

PD Modification Application: MM 25-0808**Zoning Hearing Master Date:**

August 18, 2025

BOCC CPA Public Hearing Date:

November 13, 2025

**Hillsborough
County Florida**

Development Services Department

1.0 APPLICATION SUMMARY

Applicant: D.R. Horton, Inc.

FLU Category: Residential – 1 (Existing)
Residential – 12 (Proposed)

Service Area: Rural (Existing)
Urban (Proposed)

Site Acreage: 12.79

Community Plan Area: Keystone-Odessa

Overlay: None

**Introduction Summary**

PD 86-0132 was approved in 1986 as a 438.34-acre mixed-use planned development district (most recently modified under PRS 91-0018). The applicant is requesting a modification to allow the option of developing with either the approved commercial uses or 127 townhomes. This application is being considered concurrently with Comprehensive Plan amendments to change the future land use designation from Residential – 1 (Res – 1) to Residential – 12 (Res – 12) under CPA 25-11 and to include the property in the Urban Service Area under CPA 25-12. Due to the amendment to include the subject property in the urban service area, the proposed modification is not being reviewed for compliance with the Keystone-Odessa Rural Development Standards of LDC because the requirements are confined to properties outside of the urban service area.

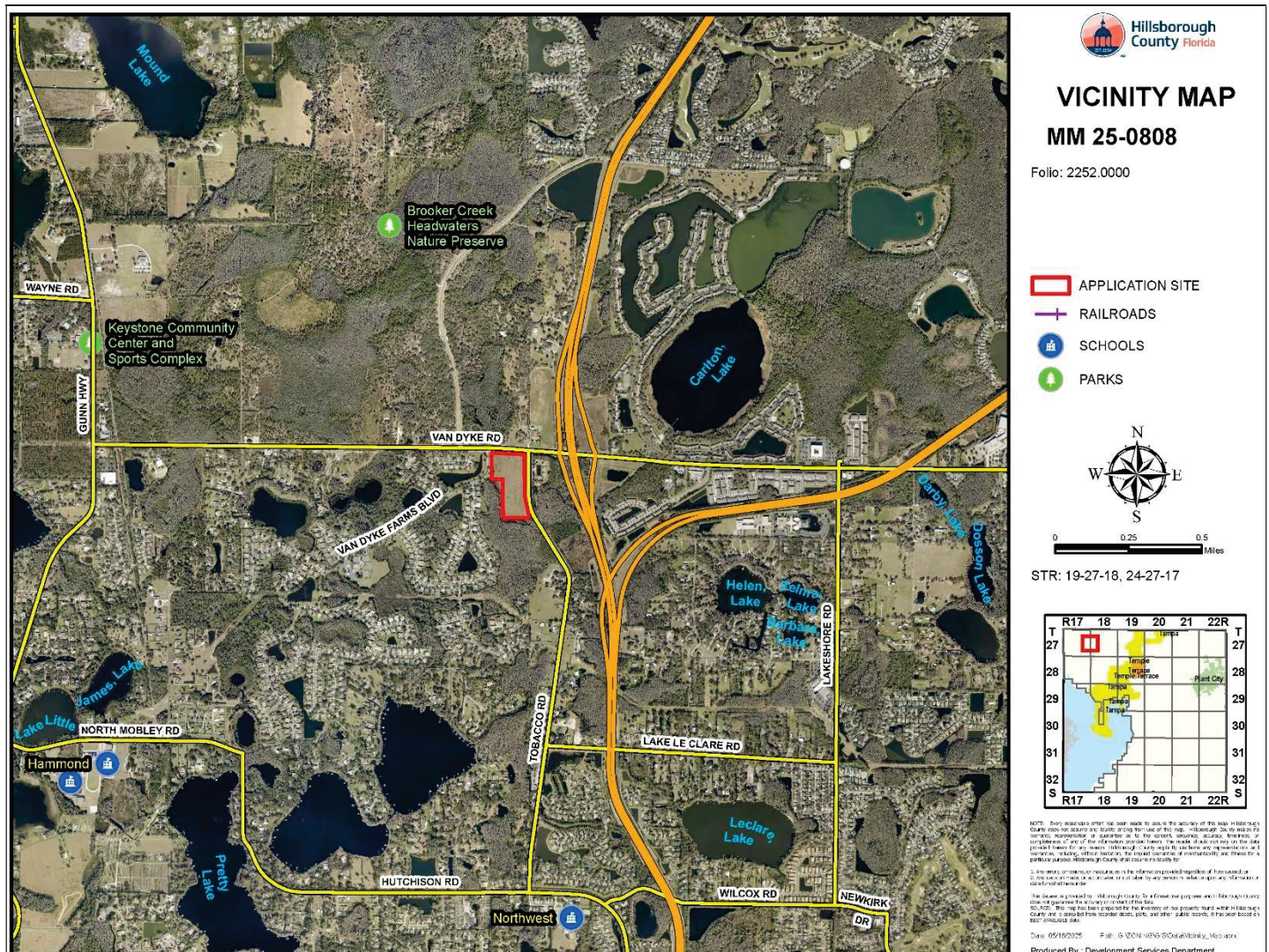
Existing Approvals	Proposed Modifications
Site development to allow up to 110,000 square feet of commercial development.	Add three alternative development options to allow for up to 127 platted townhome dwellings.
Access permitted to Van Dyke Farms Boulevard	No access permitted to Van Dyke Farms Boulevard

Additional Information	
PD Variation(s)	6.06.06 – Landscaping and Buffering
Waiver(s) to the Land Development Code	None

Planning Commission Recommendation Consistent	Development Services Recommendation Approvable, subject to proposed conditions
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.1 Vicinity Map

