the use of a septic system in WRPA Zone 1. As the agency’s comments did not object to the request, the proposal is consistent with One Water Policy 1.3.10. It should be noted that additional review will occur at the site development stage, which occurs after a rezoning is approved and before improvements to the site are made.

FLUS Objective 3.2 and Policy 3.2.4 require community plans throughout the county to be consistent with the Comprehensive Plan. The subject site is within the limits of the Keystone Odessa Community Plan. The Keystone-Odessa community desires to retain its rural residential character as an area of lakes, agricultural activities, and homes built on varied lot sizes and in a scattered development pattern. Rural design guidelines were developed to implement the Keystone-Odessa Community Plan and to retain the rural residential character of the Keystone-Odessa community planning area. While the Keystone Odessa community seeks to maintain a predominantly rural pattern of development, the subject site is being evaluated under the concurrent Urban Service Area expansion and Residential-4 Comprehensive Plan Amendment requests and is therefore analyzed as though those amendments have been approved. While not rural in definition, the site design and proposed mitigation measures incorporate many of the standards that are within the rural design guidelines. These include compatibility between new and existing uses, maintaining ecological balance, protecting natural resources through clustering development, including screening and buffering requirements, and providing for the development of paths and trails where appropriate to move people without cars. Another desire outlined in the community plan is for there to be no wetland density credits and all density calculations will be based on

upland acres. Consistent with this direction, all density and intensity calculations for the subject site were calculated using only the upland acres and is therefore consistent with this strategy of the Community Plan. Overall, the proposed Planned Development rezoning is consistent with the guiding principles of the Keystone-Odesa Community Plan.

Overall, staff find that the proposed use is allowable use in the Residential-4 (RES-4) Future Land Use category, is compatible with the existing development pattern found within the surrounding area, and supports the vision of the Keystone-Odesa Community Plan. The proposed Planned Development would allow for development that is consistent with the Goals, Objectives and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

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

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: Direct at least 80% of new population growth into the USA and adopted Urban expansion areas through 2045. Building permit activity and other similar measures will be used to evaluate this objective.

Policy 1.1.2: To direct growth within the USA, all new residential or mixed-use Future Land Use categories within the USA shall have a density of 4 du/ga or greater unless environmental features or existing development patterns do not support those densities. These categories are identified as Suburban and Urban land use categories in Table 2.2.

Policy 1.1.9: Publicly and privately initiated amendments of the USA boundary will meet the following criteria:

- 1. Adjacent and contiguous to the established USA; or if not contiguous there are unique circumstances warranting the separation, such as but not limited to separation by environmental lands.*
- 2. Contain developable land addressing population and employment projections.*
- 3. The proposed boundary would be an extension of an existing development pattern and/or has a functional relationship to the development pattern of the surrounding area of the proposed site while ensuring the review of adopted Community Plan guidance has occurred and addresses any conflicts.*
- 4. In order to ensure that new development contributes adequately to the costs associated with necessary infrastructure and services, plan amendment applications for expansion to the Urban Service Area shall provide an analysis of availability and capacity and fiscal impacts on the following infrastructure and services: Schools, Transportation, Water, Sewer, Solid Waste,*

Stormwater, Fire/Rescue and Parks. Deficits created by the new development shall be addressed through techniques such as but not limited to developer agreements, CIP amendments and public/private partnerships.

5. The proposed boundary would not adversely impact environmental, natural, historical and/or archaeological resources, features or systems to a degree that is inconsistent with the Plan.

6. Data supports the need for expansion of the USA to provide for the projected population and economic development needs within the planning horizon of the Comprehensive Plan. Data sources and methodology shall be consistent with Policy 1.3.2.

7. The proposed boundary would not compromise the efficient use of land and provision of public services/infrastructure or the preservation of rural areas, agricultural land or natural areas.

Urban Expansion Area

Objective 1.3: *Utilize the creation of Urban Expansion Areas to plan for future population and job growth occurs in an efficient manner while addressing infrastructure demands, housing and job needs, natural and rural area preservation and quality of life.*

Relationship to the Future Land Use Map

Objective 2.1: *The Future Land Use Map is a regulatory tool governing the pattern of development in unincorporated Hillsborough County through the year 2045.*

Policy 2.1.1: *The Future Land Use Map shall identify Future Land Use categories, summarized in Table 2.2 and further described in Appendix A, that establish permitted land uses and maximum densities and intensities.*

Future Land Use Categories

Objective 2.2: *The Future Land Use Map (FLUM) Shall identify Land Use Categories, summarized in table 2.2 of the Future Land Use Element.*

Policy 2.2.1: *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.*

Compatibility

Objective 3.1: *New developments should recognize the existing community and be designed in a way that is compatible (as defined in FLUE Policy 3.1.3) with the established character of the surrounding neighborhood.*

Policy 3.1.1: *Restrict incompatible land uses to protect established and planned neighborhoods and communities by utilizing planning principles that limit commercial development in residential Future Land Use categories. Commercial and mixed-use in residential Future Land Use categories shall be limited to neighborhood serving guided by the commercial locational criteria in Objective 4.7.*

Policy 3.1.2: Gradual transitions of intensities and densities 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. Screening and buffering used to separate new development from the existing, lower-density community should be designed in a style compatible with the community and allow pedestrian penetration. In rural areas, perimeter walls are discouraged and buffering with berms and landscaping are strongly encouraged.

