

Rezoning Application: RZ-PD 25-0932

Zoning Hearing Master Date: November 17, 2025

BOCC Land Use Meeting Date: January 13, 2026



Hillsborough
County Florida

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: Cwh Management Inc
FLU Category: SMU-6
Service Area: Urban
Site Acreage: 10.69+/- AC
Community Plan Area: Riverview
Overlay: None
Special District: None
Request: Planned Development



Introduction Summary:

The applicant is requesting to rezone the 10.69-acre property zoned AR to Planned Development (PD) to allow for two planning options. Option 1 would allow for 53 single family units and accessory Storage for Operable Recreational Vehicles and Operable Private Pleasure Crafts and Operable Utility Trailers for the residents. Option 2 would allow Recreational Vehicles and Private Pleasure Crafts and Utility Trailers Storage & an Art Studio.

Zoning:	Existing	Proposed	
District(s)	AR	PD (Option 1)	PD (Option 2)
Typical General Use(s)	Single-Family Residential / Agriculture	53 single-family units (attached or detached) with Accessory Storage for Operable Recreational Vehicles and Operable Private Pleasure Crafts and Operable Utility Trailers	Operable Recreational Vehicles and Operable Private Pleasure Crafts and Operable Utility Trailers Storage & Art Studio
Acreage	10.69 AC	10.69 AC	10.69 AC
Density/Intensity	1 DU per 5 GA/ FAR: NA	4.95 DU per 1 GA/ FAR: NA	0 DU per 1 GA/ 0.004 FAR:
Mathematical Maximum*	2 DU / FAR: NA	53 DU	2,000 sf

*number represents a pre-development approximation

Development Standards:	Existing	Proposed	
District(s)	AR	PD (Option 1)	PD (Option 2)
Lot Size / Lot Width	217,800 sf / 150'	5,000 sf / 50' for detached, 1,500 sf / 20' for attached	NA/NA
Setbacks/ Buffering and Screening	50' Front 50' Rear 25' Sides	20' Front 10' Rear 5' Sides	NA
Height	50'	35'	NA

Additional Information:

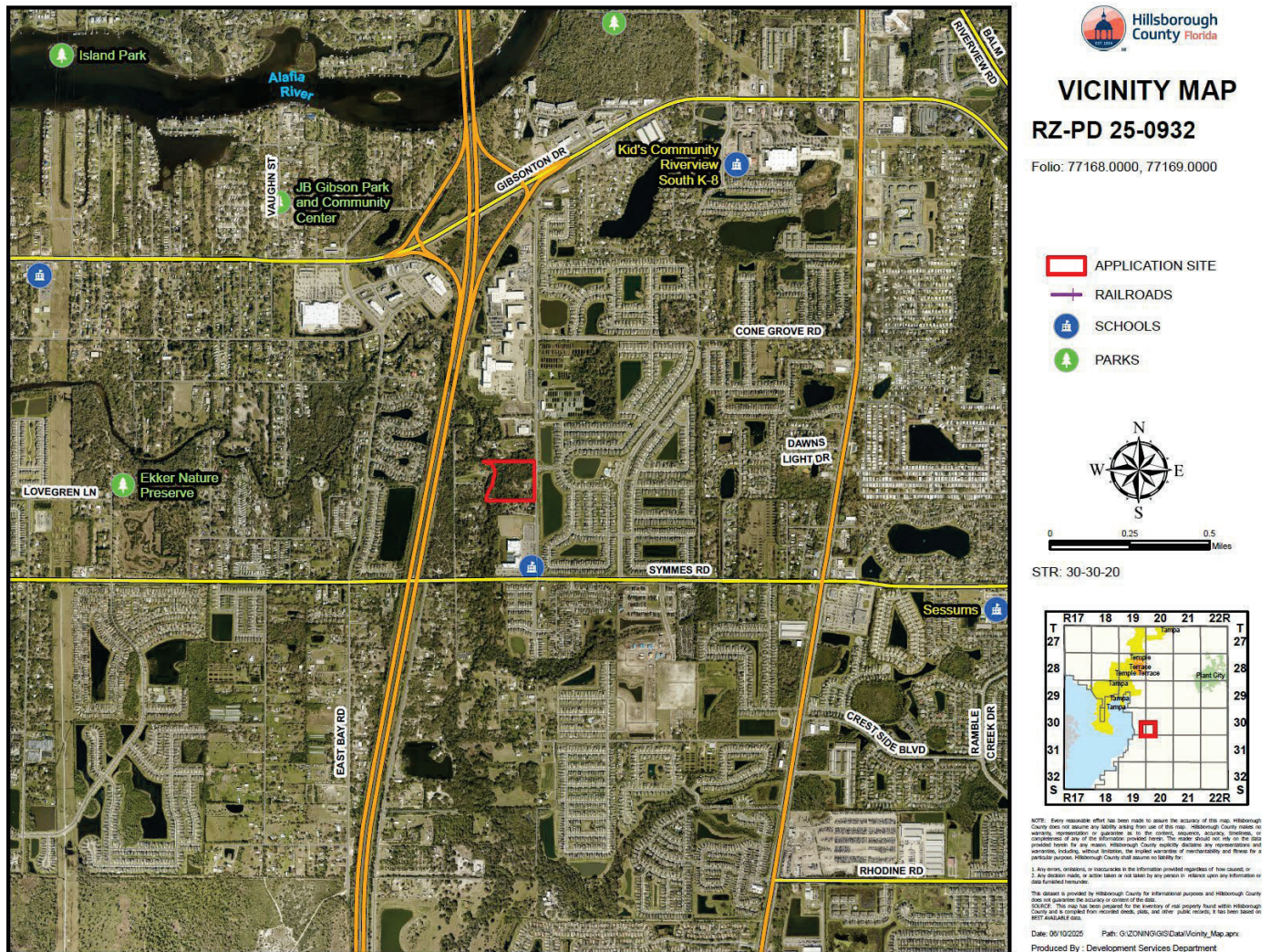
PD Variation(s)	LDC Part 6.06.00 (Landscaping/Buffering)
Waiver(s) to the Land Development Code	None requested as part of this application

Planning Commission Recommendation:
Consistent

Development Services Recommendation:
Approvable, subject to proposed conditions

2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map



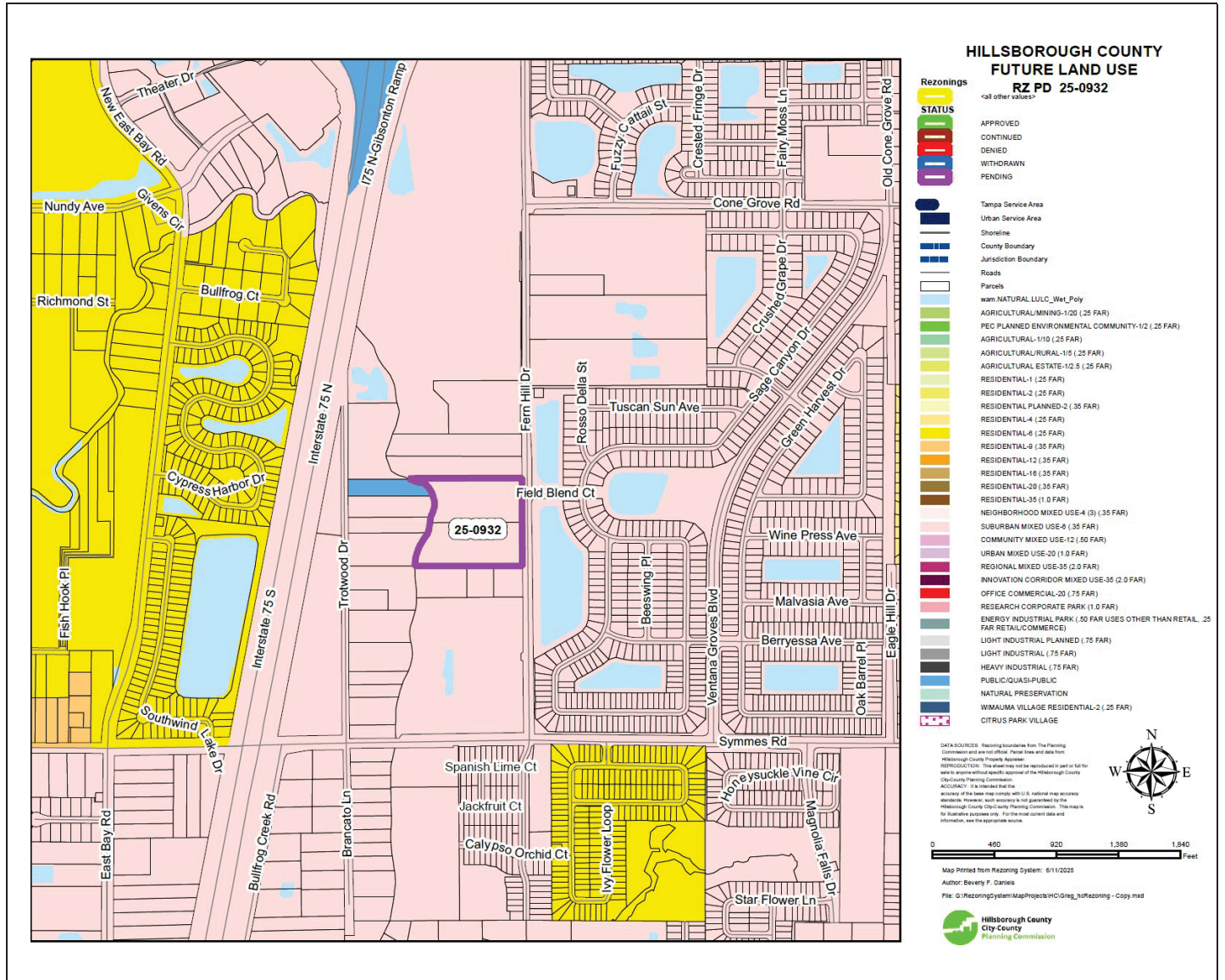
Context of Surrounding Area:

The proposed Planned Development is located on the west side of Fern Hill Drive across from the intersection with Field Blend Court in an area comprised primarily of single-family residential uses at various lot sizes. The adjacent parcels along the northern and southern property lines are zoned AR with existing dwelling units. The adjacent parcels to the west are zoned AS-1 which also has existing dwelling units. The properties to the east of the site across Fern Hill Drive are zoned PD approved for single family dwelling units. Properties in the surrounding area are zoned AR, AS-1, ASC-1, and PD approved for residential uses.

To the south of the property where the frontage road meets Symmes Road is the private school Riverview Academy of Math and Science. Furthermore, there are commercial uses to the north of the property along Fern Hill Drive including a warehouse and a construction equipment dealer.

2.0 LAND USE MAP SET AND SUMMARY DATA

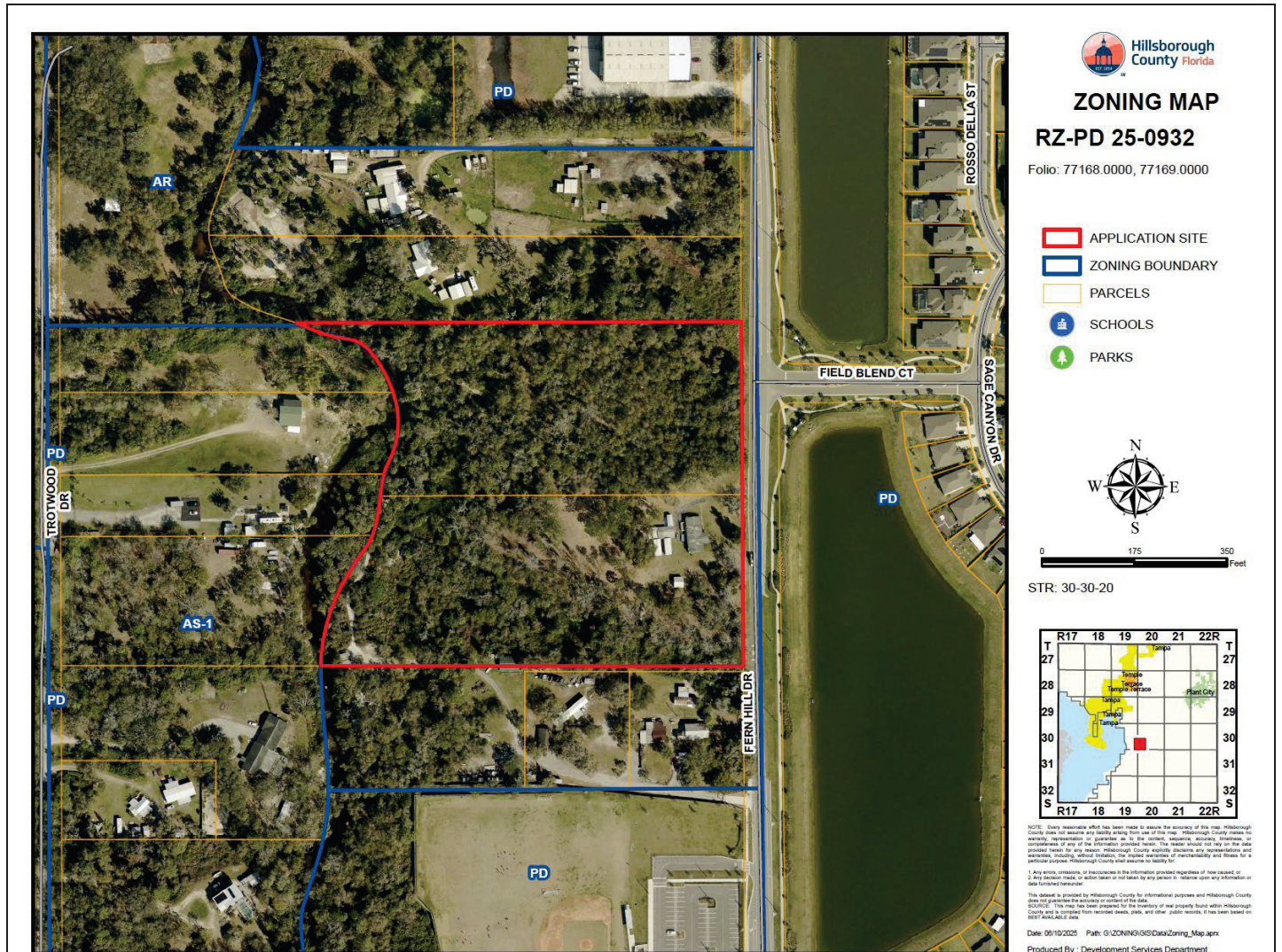
2.2 Future Land Use Map



Subject Site Future Land Use Category:	SMU-6
Maximum Density/F.A.R.:	6 DU per 1 GA/ FAR: 0.25, 0.35, 0.50
Typical Uses:	Agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multipurpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

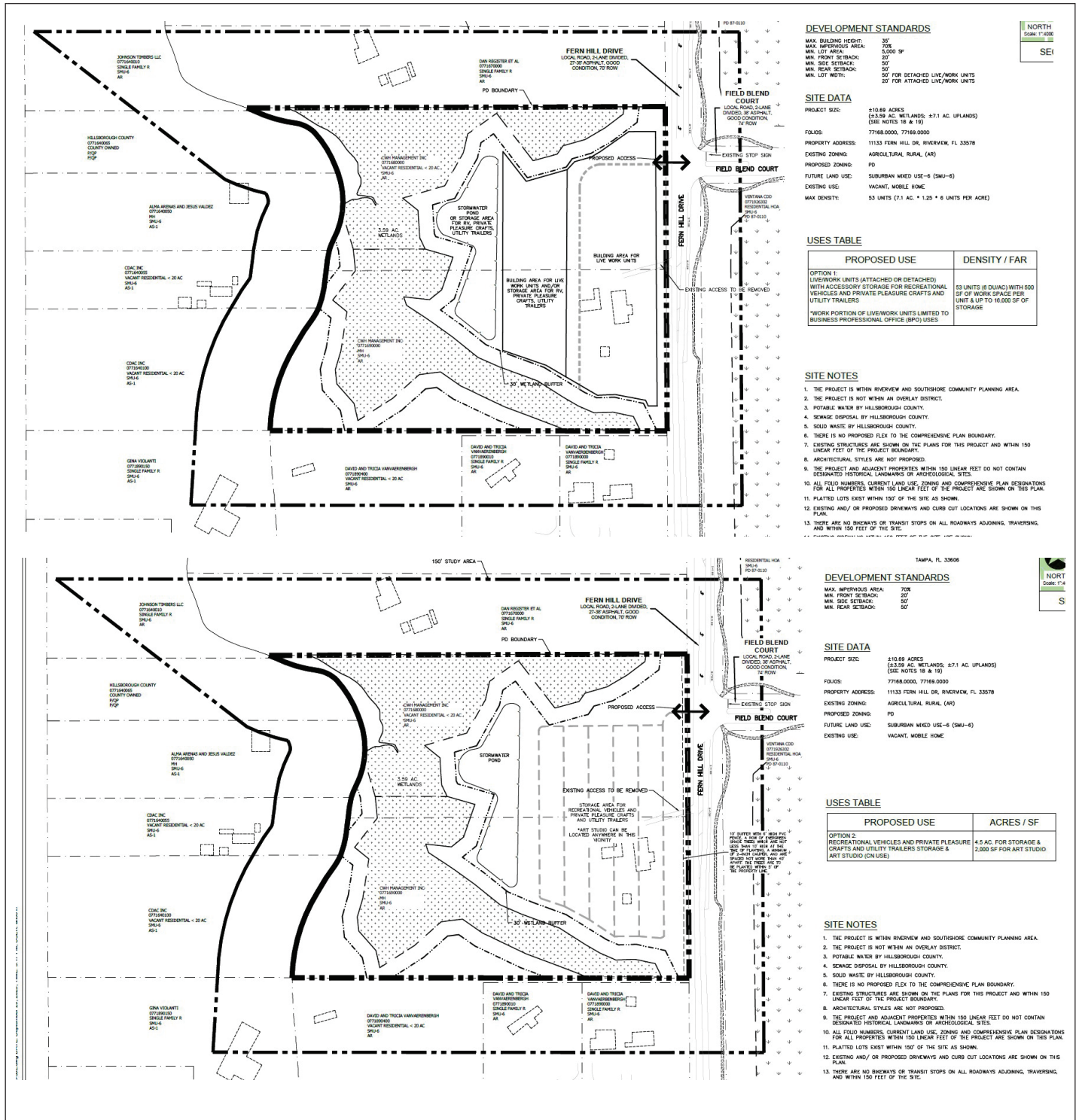


Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density/F.A.R. Permitted by Zoning District:	Allowable Use:	Existing Use:
North	AR	1 DU per 5 GA/ FAR: NA	Agricultural, Single-Family	SINGLE FAMILY R
South	AR	1 DU per 5 GA/ FAR: NA	Agricultural, Single-Family	RESIDENTIAL
East	PD	3.56 DU per 1 GA/ FAR: NA	Single-Family	RESIDENTIAL HOA, SINGLE FAMILY R
West	AS-1	1 DU per 1 GA/ FAR: NA	Agricultural, Single-Family	COUNTY OWNED, RESIDENTIAL