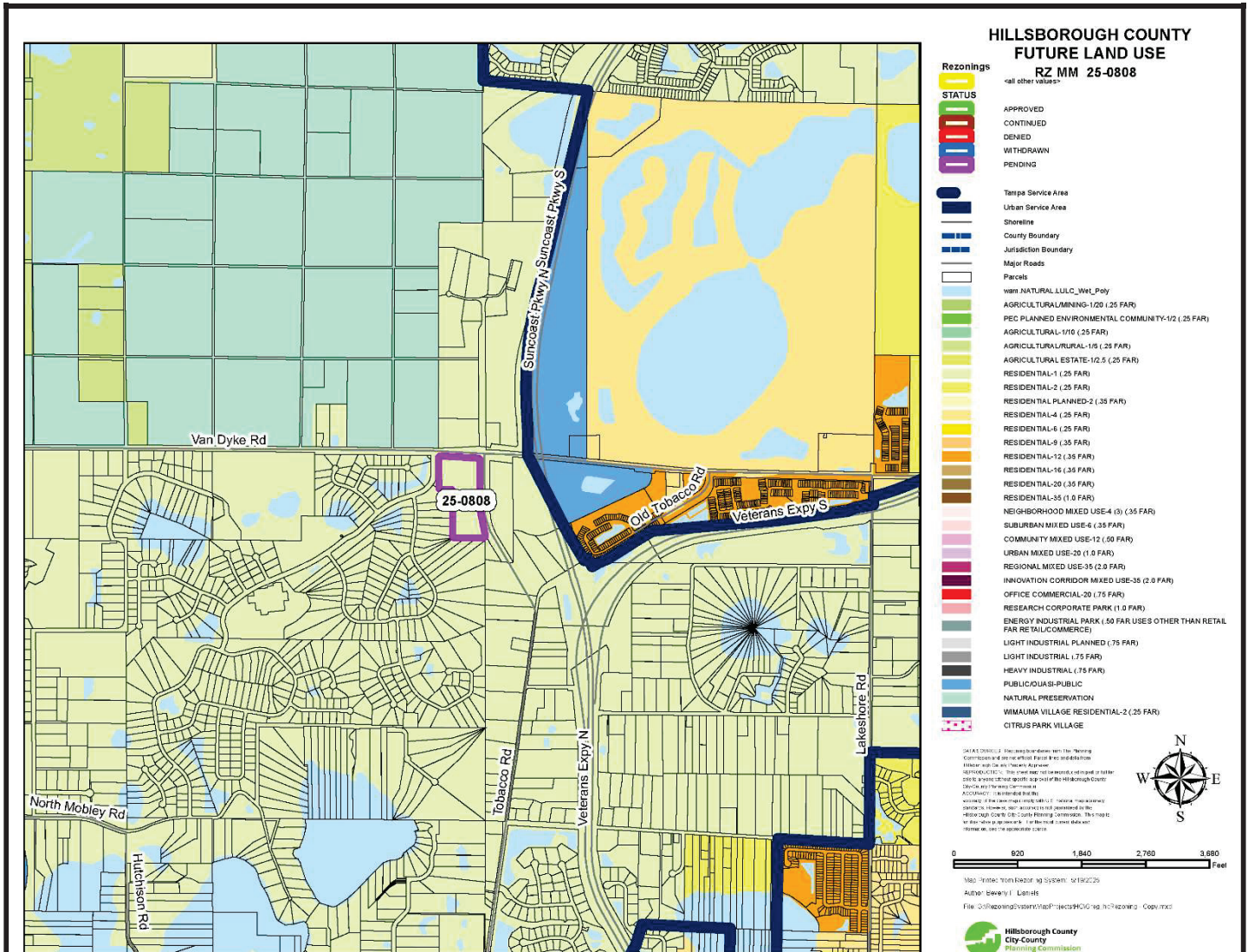


Context of Surrounding Area:

The zoning and development in the general area consists of low intensity office and low density residential with wetlands to the north, south, east and west of the property. Development within one-half mile includes a townhome development and multi-family project to the east/northeast (to the east of the Suncoast Parkway). The abutting subdivision to the west was developed for single-family use at a maximum density of one dwelling per acre. The property located opposite of Tobacco Road is developed for office use with approximately 6,101 square feet on approximately 9 acres of land. The properties to the north of Van Dyke Road are undeveloped. The property abuts a large area of wetlands to the south and west. The Suncoast Parkway intersection and Right-of-Way begins approximately 500 feet to the east.