Policy 3.1.3: Any density increase shall be compatible with existing, proposed or planned surrounding development. 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.

Policy 3.1.4: Lots on the edges of new developments that have both a physical and visual relationship to adjacent property that is parceled or developed at a lower density should mitigate such impact with substantial buffering and/or compatible lot sizes.

Community Planning

Objective 3.2: Hillsborough County is comprised of many diverse communities and neighborhoods. The comprehensive plan is effective in providing an overall growth management strategy for development within the entire County. Strategies shall be developed that ensure the longrange viability of its communities through a community and special area studies planning effort.

Policy 3.2.4: The County shall assist the Hillsborough County City-County Planning Commission in developing community plans for each planning area that are consistent with and further the Goals, Objectives and Policies of the Comprehensive Plan. The community plans will be adopted as part of the Comprehensive Plan in the Livable Communities Element. These community-specific policies will apply in guiding the development of the community. Additional policies regarding community planning and the adopted community plans can be found in the Livable Communities Element.

Development

Objective 4.1: Efficiently utilize land to optimize economic benefits while ensuring a choice of living environments and protecting natural resources.

Policy 4.1.1: 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 4.1.2: 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 4.4: *Neighborhood Protection – Enhance and preserve existing neighborhoods and communities. Design neighborhoods which are related to the predominant character of their surroundings.*

Policy 4.4.1: *Any density or intensity increases shall be compatible with existing, proposed or planned surrounding development. Development and redevelopment shall be integrated with the adjacent land uses through:*

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

Policy 4.4.3: *Lot size and density of new or redeveloped residential projects shall reflect the character of the surrounding residential area and where appropriate, shall reflect efforts to encourage gopher tortoise and other Significant and Essential Wildlife Habitat protection.*

Non-Residential Neighborhood and Community Serving Uses

Objective 4.6: *Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible with the surrounding residential development pattern.*

Commercial-Locational Criteria

Objective 4.7: *To meet the daily shopping and service needs of residents, only neighborhood-serving commercial uses will be permitted within land use categories that are primarily residential or agricultural in nature. Intensive commercial uses (uses allowed within the Commercial Intensive zoning district) shall not be considered neighborhood-serving commercial. Such developments do not require a Future Land Use Map Amendment to a non-residential category provided they meet the criteria established by the following policies and all other Goals, Objectives and Policies in the Comprehensive Plan. The frequency and allowance of neighborhood-serving commercial uses will be different in the Urban Service Area than in the Rural Area due to the population density, scale and character of the areas.*

Policy 4.7.1: *In the Urban Service Area, locational criteria must be met to allow neighborhood-serving commercial uses in the following primarily residential land use categories:*

- Residential Planned -2 (RP-2)*
- Residential - 2 (RES-2)*
- Residential - 4 (RES-4)*
- Neighborhood Mixed Use-4(3) (NMU-4(3))*
- Neighborhood Mixed Use-6 (NMU-6)*
- Residential - 6 (RES-6)*
- Suburban Mixed Use-6(SMU-6)*

Policy 4.7.2: *In the above land use categories, neighborhood-serving commercial uses, including office uses, can be considered to the maximum FAR permitted in each Future Land Use category in the following locations:*

- 50% of the site must front along a roadway with a context classification of suburban commercial, suburban town or urban general context classification in the Hillsborough County Context Classification Map or the Florida Department of Transportation Context Classification Map; or
- Within 1,000 feet of the intersection of roadways both functionally classified as a collector or arterial per the Hillsborough County Functional Classification Map. At least 75% of the subject property must fall within the specified distance (1,000 feet) from the intersection. All measurements should begin at the edge of the road right-of-way. The land area within this distance, as measured along both roadways, makes a quadrant (see graphic).

Policy 4.7.3: Non-residential uses in the residential land use categories in the USA may also be considered if they meet one of the following:

- An isolated parcel of 10 acres or less fronting on an arterial or collector roadway that is unsuitable for residential development may be considered for office uses. The rezoning must be to a site plan-controlled district or to a zoning district restricting uses to residential scale office.
- Sites which may be unsuitable may include but are not limited to: parcels altered due to the acquisition of adjacent land for public purposes or natural features (rivers, lakes or preservation areas) either of which may isolate a parcel, or if existing development has isolated a parcel along a roadway shown on the adopted Long Range Transportation Plan. Parcels must be ten usable acres or less.
- Neighborhood-serving commercial uses that are integrated and connected as part of a larger mixed-use development of at least 10 acres in size.
- Non-residential uses at the intersection of a major local roadway or a local roadway and an arterial or collector road. All measurements should begin at the edge of the road right-of-way. A Planned Development established by the PEC ½ category shall be exempt from the locational criteria.