2.0 LAND USE MAP SET AND SUMMARY DATA

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



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ZHM HEARING DATE: November 17, 2025

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Case Reviewer: Carolanne Peddle

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
Fern Hill Dr.	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input 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	18	1	2
Proposed	482	41	53
Difference (+/-)	(+) 464	(+) 40	(+) 51

* Trips reported are based on gross 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		None	None	Meets LDC
East	X	Vehicular & Pedestrian	None	Meets LDC
West		None	None	Meets LDC
Notes:				

Design Exception/Administrative Variance

Road Name/Nature of Request	Type	Finding
Fern Hill Dr./ Substandard Rd.	Design Exception Requested	Approvable
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY																			
Environmental:	Comments Received	Objections	Conditions Requested	Additional Information/Comments															
Environmental Protection Commission	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No																
Natural Resources	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No																
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input checked="" 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 checked="" 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																
Service Area/ Water & Wastewater <input checked="" type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input type="checkbox"/> Rural <input type="checkbox"/> City of Temple Terrace	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																
Hillsborough County School Board Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input checked="" type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No																
Impact/Mobility Fees Mid-Rise Residential w/1st Floor BPO (Fee estimate is based on a 1,500 square foot, Residential Unit) Mobility: \$2,931 per unit Parks: \$1,957 per unit School: \$7,027 per unit Fire: \$249 per unit <table border="0"> <tr> <td>Office (Single Tenant) (per 1,000 sq ft)</td> <td>(General) (per 1,000 sq ft)</td> <td>(Medical < 10k sq ft) (per 1,000 sq ft)</td> </tr> <tr> <td>Mobility: \$10,005</td> <td>\$8,336</td> <td>\$21,860</td> </tr> <tr> <td>Fire: \$158</td> <td>\$158</td> <td>\$158</td> </tr> </table> <table border="0"> <tr> <td>Outdoor Storage (Per 1,000 sq ft)</td> <td>Event Hall (Per 1,000 sq ft)</td> </tr> <tr> <td>Mobility: \$725</td> <td>Mobility: \$4,598</td> </tr> <tr> <td>Fire: \$32</td> <td>Fire: \$95</td> </tr> </table>					Office (Single Tenant) (per 1,000 sq ft)	(General) (per 1,000 sq ft)	(Medical < 10k sq ft) (per 1,000 sq ft)	Mobility: \$10,005	\$8,336	\$21,860	Fire: \$158	\$158	\$158	Outdoor Storage (Per 1,000 sq ft)	Event Hall (Per 1,000 sq ft)	Mobility: \$725	Mobility: \$4,598	Fire: \$32	Fire: \$95
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Mobility: \$725	Mobility: \$4,598																		
Fire: \$32	Fire: \$95																		
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments															

Planning Commission

- ☐ Meets Locational Criteria ☐ N/A
☒ Locational Criteria Waiver Requested
☐ Minimum Density Met ☐ N/A
☐ Density Bonus Requested
☒ Consistent ☐ Inconsistent

- ☒ Yes
☐ No

- ☐ Inconsistent
☒ Consistent

- ☐ Yes
☒ No

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The proposed Planned Development is located on the west side of Fern Hill Drive across from the intersection with Field Blend Court in an area comprised primarily of single-family residential uses at various lot sizes. While to the south along Fern hill Drive there is the private school Riverview Academy of Math and Science and to the north there are commercial uses including a warehouse and a construction equipment dealer.

Due to the large, heavily vegetated wetlands along the northern, western, and southern property lines, which will require an additional 30' wetland setback/buffer, staff does not find the variation request for the required screening would pose a significant impact on the surrounding residential properties. Under Option 2, the application proposes fencing and tree plantings along Fern Hill Drive. Due to the proposed uses and separation from adjacent properties, staff finds the request compatible.

Proposed storage of operable RVs, boats and utility trailers is no longer considered open storage per the Land Development Code.

5.2 Recommendation

Approvable, subject to proposed conditions.

6.0 PROPOSED CONDITIONS

Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:

- On PD Site Plan Sheet 1 of 2:
 - Remove all references to live/work units within the site plan;
 - Within the “Proposed Use” column of the “Uses Table”, revise the language stating “OPTION 1: LIVE/WORK UNITS (ATTACHED OR DETACHED) WITH ACCESSORY STORAGE FOR RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILERS”

*WORK PORTION OF LIVE/WORK UNITS LIMITED TO BUSINESS PROFESSIONAL OFFICE (BPO) USES” to instead state

“OPTION 1: SINGLE-FAMILY DWELLING UNITS (ATTACHED OR DETACHED) WITH ACCESSORY STORAGE FOR RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILERS

*HOME BASED BUSINESSES SHALL BE PERMITTED PURSUANT TO SEC. 6.11.48 OF THE LDC”;
 - Within “Density/FAR” column of the “Uses Table”, revise the language “53 UNITS (6 DU/AC) WITH 500 SF OF WORK SPACE PER UNIT & UP TO 16,000 SF OF STORAGE” to instead state “53 UNITS (6 DU/AC) AND UP TO 16,000 S.F. OF ACCESSORY STORAGE – SEE CONDITIONS OF APPROVAL”;
 - Revise Note 15 to add “roadways and/or” before the word “drive aisles”; and,
 - Revise the lot layouts graphics to make the footnote regarding the 20-foot building setback to be applicable to both typical layout graphics.
- On PD Site Plan Sheet 2 of 2:
 - Within the “Proposed Use” column of the “Uses Table”, revise the language stating “OPTION 2: RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILERS STORAGE & ART STUDIO (CN USE)” to instead state “OPTION 2: RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILERS STORAGE & ART STUDIO”.
- Sheet 1 to update development standards to be consistent with typical lot layouts.

Approval - Approval of the request, subject to the conditions listed below, is based on the general site plan submitted September 30, 2025.

1. Option 1 (Page 1) - The development shall be permitted a maximum of 53 single-family units and a maximum of 16,000 square feet for Accessory Storage for Operable Recreational Vehicles and Operable Private Pleasure Crafts and Operable Utility Trailers. The accessory storage shall serve residents within the project and not available for the general public.
 - The project shall be subject to the following development standards:

Front yard setback:	20 feet
Side yard setback:	5 feet
Rear yard setback:	10 feet
Maximum height:	35 feet
Maximum impervious surface:	70 percent
Minimum Lot Width:	50' for detached units

Minimum Lot Size:

20' for attached units

5,000 sf for detached units

1,500 sf for attached units

2. Option 2 (Page 2) - The development shall be permitted storage for Operable Recreational Vehicles and Operable Private Pleasure Crafts and Operable Utility Trailers Storage & 2,000 square feet for an Art Studio.
 - The project shall be developed where depicted on the site plan. The Art Studio shall be developed in compliance with CN zoning district standards.
3. No buffering or screening shall be required for either option, unless otherwise referenced herein.
 - The following shall be provided for Option 2 along Fern Hill Drive:
 - i. A 10' wide buffer with a 6' tall PVC fence, and
 - ii. A row of evergreen shade trees which are not less than 10' tall at the time of planting, at a minimum 2-inch caliper, and are spaced no more than 40' apart. The trees shall be planted within 5' of the property line, unless otherwise required by Hillsborough County.
4. 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.
5. 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.
6. 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).
7. 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.
8. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries
9. The project shall be served by and limited to one (1) vehicular access connection to Fern Hill Dr. Such access shall align with Field Blend Ct.
10. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
11. If PD 25-932 is approved, the County Engineer will approve a Design Exception (dated July 29, 2025 and last revised October 13, 2025) which was found approvable by the County Engineer (on October 14, 2025) for the Fern Hill Dr. substandard roadway improvements. As Fern Hill Dr. is a substandard collector roadway, the developer will be required to construct the following

improvements prior to or concurrent with the initial increment of development, consistent with the Design Exception request:

- a. a. On the east side of Fern Hill Dr., the developer shall fill in an approximately 350-footlong gap in the existing bicycle lane along the east side of the roadway;
 - b. b. On the west side of Fern Hill Dr., the developer shall construct a 10-foot-wide multipurpose pathway along the PD frontage and continue along the west side of Fern Hill Dr. for an additional +/- 210-feet south of the southern PD boundary (to connect with the existing bicycle lane and sidewalk terminus to the south); and,
 - c. c. The developer shall install Type "F" curb along both sides of Fern Hill Dr. (specifically along those areas where bicycle lanes and multi-purpose paths are being constructed).
12. 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.
13. In accordance with LDC Section 5.03.07.C, the certified PD general site plan shall expire for the internal transportation network and external access points, as well as for any conditions related to the internal transportation network and external access points, if site construction plans, or equivalent thereof, have not been approved for all or part of the subject Planned Development within 5 years of the effective date of the PD unless an extension is granted as provided in the LDC. Upon expiration, re-certification of the PD General Site Plan shall be required in accordance with provisions set forth in LDC Section 5.03.07.C

Zoning Administrator Sign Off:

J. Brian Grady

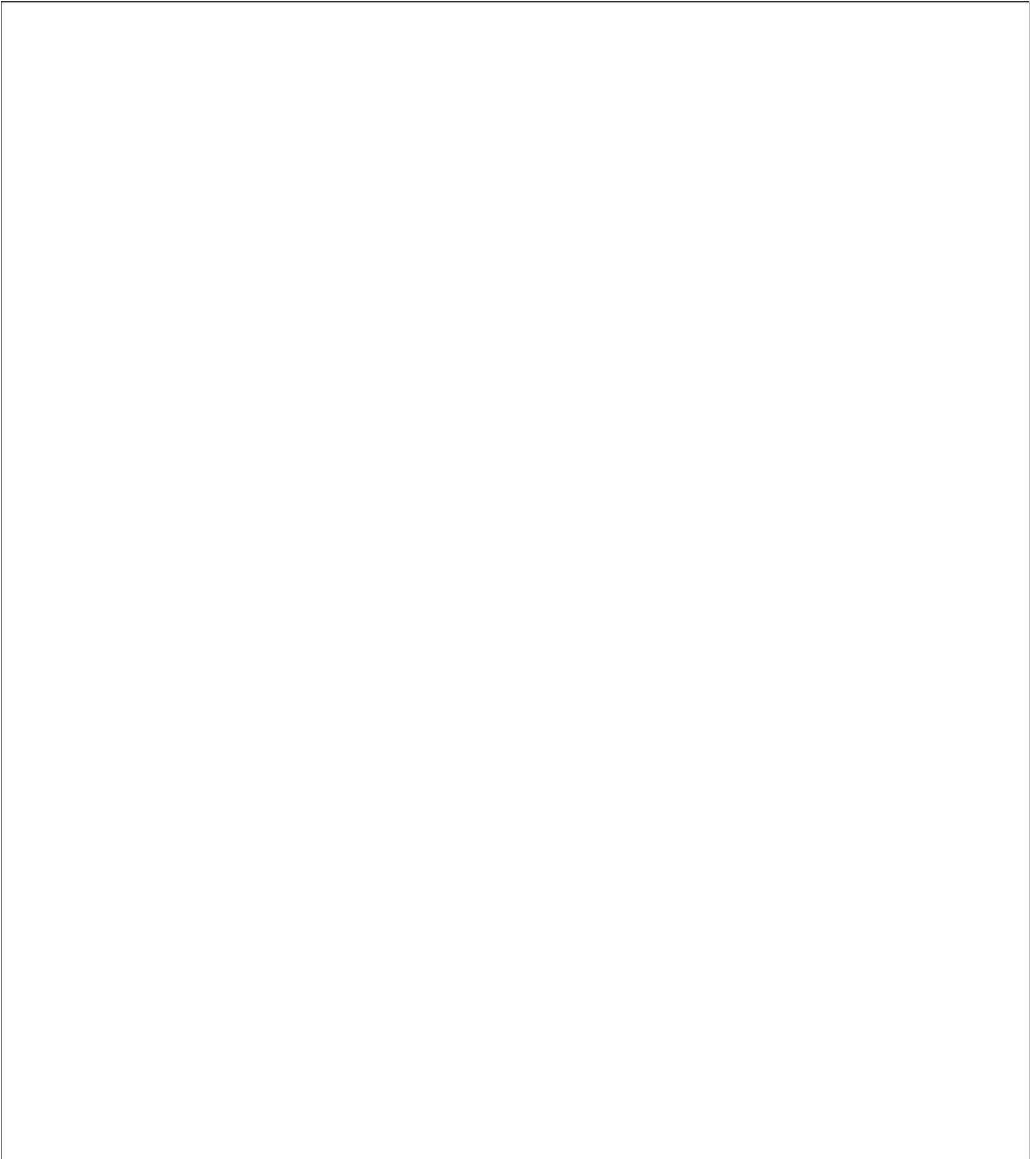
SITE, SUBDIVISION AND BUILDING CONSTRUCTION IN ACCORDANCE WITH HILLSBOROUGH COUNTY SITE DEVELOPMENT PLAN & BUILDING REVIEW AND APPROVAL.

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

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

Option 2 is considered a commercial use, requiring a 20-foot wide buffer and Type B screening to the north, south and west. The applicant proposes no buffering and screening due to the internal location of the development and significant areas of open space and wetlands within the northern, southern, and western areas of the subject site.

8.0 PROPOSED SITE PLAN (FULL)



[illegible][illegible]

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 10/14/2025

REVIEWER: James Ratliff, AICP, PTP, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA/SECTOR: RV/ South

PETITION NO: RZ 25-0932

☐

This agency has no comments.

☐

This agency has no objection.

☒

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

☐

This agency objects for the reasons set forth below.

CONDITIONS OF APPROVAL

1. Notwithstanding anything on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.
2. The project shall be served by and limited to one (1) vehicular access connection to Fern Hill Dr. Such access shall align with Field Blend Ct.
3. Construction access shall be limited to those access points shown on the PD site plan. The developer shall include a note indicated same on each site/construction plan submittal.
4. If PD 25-932 is approved, the County Engineer will approve a Design Exception (dated July 29, 2025 and last revised October 13, 2025) which was found approvable by the County Engineer (on October 14, 2025) for the Fern Hill Dr. substandard roadway improvements. As Fern Hill Dr. is a substandard collector roadway, the developer will be required to construct the following improvements prior to or concurrent with the initial increment of development, consistent with the Design Exception request:
 - a. On the east side of Fern Hill Dr., the developer shall fill in an approximately 350-foot-long gap in the existing bicycle lane along the east side of the roadway;
 - b. On the west side of Fern Hill Dr., the developer shall construct a 10-foot-wide multi-purpose pathway along the PD frontage and continue along the west side of Fern Hill Dr. for an additional +/- 210-feet south of the southern PD boundary (to connect with the existing bicycle lane and sidewalk terminus to the south); and,
 - c. The developer shall install Type "F" curb along both sides of Fern Hill Dr. (specifically along those areas where bicycle lanes and multi-purpose paths are being constructed).

Other Conditions

- Prior to PD site plan certification, the applicant shall revise the PD site plan as follows:

- On PD Site Plan Sheet 1 of 2:
 - Remove all references to live/work units within the site plan;
 - Within the “Proposed Use” column of the “Uses Table”, revise the language stating “OPTION 1: LIVE/WORK UNITS (ATTACHED OR DETACHED) WITH ACCESSORY STORAGE FOR RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILERS

*WORK PORTION OF LIVE/WORK UNITS LIMITED TO BUSINESS PROFESSIONAL OFFICE (BPO) USES” to instead state

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*HOME BASED BUSINESSES SHALL BE PERMITTED PURSUANT TO SEC. 6.11.48 OF THE LDC”;

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 - Revise Note 15 to add “roadways and/or” before the word “drive aisles”; and,
 - Revise the lot layouts graphics to make the footnote regarding the 20-foot building setback to be applicable to both typical layout graphics.
-
- On PD Site Plan Sheet 2 of 2:
 - Within the “Proposed Use” column of the “Uses Table”, revise the language stating “OPTION 2: RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILERS STORAGE & ART STUDIO (CN USE)” to instead state “OPTION 2: RECREATIONAL VEHICLES AND PRIVATE PLEASURE CRAFTS AND UTILITY TRAILERS STORAGE & ART STUDIO”.

PROJECT SUMMARY AND TRANSPORTATION ANALYSIS

The applicant is requesting to rezone two (2) parcels, totaling +/- 10.69 acres, from Agricultural Rural (AR) to Planned Development (PD). The applicant is proposing two development options as follows:

Option 1:

- 53 Single-Family attached or detached units with Home Based Businesses; and,
- Accessory storage (to the residential uses) for RV and private pleasure crafts and utility trailers

Option 2:

- Up to 4.5 ac. Storage of Recreational Vehicle and Private Pleasure Crafts and Utility Trailers; and,
- Up to 2,000 g.s.f. of Art Studio uses

Consistent with the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis. The analysis included a trip generation and site access analysis for a

different development proposal than is currently under consideration. That analysis included traffic generation due to the open storage and live/work components. Transportation Review Section staff was informed by zoning staff that the applicant has rescinded the live/work proposal, instead opting to potentially pursue home base businesses as permitted pursuant to state law and LDC Sec. 6.11.48, and will be amending the site plan accordingly. Given this, the applicant's analysis still represents a worst-case scenario and is valid for the purposes of determining whether turn lanes are required to serve the subject site.