2.0 LAND USE MAP SET AND SUMMARY DATA

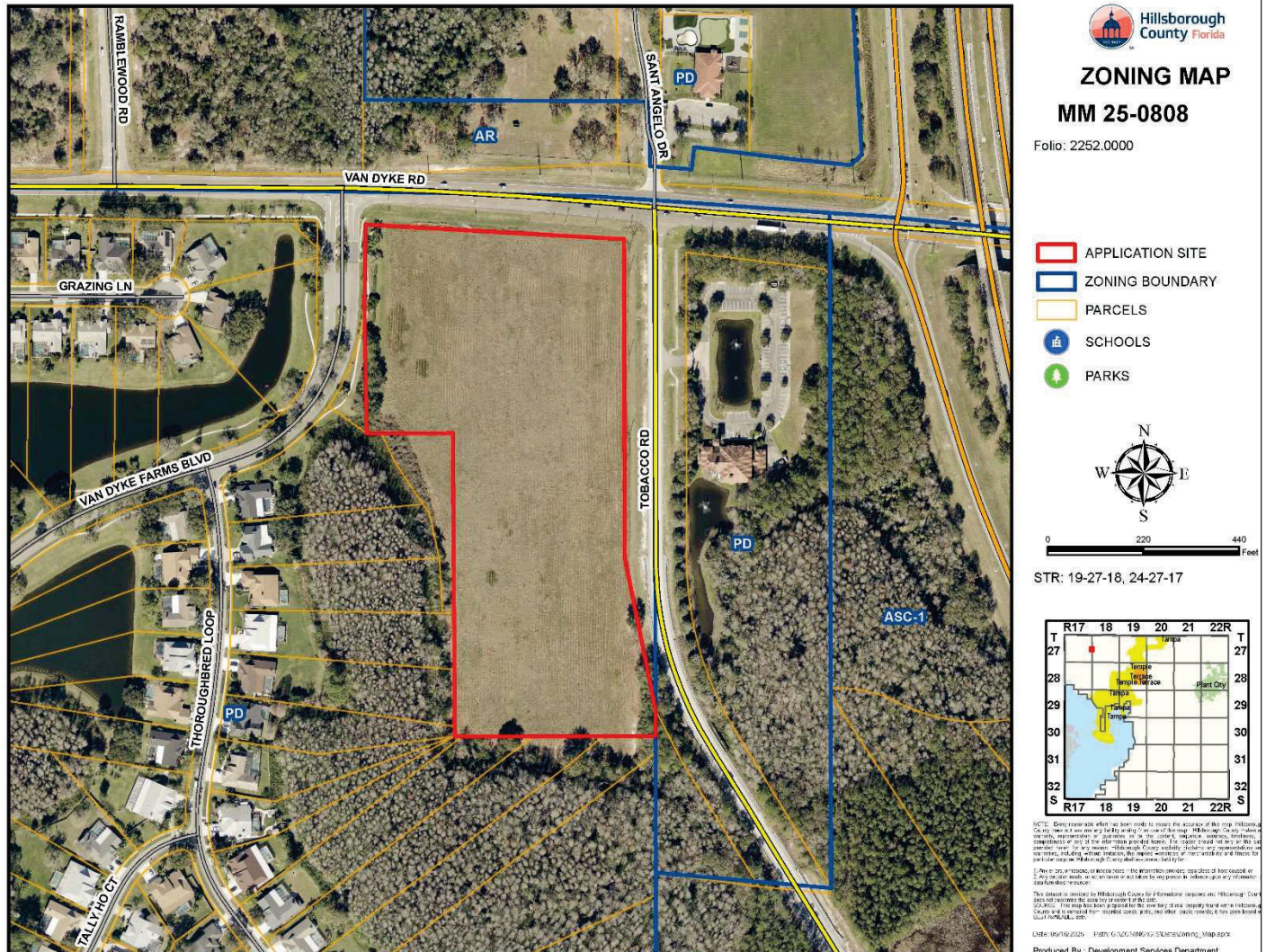
2.2 Future Land Use Map



Subject Site Future Land Use Category	Current	Proposed (CPA 25-11)
	Residential – 1 (Res-1)	Residential – 12 (Res-12)
Maximum Density/ FAR	1 dwelling unit per gross acre (du/ga) / 0.25 FAR	12 dwelling units per gross acre (du/ga) / 0.50 FAR
Typical Uses	Agricultural, farms, ranches, residential, neighborhood commercial, office and multi-purpose projects.	Agricultural, residential, neighborhood commercial, office, multi-purpose and mixed-use projects.