Environmental Protection and Resiliency

Objective 6.1: Encourage growth that is both sustainable and resilient while protecting environmentally sensitive resources.

Policy 6.1.1: Regulate land development to protect the attributes, functions and amenities of the natural environment. Continue to review, amend and implement land development regulations to ensure the protection of the attributes, functions and amenities of the natural environment under all projected growth scenarios.

Environmental Considerations

Objective 6.2: New development and redevelopment shall not adversely impact environmentally sensitive areas and other significant natural systems as described and required within the Environmental and Sustainability Section and the Coastal Management Section of the Comprehensive Plan.

Clustering (For Conservation and Natural Resources)

Objective 6.3: Clustering is highly encouraged to ensure that development will occur in a manner that protects existing natural resources and retains the character of, and the ability to manage, the areas surrounding those natural resources.

ONE WATER SECTION

Policy 1.3.10: *Protect existing and planned future sources of public potable supply through the identification of prohibited activities in WRPAs and SWRPAs, as established in the Land Development Code (LDC) or other regulatory documents.*

LIVABLE COMMUNITIES ELEMENT: KEYSTONE-ODESSA COMMUNITY PLAN

Rural design guidelines were developed to implement the Keystone-Odesa Community Plan in order to retain the rural residential character of the Keystone-Odesa community planning area:

- *achieve "compatibility" between new and existing uses;*
- *protect the area from suburban and urban sprawl;*
- *maintain ecological balance;*
- *improve design aesthetics to make the physical development of the community more attractive;*
- *protect natural resources through clustering development, when appropriate;*
- *define the area's unique architectural design;*
- *preserve natural areas in residential lot development;*
- *improve local vehicular circulation between uses;*
- *provide for ground level monument signage standards;*
- *include screening and buffering requirements;*
- *provide for nighttime lighting standards (minimizing light pollution);*
- *provide for the development of paths and trails where appropriate to move people without cars;*
- *and,*
- *recognize that pre-existing urban scale subdivisions and commercial developments do not set a precedent for additional development of this density and design.*
-

Water Quality and Quantity Goals (Wetlands, Open Space, Environment, Wildlife, and Natural Systems):

- *density calculations for clustered developments in the community will be based on upland areas;*
- *no density credits will be assigned to wetland areas for new development;*

RZ PD 25-0934

Rezonings
STATUS

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

wam NATURAL_LULUC_wam_Poly	
AGRICULTURAL-120 (25 FAR)	
PEC PLANNED ENVIRONMENTAL COMMUNITY-12 (25 FAR)	
AGRICULTURAL-110 (25 FAR)	
AGRICULTURALRURAL-115 (25 FAR)	
AGRICULTURAL ESTATE-125 (25 FAR)	
RESIDENTIAL-1 (25 FAR)	
RESIDENTIAL-2 (25 FAR)	
RESIDENTIAL PLANNED-2 (35 FAR)	
RESIDENTIAL-4 (25 FAR)	
RESIDENTIAL-6 (25 FAR)	
RESIDENTIAL-9 (35 FAR)	
RESIDENTIAL-12 (35 FAR)	
RESIDENTIAL-16 (35 FAR)	
RESIDENTIAL-20 (35 FAR)	
RESIDENTIAL-35 (1.0 FAR)	
NEIGHBORHOOD MIXED USE-4 (3) (35 FAR)	
SUBURBAN MIXED USE-6 (35 FAR)	
COMMUNITY MIXED USE-12 (50 FAR)	
URBAN MIXED USE-20 (1.0 FAR)	
REGIONAL MIXED USE-35 (2.0 FAR)	
INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)	
OFFICE COMMERCIAL-20 (75 FAR)	
RESEARCH CORPORATE PARK (1.0 FAR)	
ENERGY INDUSTRIAL PARK (50 FAR USES OTHER THAN RESEARCH AND RETAIL)	
RETAIL COMMERCIAL	
LIGHT INDUSTRIAL PLANNED (75 FAR)	
LIGHT INDUSTRIAL (75 FAR)	
HEAVY INDUSTRIAL (75 FAR)	
PUBLIC/QUASI-PUBLIC	
NATURAL PRESERVATION	
WIMAUNA VILLAGE RESIDENTIAL-2 (25 FAR)	
OTISVILLE PARK VILLAGE	

DATA SOURCES: Rezoning boundaries from The Planning Commission and are not official. Parcel lines and data from the Hillsborough County Property Appraiser's Office.

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