Staff has prepared a comparison of the potential number of peak hour trips generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Staff notes that development Option 1 represents the worst-case scenario from a trip generation perspective, and so the below comparison was based on that Option. Data shown below is based on the 12th Edition of the Institute of Transportation Engineer's Trip Generation Manual.

Existing Use:

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
AR, 2 single-family dwelling units (ITE LUC 210)	18	1	2

Proposed Zoning (Option 1, Worst Case Scenario):

Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 53 Single-Family Detached Dwelling Units (ITE LUC 210)	482	41	53

Difference:

	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Total:	(+) 464	(+) 40	(+) 51

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

Fern Hill Dr. is a publicly maintained, 2-lane, undivided, collector roadway characterized by +/- 10-foot-wide travel lanes in average condition. There are +/- 4-foot-wide bicycle facilities along portions of the west and east sides of the roadway in the vicinity of the proposed project. Other sections have no bicycle lanes or paved shoulders (which would otherwise accommodate bicyclists). There are +/- 5-foot-wide sidewalks along portions of the east and west side of the roadway in the vicinity of the proposed project.

SITE ACCESS AND CONNECTIVITY

The project is proposing one (1) vehicular access connection to Fern Hill Dr. which aligns with an existing intersection (Field Blend Ct.) in order to facilitate compliance with Sec. 6.04.07 (access spacing) of the LDC and provide for optimal site access.

There are no additional opportunities for connectivity, given Bull Frog Creek runs along the western project boundary and an extensive wetlands system (which is proposed to be preserved) surrounds the building envelope to the north, south and west.

No auxiliary (turn) lanes are warranted pursuant to Sec. 6.04.04.D. of the LDC.

DESIGN EXCEPTION #1 – FERN HILL DR. SUBSTANDARD RD.

As Fern Hill Dr. is a substandard collector roadway, the applicant’s Engineer of Record (EOR) submitted a Design Exception request (dated July 29, 2025 and last revised October 13, 2025) to determine the specific improvements that would be required by the County Engineer. Based on factors presented in the Design Exception request, the County Engineer found the request approvable (on October 14, 2025). The developer will be required to make certain improvements to Fern Hill Dr. consistent with the Design Exception. The Design Exception authorizes deviations from the 2021 Transportation Technical Manual (TTM) Typical Section – 4 (TS-4) (for 2-lane, Urban Collector Roadways) standards governing such roadways. Specifically:

1. The developer shall be permitted to maintain the 10-foot-wide travel lanes in lieu of the 11-foot-wide travel lanes required by TS-4;
2. On the east side of Fern Hill Dr., the developer shall be permitted to utilize 4-foot-wide bicycle lanes in lieu of the 7-foot-wide buffered bicycle lanes required pursuant to TS-4, and is proposing to fill in an approximately 350-foot-long gap in the existing bicycle lane along the east side of the roadway;
3. On the west side of Fern Hill Dr., the developer shall be permitted to construct a 10-foot-wide multi-purpose pathway in lieu of the 5-foot-wide sidewalk and 7-foot-wide buffered bicycle lane required per TS-4, and is proposing to install the pathway along their project frontage and continuing along the west side of Fern Hill Dr. for an additional +/- 210-feet south of the southern PD boundary (to connect with the existing bicycle lane and sidewalk);
4. On the west side the developer is also proposing to eliminate the 5-foot-wide grass strip/separator between the back of the “Type F” curb and the closest edge of the multi-purpose pathway as required by TS-4, as well as reduce the 2-foot grass strip between the multi-purpose pathway and the closest edge of the right-of-way (as required by TS-4) down to 1-foot; and,
5. The developer will be required to install Type “F” curb along both sides of Fern Hill Dr. (specifically along those areas where bicycle lanes and multi-purpose paths are being constructed).

If PD 25-0932 is approved, the County Engineer will approve the Design Exception.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

Level of Service (LOS) information for Fern Hill Dr. is not available, since the facility was not included in the LOS report. Information for the next closest segment is provided below.

Roadway	From	To	LOS Standard	Peak Hour Directional LOS
Symmes Rd.	US 41	US 301	D	D

Source: Hillsborough County 2024 Level of Service Report.

Ratliff, James

From: Williams, Michael
Sent: Tuesday, October 14, 2025 12:04 PM
To: Vicki Castro; Michael Yates
Cc: Peddle, Carolanne; Ratliff, James; Drapach, Alan; Tirado, Sheida; De Leon, Eleonor; PW-CEIntake
Subject: FW: RZ-PD 25-0932 - Design Exception Review
Attachments: 25-0932 DEAdd 10-13-25.pdf

Vicki/Michael,

I have found the attached Design Exception (DE) for PD 25-0932 APPROVABLE.

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

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

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

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

Mike

Michael J. Williams, P.E.

Director, Development Review

County Engineer

Development Services Department

P: (813) 307-1851

M: (813) 614-2190

E: Williamsm@HillsboroughCounty.org

W: HCFLGov.net

Hillsborough County

601 E. Kennedy Blvd., Tampa, FL 33602

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

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

From: Tirado, Sheida <TiradoS@hcfl.gov>
Sent: Tuesday, October 14, 2025 11:46 AM
To: Williams, Michael <WilliamsM@hcfl.gov>
Cc: Ratliff, James <RatliffJa@hcfl.gov>; Drapach, Alan <DrapachA@hcfl.gov>
Subject: RZ-PD 25-0932 - Design Exception Review

Hello Mike,

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

myates@palmtraffic.com
vcastro@palmtraffic.com
vcastro@palmtraffic.com
peddle@hcfl.gov
ratliffja@hcfl.gov
drapacha@hcfl.gov

Best Regards,

Sheida L. Tirado, PE
Transportation Review & Site intake Manager
Development Services

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

601 E. Kennedy Blvd., Tampa, FL 33602
HCFL.gov

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Hillsborough County Florida

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**Hillsborough
County Florida**
Development Services

Supplemental Information for Transportation Related Administrative Reviews

Instructions:

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

Request Type (check one)	<input type="checkbox"/> Section 6.04.02.B. Administrative Variance <input checked="" type="checkbox"/> Technical Manual Design Exception Request <input type="checkbox"/> Alternative Parking Plan Request (Reference LDC Sec. 6.05.02.G3.) <input type="checkbox"/> Request for Determination of Required Parking for Unlisted Uses (Reference LDC Sec. 6.05.02.G.1. and G.2.)
Submittal Type (check one)	<input type="checkbox"/> New Request <input checked="" type="checkbox"/> Revised Request <input type="checkbox"/> Additional Information
Submittal Number and Description/Running History (check one and complete text box using instructions provided below)	<input type="checkbox"/> 1. DE-Substandard Rd - Fern Hill Dr <input type="checkbox"/> 4. <input checked="" type="checkbox"/> 2. DE updated for staff comment <input type="checkbox"/> 5. <input type="checkbox"/> 3. <input type="checkbox"/> 6.
Important: To help staff differentiate multiple requests (whether of the same or different type), please use the above fields to assign a unique submittal number/name to each separate request. Previous submittals relating to the same project/phase shall be listed using the name and number previously identified. It is critical that the applicant reference this unique name in the request letter and subsequent filings/correspondence. If the applicant is revising or submitting additional information related to a previously submitted request, then the applicant would check the number of the previous submittal.	
Project Name/ Phase	Fern Hill PD
Important: The name selected must be used on all future communications and submittals of additional/revised information relating to this variance. If request is specific to a discrete phase, please also list that phase.	
Folio Number(s)	77168-0000, 77169-0000
<input type="checkbox"/> Check This Box If There Are More Than Five Folio Numbers	
Important: List all folios related to the project, up to a maximum of five. If there are additional folios, check the box to indicate such. Folio numbers must be provided in the format provided by the Hillsborough County Property Appraiser's website (i.e. 6 numbers, followed by a hyphen, followed by 4 additional numbers, e.g. "012345-6789"). Multiple records should be separated by a semicolon and a space e.g. "012345-6789; 054321-9876").	
Name of Person Submitting Request	Vicki Castro, P.E.
Important: All Administrative Variances (AV) and Design Exceptions (DE) must be Signed and Sealed by a Professional Engineer (PE) licensed in the State of Florida.	
Current Property Zoning Designation	PD
Important: For Example, type "Residential Multi-Family Conventional – 9" or "RMC-9". This is not the same as the property's Future Land Use (FLU) Designation. Typing "N/A" or "Unknown" will result in your application being returned. This information may be obtained via the Official Hillsborough County Zoning Atlas, which is available at https://maps.hillsboroughcounty.org/maphillsborough/maphillsborough.html . For additional assistance, please contact the Zoning Counselors at the Center for Development Services at (813) 272-5600 Option 3.	
Pending Zoning Application Number	PD 25-0932
Important: If a rezoning application is pending, enter the application number proceeded by the case type prefix, otherwise type "N/A" or "Not Applicable". Use PD for PD rezoning applications, MM for major modifications, PRS for minor modifications/personal appearances.	
Related Project Identification Number (Site/Subdivision Application Number)	
Important: This 4-digit code is assigned by the Center for Development Services Intake Team for all Certified Parcel, Site Construction, Subdivision Construction, and Preliminary/Final Plat applications. If no project number exists, please type "N/A" or "Not Applicable".	