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map

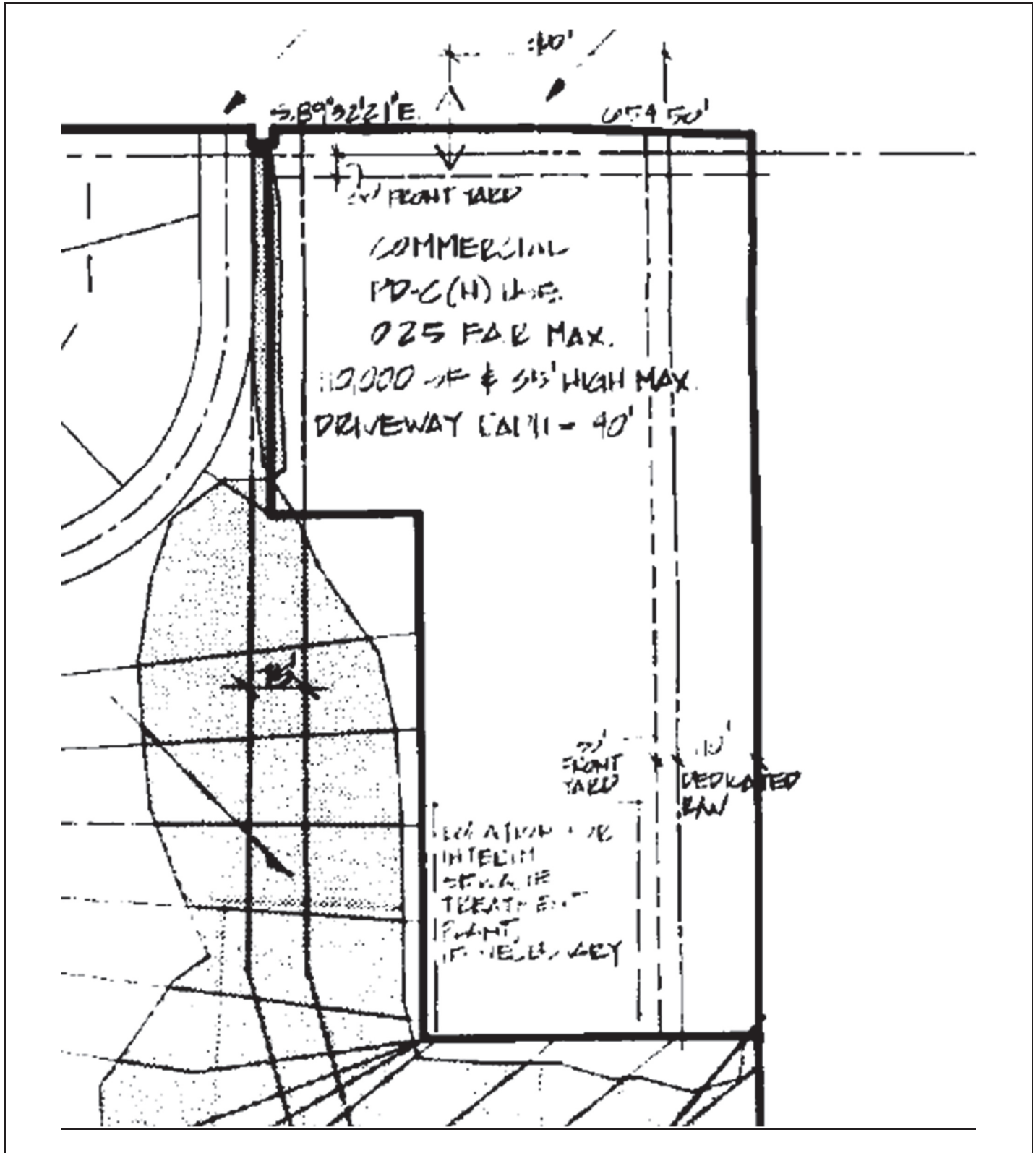


Adjacent Zonings and Uses

Location	Zoning	Maximum Density/FAR Permitted by Zoning District	Allowable Use	Existing Use
North	AR	1 DU per 5 GA/NA	Agricultural & Single-Family	Agricultural (Pasture)
	PD (01-0339)	1 unit per acre FAR: 0.004	Commercial, Agriculture, Residential	Vacant Land
South	PD (86-0132)	1 DU per GA/NA	Single-Family	Single-Family
East	PD (00-0728)	FAR: 0.03	Commercial, Neighborhood	Office
West	PD (86-0132)	1 DU per GA/NA	Single-Family	Single-Family

2.0 LAND USE MAP SET AND SUMMARY DATA

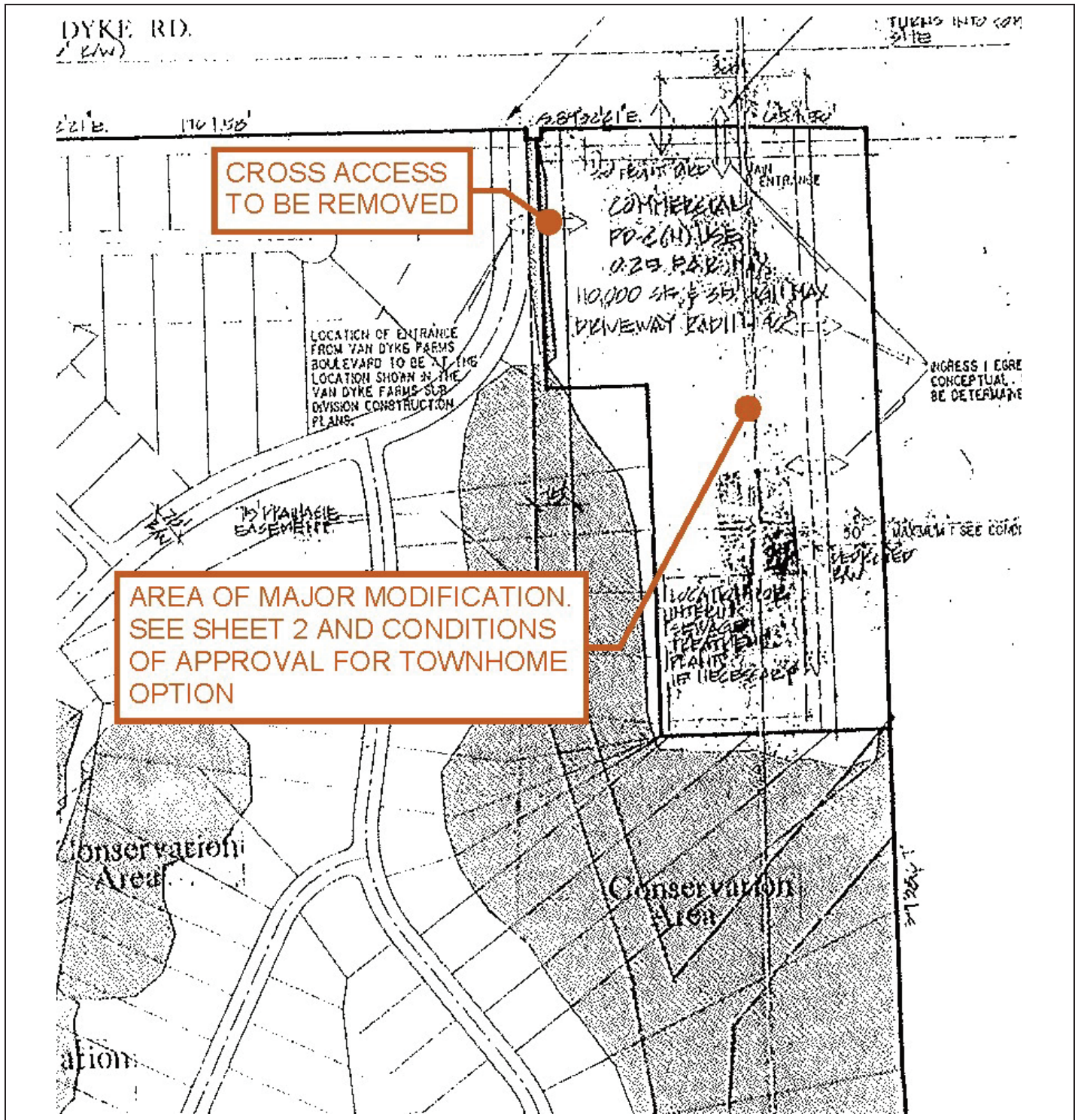
2.4 Approved Site Plan (partial provided below for size and orientation purposes. See Section 8.1 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Access

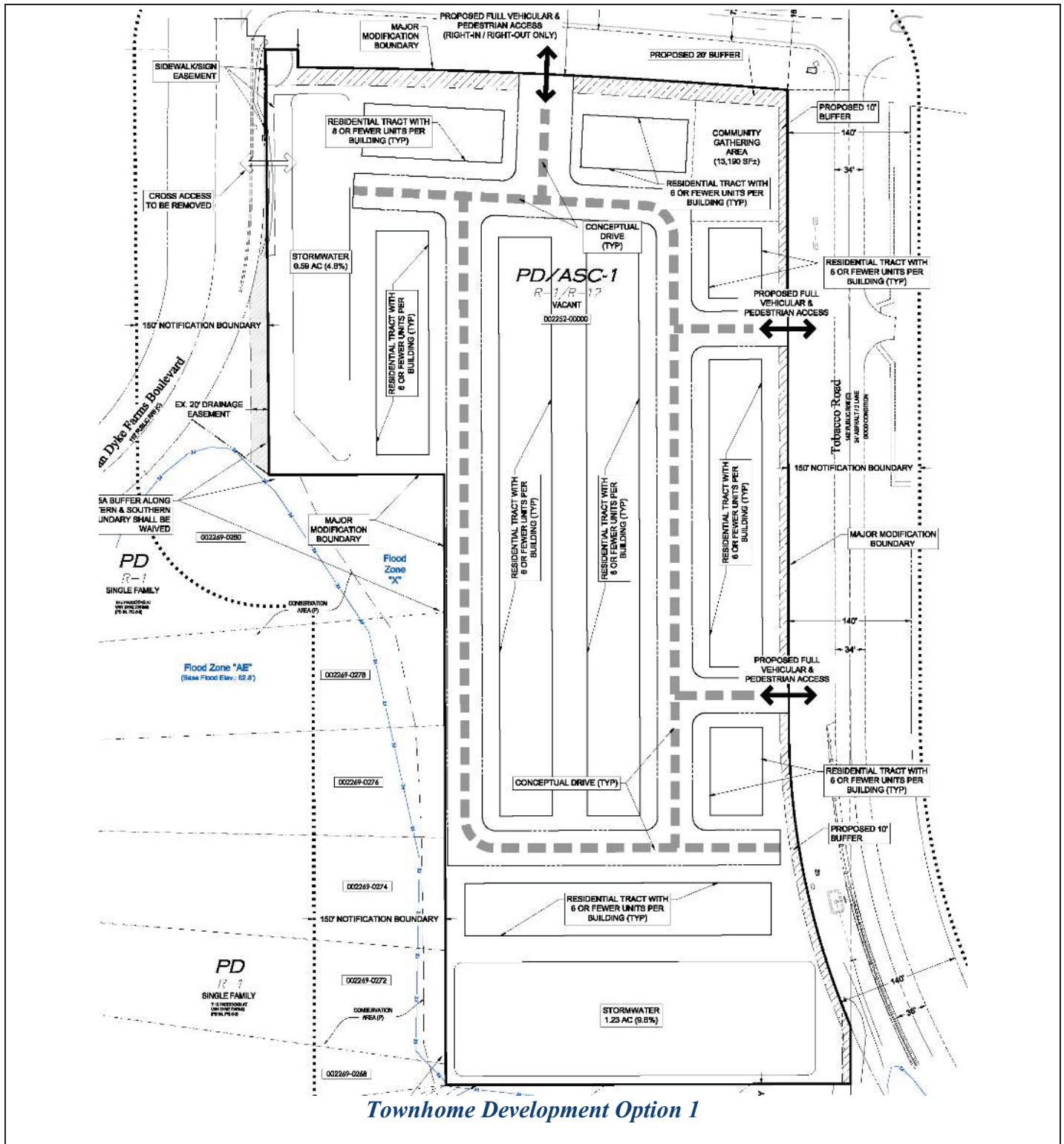
(partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Option 1

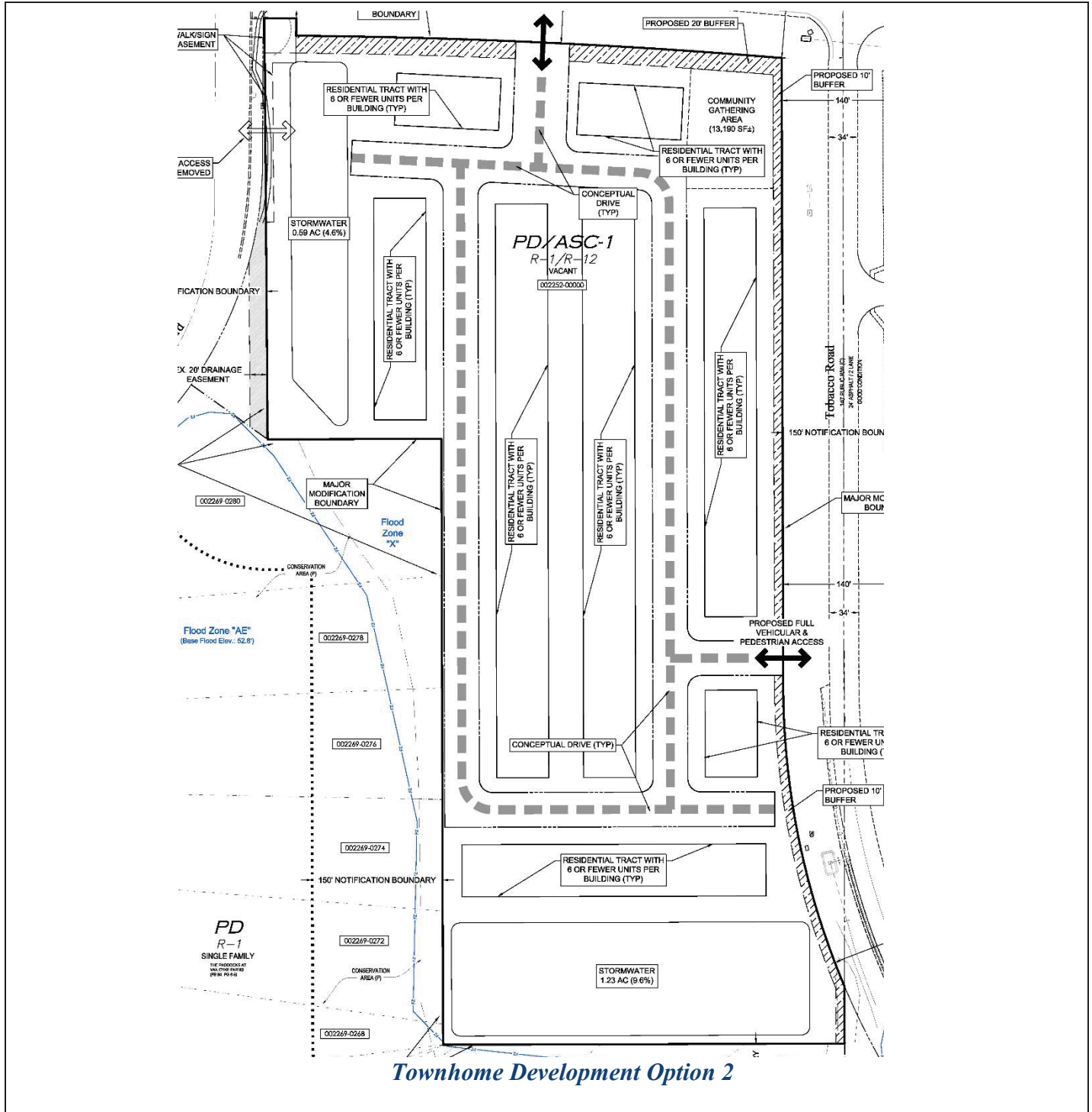
(partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Option 2