Revised October 13, 2025
July 29, 2025

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

RE: Fern Hill PD – PD 25-0932
Folio: 77168-0000, 77169-0000
Design Exception – Fern Hill Drive
Palm Traffic Project No. T25041

Dear Mr. Williams:

The purpose of this letter is to provide justification for the design exception per Transportation Technical Manual (TTM) 1.7 to meet the requirements of the Hillsborough County Land Development Code (LDC) Section 6.04.03.L (existing facility) in association with the proposed development located west of Fern Hill Drive and north of Symmes Road, as shown in Figure 1, which will consist of the following development scenarios:

Option 1:

- 53 Single-Family attached or detached units with Home Based Businesses; and,
- Accessory storage (to the residential uses) for RV and private pleasure crafts and utility trailers

Option 2:

- Up to 4.5 ac. Storage of Recreational Vehicle and Private Pleasure Crafts and Utility Trailers; and,
- Up to 2,000 square feet of Art Studio uses

This request is made based on our virtual meeting on July 24, 2025, with Hillsborough County staff.

The project proposes to have one (1) full access to Fern Hill Drive, aligning with Field Blend Court. Fern Hill Drive is not identified in the Hillsborough County Functional Classification Map, but functions as a collector roadway and was identified during our meeting as a substandard road. Fern Hill Drive has a posted speed limit of 30 mph. The roadway currently has 10-foot travel lanes, F-type curb (missing 360 foot section on the east side and missing from the Riverview Academy charter school to the project on the west side), a 5-foot sidewalk on the east side of the roadway and to the south of the property on the west side, and a 4-foot bike lane (missing 360 foot section on the east side and missing from the Riverview Academy charter school to the project driveway on the west) in approximately 62 feet of right of way (ROW reduces to 54' from north of the creek to southern property line).

This request is a design exception to the Hillsborough County Transportation Technical Manual for Fern Hill Drive from Symmes Road to the project boundary (just north of Field Blend Court). The requested exceptions to the TS-4 typical section and the justification are as follows:

1. The typical TS-4 section for a collector, two-lane undivided roadway requires a minimum of 64 feet of ROW with 11-foot travel lanes, 7-foot buffered bike lanes, F type curb, 5-foot grass strip and 5-foot sidewalks.
2. The request is to maintain the 10-foot travel lanes instead of 11-foot. Based on Table 210.2.1 of the FDOT Design Manual, the 10-foot travel lanes are identified as acceptable.
3. On the east side of Fern Hill Drive, the request is to maintain and complete the missing sections of the 4-foot bike lane instead of the 7-foot buffered bike lanes. This will add approximately 350 feet on the east side of Fern Hill Drive.
4. On the west side of Fern Hill Drive, the request is to construct a 10-foot multi-use path instead of the 7-foot buffered bike and 5-foot sidewalk. This will add approximately 850 feet of 10-foot multi-use path (550 feet along project frontage and 300 feet off site)
5. The request is to maintain and complete the missing sections of the F type curb. This will add approximately 850 feet of modified F type curb on the west side and approximately 350 feet of F type curb on the east side of Fern Hill Drive.
6. The request is to maintain and complete the missing sections of the grass strip at the back of sidewalk. Along the east side of Fern Hill Drive, the grass width varies between 5 and 20 feet. No modification along the east side is proposed. Along the west side, a minimum 1-foot strip will be provided from the project boundary (just north of Field Blend Court) south approximately 850 feet.
7. The request is to maintain the 5-foot sidewalk along the east side of Fern Hill Drive, therefore no modification is proposed.

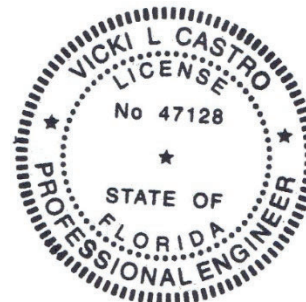
The proposed site plan and typical sections are attached. Please do not hesitate to contact us if you have any questions or require any additional information.

Sincerely,

Vicki L Castro

Digitally signed by Vicki L
Castro
Date: 2025.10.13 17:32:39
-04'00'

Vicki L Castro, P.E.
Principal



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

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

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

_____Disapproved _____Approved with Conditions _____Approved

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

Michael J. Williams
Hillsborough County Engineer

FIGURE 1. LOCATION MAP

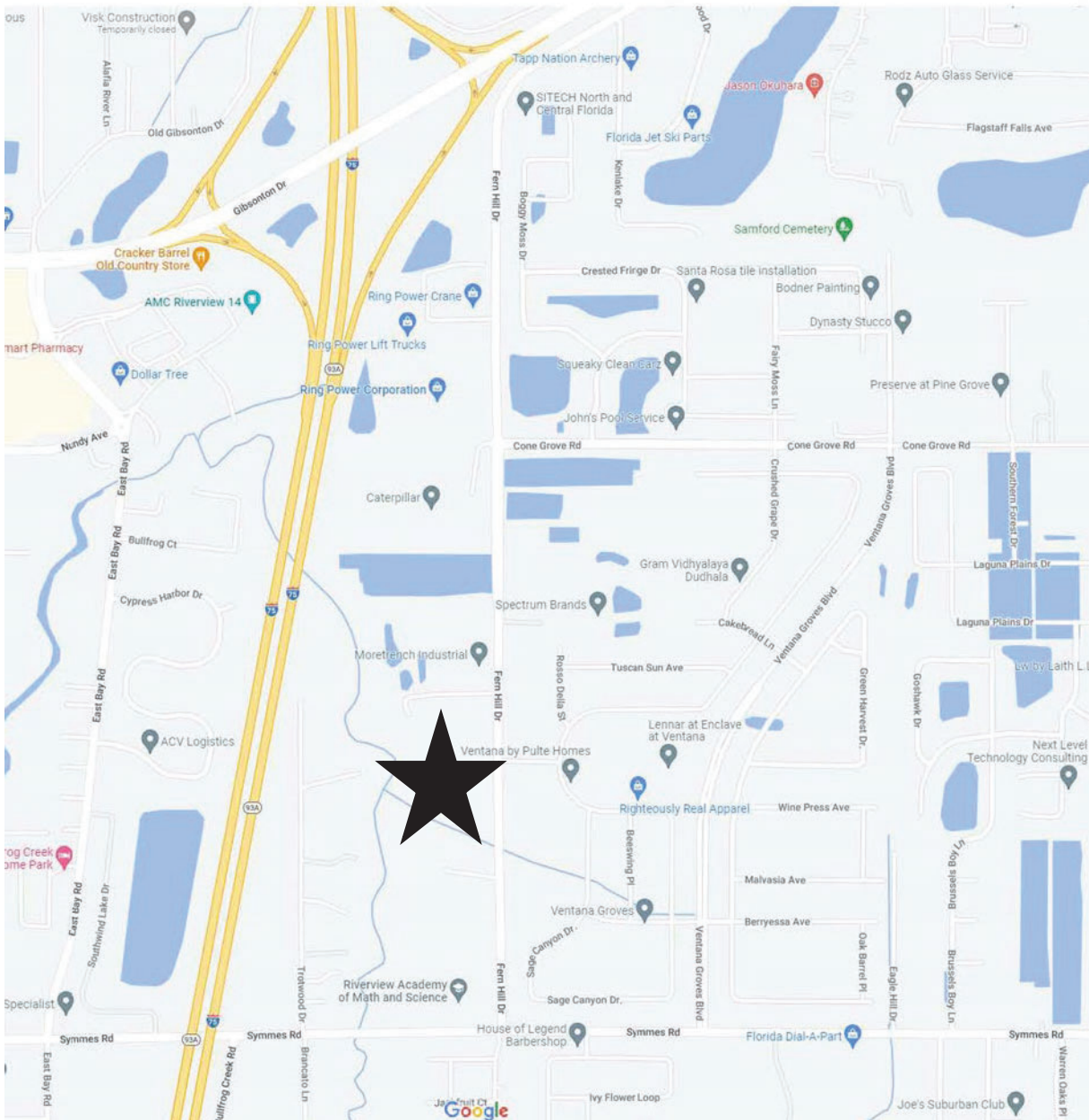
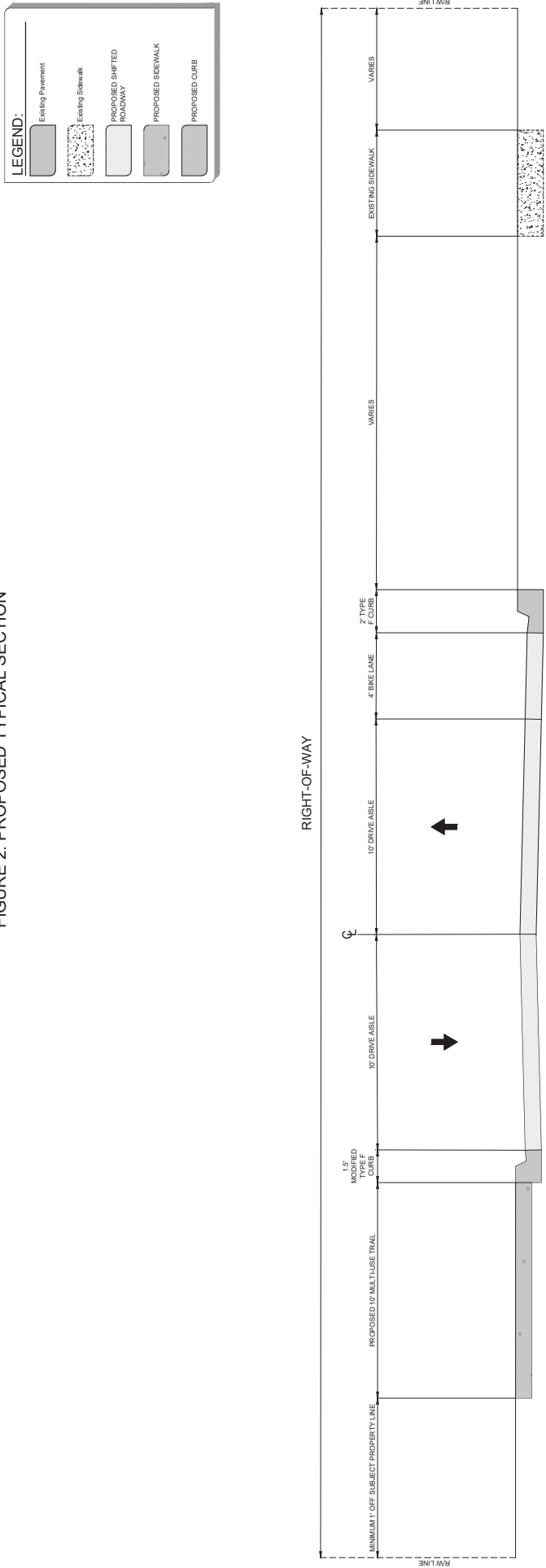