(partial provided below for size and orientation purposes. See Section 8.2 for full site plan)



2.0 LAND USE MAP SET AND SUMMARY DATA

2.5 Proposed Site Plan – Option 3

(partial provided below for size and orientation purposes. See Section 8.2 for full site plan)

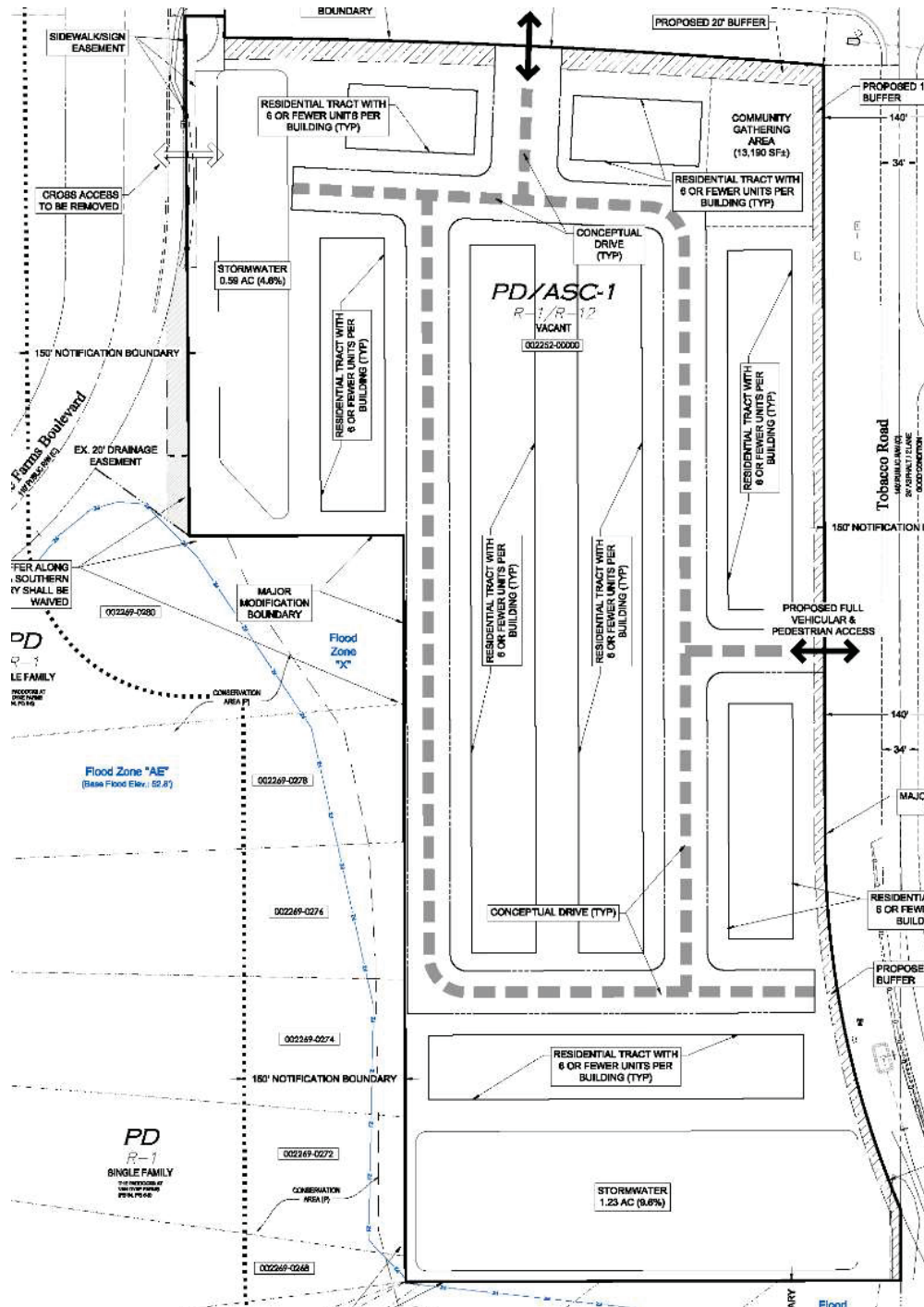


Figure 1 Townhome Development Option 3

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
Van Dyke Road	County Arterial - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
Tobacco Road	County Collector - Rural	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input checked="" type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other
Van Dyke Farms Boulevard	Private Local Roadway	2 Lanes <input type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements Proposed <input type="checkbox"/> Substandard Road Improvements Proposed <input type="checkbox"/> Other

Project Trip Generation ☐ Not applicable for this request

	Average Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing (Option 1)	16,874	1,256	1,362
Proposed (Option 2)	918	60	73
Difference (+/-)	-15,956	-1,196	-1,289

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

Design Exception/Administrative Variance ☒ Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
Notes:		

4.0 ADDITIONAL SITE INFORMATION & AGENCY COMMENTS SUMMARY

INFORMATION/REVIEWING AGENCY	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Environmental				
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	
Environmental Services	<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 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	
Conservation & Environ. Lands Mgmt.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input checked="" type="checkbox"/> Wetlands/Other Surface Waters <input type="checkbox"/> Use of Environmentally Sensitive Land Credit <input checked="" type="checkbox"/> Wellhead Protection Area <input type="checkbox"/> Surface Water Resource Protection Area <input type="checkbox"/> Potable Water Wellfield Protection Area <input type="checkbox"/> Significant Wildlife Habitat <input type="checkbox"/> Coastal High Hazard Area <input checked="" type="checkbox"/> Urban/Suburban/Rural Scenic Corridor <input checked="" type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other _____				
Public Facilities				
Transportation				
<input checked="" type="checkbox"/> Off-Site Improvement Determination Deferred Fully <input checked="" type="checkbox"/> Partially <input type="checkbox"/> <input type="checkbox"/> Design Exception/Administrative Variance Requested <input type="checkbox"/> Off-Site Improvements Provided	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	See Report
Service Area/ Water & Wastewater				
<input checked="" type="checkbox"/> Urban (proposed) <input type="checkbox"/> City of Tampa <input checked="" type="checkbox"/> Rural (existing) <input type="checkbox"/> City of T. Terrace	<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	
Hillsborough County School Board				
Adequate <input checked="" type="checkbox"/> K-5 <input checked="" type="checkbox"/> 6-8 <input type="checkbox"/> 9-12 <input type="checkbox"/> N/A Inadequate <input type="checkbox"/> K-5 <input type="checkbox"/> 6-8 <input checked="" 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: Rural Mobility, Northwest Parks/Fire - 127 townhomes Townhouse (Fee estimate is based on a 1,500 SF, 1-2 Story) Mobility:\$9,445 x 127 = \$1,199,515 Parks:\$1,957 x 127 = \$248,539 School:\$7,027 x 127 = \$892,429 Fire:\$249 x 127 = \$31,623 Total per Townhouse:\$18,678 (x 127 = \$2,372,106)				

Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <div><div><input type="checkbox"/> Meets Locational Criteria</div><div><input checked="" type="checkbox"/> N/A</div></div> <div><div><input type="checkbox"/> Locational Criteria Waiver Requested</div><div></div></div> <div><div><input type="checkbox"/> Minimum Density Met</div><div><input type="checkbox"/> N/A</div></div>	<div><div><input checked="" type="checkbox"/> Yes</div><div><input type="checkbox"/> No</div></div>	<div><div><input type="checkbox"/> Inconsistent</div><div><input checked="" type="checkbox"/> Consistent</div></div>	<div><div><input type="checkbox"/> Yes</div><div><input checked="" type="checkbox"/> No</div></div>	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

Staff finds that the proposed development matches that of the primary mix of uses in the area, which includes single-family, office, undeveloped land, a multi-family apartment development, and a platted townhome development. Wetlands and proposed stormwater ponds located between the proposed development and the single-family structures to the south and west provide significant separation. Building height is limited to a maximum of 35 feet, which is equal to the RMC-12 standard zoning district and RSC single-family residential zoning districts. Structures will be limited to 6 or fewer attached units. Lastly, the proposed development option would be viewed as less intense than the approved commercial option.

Staff has no objection to the proposed variation to eliminate the 5-foot Type A” buffer along the southern and western boundaries. The expanse of protected natural wetland vegetation between the development site and the neighboring residential structures to the south and west ranges from approximately 200 to more than 1,400 feet. Therefore, the purposes of the buffer and screening appear to be satisfied to an equivalent degree. Based on these findings, staff finds the proposed development compatible with the zoning and development pattern in the area.

5.2 Recommendation

Staff recommends approval, subject to conditions.

6.0 PROPOSED CONDITIONS

Prior to site plan certification, the applicant shall revise the notation in Sheet 1 to reference sheets 2, 3, and 4.

Approval - Approval is based on the General Development Site Plan received ~~June 16, 1986~~ July 29, 2025, and all data shown, defined, described, noted, referenced, and listed thereon.

1. There shall be a minimum of one dwelling unit per gross acre for the Residential portion of the PD-MU.
2. The height, bulk, coverage and yard requirements of the RSC-3 Zoning District shall apply to the single-family detached residential portion of the PD-MU. However, Lot 7, Block A, of Van Dyke Farms Unit 2 (The Lakes), shall have a 22 foot eleven inch rear yard setback.
3. All structures shall be a minimum of 25 feet from all external property boundaries, except for the townhome options for the commercial tract where setbacks will be as depicted on the townhome options included in the site plan for MM 25-0808.
4. The residential portion of the site shall be limited to single-family conventional dwelling units. The commercial portion shall be limited to PD-C(N) uses, except if developed for a townhome option where up to 127 platted townhome style single-family residences are a permitted use in accordance with the requirements associated with MM 25-0808.
5. The commercial portion of the PD-MU, shall have a maximum Gross Floor Area of 110,000 square feet, and a maximum height of 35 feet if developed for commercial uses.
6. The required front yard for the commercial portion shall be 30 feet in the PD-MU project proposed except if developed under a townhome option in accordance with the requirements associated with MM 25-0808.
7. The remaining yards in the commercial portion shall be in accordance with Section ~~7-126.06.00~~ of the Hillsborough ~~County Zoning Code~~ Land Development Code or for the townhome options as depicted in the site plan associated with MM 25-0808.
8. Buffering shall be provided in accordance with Section ~~7-126.06.00~~ of the Hillsborough ~~County Zoning Code~~ Land Development Code. If the commercial portion is developed with townhomes, buffering and screening shall not apply.
9. In the commercial area of the PD-MU, an area equal to at least .20 times the land area of the commercial portion of the district shall be reserved for landscaping and permeable open areas, and shall be improved and maintained accordingly. One or a combination of the following shall be provided landscaped buffers, open vegetated yards, retention areas, landscaped islands, mulched or vegetated play or seating areas, or areas paved with permeable blocks. No more than 25 percent of the required landscaped and pervious area shall be composed of permeable paving blocks. The townhome option associated with MM 25-0808 shall not be subject to these requirements.
10. The developer shall provide, prior to the issuance of Certificates of Zoning Compliance for each section adjacent to the external sidewalks, internal sidewalks, and external sidewalks internal to the project in the right-of-way area of the major roadway(s) bordering the project (i.e. Van Dyke Road, Mobley Road, and Brown Road) as each house or each non- homesite parcel is built, internal sidewalks. The exact location of said sidewalks shall be determined by the County Development ~~Review~~ Review Services Department during the Detailed Site Plan approval.
11. Prior to the issuance of Final Plat or Certificates of Occupancy Zoning Compliance for any lot or parcel which will have access to one of the following access points, the developer shall provide the following turn lanes:
 - a. ~~A 200 foot left turn lane is required on Van Dyke Road~~ A site access with turn lane warrant analysis for each increment of non-residential development identifying necessary turn lanes or extensions of existing turn lanes at the intersection of Van Dyke Road and Tobacco Road, the site's access on Van Dyke Road, into the east and the access connections on Tobacco Road commercial access.