FIGURE 2: PROPOSED TYPICAL SECTION



CONCEPTUAL NOTE:
THE INFORMATION CONTAINED HEREIN IS FOR
DISCUSSION PURPOSES ONLY AND IS SUBJECT
TO ADDITIONAL INPUT AND REVIEW.

FERN HILL DRIVE - TYPICAL SECTION

NOT TO SCALE
JULY 2025



THE DRAWINGS AND INFORMATION CONTAINED HEREIN ARE FOR GENERAL PRESENTATION PURPOSES ONLY AND ARE NOT INTENDED NOR SHALL THEY BE USED FOR DESIGN OR CONSTRUCTION PLANS. HALF RESERVES THE RIGHT TO MODIFY OR CHANGE ALL DRAWINGS AND INFORMATION AT ANY TIME WITHOUT NOTICE.

1000 N. ASHLEY DR.
SUITE 900
DENVER, CO 80202
TEL: (303) 326-4200



FERN HILL DRIVE - DE EXHIBIT



1000 N. ASHLER CT.
SUITE 900
TEL: (615) 326-4500

THE DRAWINGS AND INFORMATION CONTAINED HEREIN ARE FOR GENERAL PRESENTATION PURPOSES ONLY AND ARE NOT INTENDED NOR SHALL THEY BE USED FOR DESIGN OR CONSTRUCTION PLANS. HALF RESERVES THE RIGHT TO MODIFY OR CHANGE ALL DRAWINGS AND INFORMATION AT ANY TIME WITHOUT NOTICE.

Table 210.2.1 – Minimum Travel and Auxiliary Lane Widths

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

Notes:**Travel Lanes:**

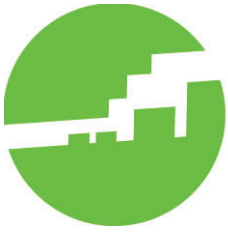
- (1) Minimum 11-foot travel lanes on designated freight corridors, SIS facilities, or when truck volume exceeds 10% on very low speed roadways (design speed ≤ 35 mph) (regardless of context).
- (2) Minimum 12-foot travel lanes on all undivided 2-lane, 2-way roadways (for all context classifications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

Auxiliary Lanes:

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

Two-way Left Turn Lanes:

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



**Hillsborough County
City-County
Planning Commission**

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

Unincorporated Hillsborough County Rezoning Consistency Review	
Hearing Date: November 17, 2025 Report Prepared: November 6, 2025	Case Number: PD 25-0932 Folio(s): 77168.0000 & 77169.0000 General Location: North of Symmes Road, west of Fern Hill Drive, and east of Interstate-75
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Suburban Mixed Use-6 (6 du/ga;0.25,0.35,0.50 FAR)
Service Area	Urban
Community Plan(s)	Riverview & SouthShore Areawide Systems
Rezoning Request	Agricultural Rural (AR) to Planned Development (PD) to allow for two potential development options
Parcel Size	+/- 10.69 acres
Street Functional Classification	Fern Hill Drive – Local Symmes Road – County Collector Interstate-75 – State Principal Arterial
Commercial Locational Criteria	Does not meet; waiver requested

Evacuation Area	Zone A
-----------------	--------

Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Suburban Mixed Use-6	AR	Vacant + Single-Family
North	Suburban Mixed Use-6	AR + PD	Single-Family + Light Industrial + Heavy Commercial
South	Suburban Mixed Use-6	AR + PD	Single-Family + Vacant + Educational
East	Suburban Mixed Use-6	PD	Single-Family + HOA/Common Property
West	Suburban Mixed Use-6 + Public/Quasi-public	AS-1 + PD	Single-Family + Vacant + Public/Quasi-public

Staff Analysis of Goals, Objectives and Policies:

The ±10.69-acre subject site is located north of Symmes Road, west of Fern Hill Drive, and east of Interstate-75. The site is in the Urban Service Area (USA) and is within the limits of the Riverview Community Plan and the SouthShore Areawide Systems Plan. The subject site has a Future Land Use (FLU) designation of Suburban Mixed-Use-6 (SMU-6) which is intended for urban/suburban intensity and density. Rezoning shall be approved through a site plan-controlled rezoning district. The applicant is requesting to rezone from Agricultural Rural (AR) to Planned Development (PD) to allow for two potential development options. The first option consists of 53 residential units with home-based businesses and up to 16,000 square feet of accessory storage for RV's, private pleasure crafts, and utility trailers. Option 2 consists of a 2,000 square foot art studio and storage for RV's, private pleasure crafts, and utility trailers.

The site is in the Urban Service Area where, according to Objective 1.1 of the Future Land Use Section (FLUS), 80 percent of the county's growth is to be directed. 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 site currently has single-family uses and vacant land. There are single-family uses to the north, south, and west of the site. There are light industrial and heavy commercial uses to the north and educational uses to the south. The applicant is requesting a waiver from the 20-foot buffer, type B screening that is

required to the north, west, and south of the site. Surrounding the site on these boundaries are heavily vegetated wetlands that create a natural buffer between the proposed use and the residential uses nearby. The natural wetland buffer that will remain in place creates a larger buffer and screening than is required for the request. Option 2 includes a 10-foot buffer on the eastern boundary along Fern Hill Drive Road. There will also be a 6-foot-high PVC fence and a row of evergreen trees which are not less than 10 feet high at the time of planting, a minimum of 2-inch caliper, and are spaced not more than 40 feet apart. The trees are to be planted within 5 feet of the property line. With the proposed uses being compatible to the area and with the mitigation measures proposed, the request for 53 units with accessory storage, as well as the proposal for an art studio with storage of RV's, private pleasure crafts, and utility trailers meets the intent of FLUS Objective 1.1 and FLUS Policy 3.1.3.

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. Table 2.2 contains a description of the character and intent permitted in each of the Future Land Use categories. The site is in the Suburban Mixed-Use-6 (SMU-6) Future Land Use category, allowing for the consideration of agricultural, residential, neighborhood commercial, office uses, research corporate park uses, light industrial multi-purpose and clustered residential and/or mixed-use. Office uses are not subject to locational criteria. Option 1 is proposing 53 dwelling units, which is within the maximum allowable density for the site (7.1 upland acres x 1.25 wetland density credit = 8.875 x 6 = 53 units). Option 2 is also within the maximum allowable intensity for the site at 2,000 square feet for the art studio (7.1 upland acres x 1.25 wetland density credit = 8.875 sq ft x 43,560 = 386,595 sq ft x 0.25 FAR = 96,648 sq ft). As the language states above, the proposed uses in the request are allowed and therefore, the proposal meets Objective 2.2 and the associated policies.

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). Transportation did not object to the proposed request; therefore, the subject site meets the intent of FLUS Objective 4.1, FLUS Policy 4.1.1 and FLUS Policy 4.1.2.

Per FLUS Objective 4.7 and the associated policies, Site Plan Option 2 does not meet Commercial Locational Criteria (CLC). The closest qualifying intersection is approximately 3,700 feet from the subject site at Symmes Road and I-75. FLUS Policy 4.7.10 states that the Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policies 4.7.2 and 4.7.6. 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. An applicant must submit a waiver request documenting unique circumstances or specific findings that detail how the proposed commercial or office use furthers the other goals, objectives and policies of the Comprehensive Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. Financial hardships may not constitute justification for a waiver. The applicant submitted a waiver for the CLC criteria stating that approximately 86% of the land east of Fern Hill Drive is already developed for non-residential use, indicating that additional retail commercial space would support and complement the surrounding residential community. With the above justification, Planning Commission staff supports approval of the Commercial Locational Criteria Waiver.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood. In this case, the surrounding land use pattern is comprised mostly of single-family residential, educational, light industrial, and heavy commercial uses. The proposed request will complement the area by introducing a compatible use that supports the

existing mix of development types. Additionally, the proposal is designed to minimize impacts on the adjacent properties and maintain the established character of the surrounding area.

The Environmental Protection Commission (EPC) Wetlands Division has reviewed the proposed rezoning. The EPC has determined there are some wetlands on site. 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 6.2 and associated policies in the FLUS.

The subject site is within the limits of the Riverview Community Plan and the SouthShore Areawide Systems Plan. The subject site is within the Residential District of the Riverview community. This district encourages attractive residential development that complements the surrounding character and promotes housing diversity. Goal 1 of the plan aims to achieve better design and densities that are compatible with Riverview's vision. One of the strategies within this goal is to promote diversity in housing type and style to counter generic subdivision look. With the residential home-based businesses in option 1 of the request, this strategy is fulfilled as that style of housing varies from the traditional subdivision layout. Goal 6 prioritizes the significance of improved quality, enjoyment, and protection of the Alafia River and other natural resources such as open space. One of the strategies within this goal is to support and protect the natural shoreline integrity and river watershed as well as to protect the water quality and wildlife habitat associated with the Alafia watershed. Both development options maintain the wetland and vegetation in their proposed site plans, therefore maintaining the wildlife habitat and natural ecosystem that surrounds the development area. Goal 7 encourages economic development by supporting local business while attracting a variety of new uses and services, which both development options would achieve.

The site is also within the Southshore Areawide Systems Plan. The environmental objective of the plan states that the community is working to achieve harmony between development and the natural environment; ensuring that the bay and the supporting water systems are clean and healthy, supporting wildlife and recreation. Species habitats represent an extensive, interlocking network of environmental resources. The sustainability strategy within this goal desires to maintain, protect, and enhance the flora and fauna using an integrated, inclusive approach. The cultural/historic objective supports a diverse population with people living in unique communities, interspersed with farms, natural areas, open spaces and greenways that preserve and enhance the natural and cultural heritage. The community desires to promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability. The economic development objective encourages activities that benefit residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life. The proposed request aligns with the goals and objectives of the SouthShore Areawide Systems Plan by promoting sustainable and well-planned development with the preservation of the wetlands and vegetation, and by fostering economic growth while maintaining the character of the area. The proposed rezoning aligns with the Riverview Community Plan and the SouthShore Areawide Systems Plan.

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

Recommendation

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

Relationship to the Future Land Use Map

Goal 2: Ensure that the character, compatibility and location of land uses optimize the combined potential for economic benefit, fiscal sustainability, protection of natural resources and maintaining viable agriculture. Ensure density and intensities are maintained through 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.

Density and Intensity

Policy 2.3.9: Environmentally Sensitive Land Density Calculation

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

- *Wetlands shall:*
 - *Exclude land below the mean high water line*
 - *Include conservation and preservation areas*
 - *Include wetlands associated with man-made water bodies as defined (including borrow pits).*

Density and floor area ratio calculations for properties with 25% or greater wetlands and/or man-made water bodies (including borrow pits) shall be subject to an environmentally sensitive land calculation. Upland acreage of the site multiplied by 1.25 yields the base acreage for the density calculation. That acreage is then multiplied by the maximum intensity/density of the Future Land Use Category.

Compatibility

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.*

Development

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.*

4.1.6: *Existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with*

Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

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*

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) (NMU4(3))*
- Neighborhood Mixed Use-6 (NMU-6)*
- Residential - 6 (RES-6)*
- Suburban Mixed Use-6(SMU-6)*
- Residential - 9 (RES-9)*
- Residential - 12 (RES-12)*
- Residential - 16 (RES-16)*
- Residential - 20 (RES-20)*
- Residential - 35 (RES-35)*
- Any rural Future Land Use categories in the Urban Service Area*

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 4.7.10: The Board of County Commissioners may grant a waiver to the intersection criteria for the location of commercial uses outlined in Policies 4.7.2 and 4.7.6. 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. An applicant must submit a waiver request documenting unique circumstances or specific findings that detail how the proposed commercial or office use furthers the other goals, objectives and policies of the Comprehensive Plan. The Board of County Commissioners may reverse or affirm the Planning Commission staff's recommendation through their normal review of rezoning petitions. Financial hardships may not constitute justification for a waiver.

The square footage requirements under Policy 4.7.6 cannot be waived. Waivers are required for all Major Modifications to Planned Developments requesting new or additional commercial that do not meet Commercial Locational Criteria.

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.

LIVABLE COMMUNITIES ELEMENT: RIVERVIEW COMMUNITY PLAN

Goal 1: Achieve better design and densities that are compatible with Riverview's vision.

- Promote diversity in housing type and style to counter generic subdivision look.

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".

- Residential – Encourage attractive residential development that complements the surrounding character and promotes housing diversity.

Goal 6: Prioritize the significance of improved quality, enjoyment, and protection of the Alafia River and other natural resources such as open space.

- Protect the water quality and wildlife habitat associated with the Alafia watershed.
- Support and enforce protection and restoration of natural shoreline integrity and river watershed.

Goal 7: Encourage economic development by supporting local business while attracting a variety of new uses and services, particularly high technology businesses.

LIVABLE COMMUNITIES ELEMENT: SOUTHSORE AREAWIDE SYSTEMS PLAN

Environmental Objective: The community is working to achieve harmony between development and the natural environment; ensuring that the bay and the supporting water systems are clean and healthy, supporting wildlife and recreation. Species habitats represent an extensive, interlocking network of environmental resources.

- Sustainability - Manage environmental resources and species habitats to maintain, protect and enhance the flora and fauna using an integrated, inclusive approach.

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

- Promote sustainable growth and development that is clustered and well planned to preserve the area's environment, cultural identity and livability.

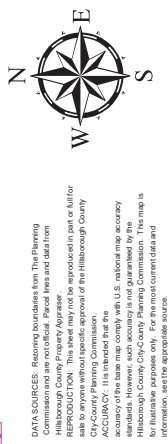
Economic Development Objective: The SouthShore community encourages activities that benefits residents, employers, employees, entrepreneurs, and businesses that will enhance economic prosperity and improve quality of life.

HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ PD 25-0932

<all other values>

- Rezoning
STATUS
- APPROVED
 - CONTINUED
 - DENIED
 - WITHDRAWN
 - PENDING
- Tampa Service Area
- Urban Service Area
- Shoreline
- County Boundary
- Jurisdiction Boundary
- Roads
- Parcels
- warm NATURAL LULC_Wet_Poly
- AGRICULTURAL/MINING-120 (.25 FAR)
- PEC PLANNED ENVIRONMENTAL COMMUNITY-1/2 (.25 FAR)
- AGRICULTURAL-1/10 (.25 FAR)
- AGRICULTURAL/RURAL-1/5 (.25 FAR)
- AGRICULTURAL ESTATE-1/2.5 (.25 FAR)
- RESIDENTIAL-1 (.25 FAR)
- RESIDENTIAL-2 (.25 FAR)
- RESIDENTIAL PLANNED-2 (.35 FAR)
- RESIDENTIAL-4 (.25 FAR)
- RESIDENTIAL-6 (.25 FAR)
- RESIDENTIAL-9 (.35 FAR)
- RESIDENTIAL-12 (.35 FAR)
- RESIDENTIAL-16 (.35 FAR)
- RESIDENTIAL-20 (.35 FAR)
- RESIDENTIAL-35 (1.0 FAR)
- NEIGHBORHOOD MIXED USE-4 (3) (.35 FAR)
- SUBURBAN MIXED USE-6 (.35 FAR)
- COMMUNITY MIXED USE-12 (.50 FAR)
- URBAN MIXED USE-20 (1.0 FAR)
- REGIONAL MIXED USE-35 (2.0 FAR)
- INNOVATION CORRIDOR MIXED USE-35 (2.0 FAR)
- OFFICE COMMERCIAL-20 (.75 FAR)
- RESEARCH CORPORATE PARK (1.0 FAR)
- ENERGY INDUSTRIAL PARK (.50 FAR USES OTHER THAN RETAIL, .25 FAR RETAIL/COMMERCE)
- LIGHT INDUSTRIAL PLANNED (.75 FAR)
- LIGHT INDUSTRIAL (.75 FAR)
- HEAVY INDUSTRIAL (.75 FAR)
- PUBLIC/QUASH-PUBLIC
- NATURAL PRESERVATION
- WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)
- CITRUS PARK VILLAGE



Map Printed from Rezoning System: 6/11/2025
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