- b. Extend the existing 195 foot eastbound-to-south left turn lane on Van Dyke Road to a minimum of 285 feet at the intersection of Van Dyke Road and Tobacco Road.
- c. A 125 foot left-turn is required on Van Dyke Road for westbound-to-south left turns into residential access (Van Dyke Farms Boulevard).
- d. ~~If the widening of the left turn lanes in a. and b. above overlap, Van Dyke road shall be widened to a uniform three-lane section from the residential access, east to the commercial access.~~
- ~~12. All roadway construction shall be completed with proper transitions from the widened section to the existing roadway pavement.~~
- ~~13. The developer shall be responsible for removing existing pavement markings in the widened section and for restriping the roadway to delineate the left turn lanes in accordance with Hillsborough County standards.~~
- ~~14. Driveway radii shall be a minimum of 40 feet to accommodate single unit vehicles at the commercial accesses.~~
- ~~15. Driveway radii shall be a minimum of 25 feet to accommodate passenger vehicles at the residential accesses.~~
- ~~16. Driveway radii returns shall not extend in front of the adjacent property.~~
- ~~17.~~12. The east driveway on Van Dyke Road shall be located a minimum of 300 feet west of Tobacco Road. This distance is measured from the west right-of-way on Tobacco Road to the near edge of the pavement of the drive.
- ~~18.~~13. The developer shall dedicate, prior to the issuance of Final Plat or Certificates of Occupancy Zoning Compliance, an additional 35 feet of right of way on the south side of Van Dyke Road. the right-of-way necessary on Van Dyke Road & Tobacco Road for any turn lanes required by the project's impacts. This will provide part of the 150 feet of total right-of-way needed ultimately to accommodate a symmetrical 6-lane divided roadway section.
- ~~19. At such time as the County has made a final determination that Tobacco Road will be built in an alignment contiguous to the subject property, and as a result, the County has assured the developer that the commercial portion of the project can be built and can receive Certificates of Zoning Compliance, the developer shall dedicate to the County up to 110 feet of right of way along the east boundary of the property from Van Dyke Road to the south as shown on the site plan.~~
- ~~20. Since the intent of the County is to construct a limited, access road on the right of way along the east boundary of this site, no accesses shall be allowed to said road from the commercial portion of the site, except to service roads if provided.~~
- ~~21.~~14. The developer shall be required to utilize public water and public sewer and shall pay all costs to connect for service delivery. The developer shall submit to the County Department of Development Coordination, prior to the issuance of Certificates of Zoning Compliance, evidence of commitment from the County Department of Water and Wastewater Utilities to provide public water and public sewer services, and evidence of agreement to pay necessary costs to enable the County to provide public water and public sewer service delivery.
- ~~22.~~15. If an interim sewage treatment plant is necessary, it shall be located in the southern portion of the commercial area, it must be approved by the Hillsborough County Utilities Department and Environmental Protection Commission, shall meet the requirements of Subsection 11.13 "Interim Sewage Plant," as well as all applicable federal, state and local regulations.
- ~~23.~~16. Stormwater detention/retention pond design requirements for the development shall be as listed below, unless otherwise approved by Environmental Protection Commission and the County Drainage Engineer.
 - a. The side slopes shall be no greater than 4:1.
 - b. The banks shall be completely vegetated to the design low water elevation.
 - c. The sides and the bottom of each pond shall not be constructed of impervious material.
- ~~24.~~17. The developer shall dedicate to the County, prior to Final Plat approval or issuance of Certificates of Zoning

Compliance, whichever occurs first, sufficient acreage to provide for the drainage easements required by the Drainage Services Section and these are as follows:

150-foot Drainage Right-of-Way starting at the southeast corner of the commercial area and running southwest and south.

75-foot easement, starting at Van Dyke Road on the west property line of the commercial area and running north to south to southeast to intersect the required 150-foot Drainage Right-of-Way.

The following easements interconnect:

75-foot drainage easements running from Van Dyke Road along the west property line approximately 1,250 ± feet, across the north property line approximately 1,900 feet then southwest to west property line.

75-foot drainage easement intersecting reference easement at approximately 400 feet on the north property line. Said easement to run north to south and intersect the required 150-foot drainage right-of-way.

75-foot drainage easement running between referenced easement A and B at approximately mid-way the site running east and west.

All easements are over existing ditches. The drainage easements shall be shown on the Revised General Development Site Plan. The developer shall submit evidence of drainage easement location approval from the Drainage Services Section of the County Engineering Department to the County Department of Development Coordination Services prior to Detailed Site Plan approval. Some portions of the referenced easements may be piped, therefore requiring lesser width on the requested easements. This will be determined at review time and approved by the County Drainage Engineer.

The above described drainage easements are generally portrayed on Exhibit 8 to the Zoning Hearing Master Hearing, which exhibit is hereby made a part of these conditions by reference.

~~25.18.~~ The developer shall install at the developer's expense, prior to the issuance of Certificates of Occupancy, fire hydrants and, if necessary, water lines of a size necessary to meet minimum fire flow and pressure requirements to provide adequate water resources for fire-fighting. The location of the hydrants and water lines shall be subject to approval of the County Department of Water and Wastewater Utilities accordingly. The installation of the hydrants and water lines shall be subject to approval of the County Department of Water and Wastewater Utilities accordingly and prior to the issuance of Certificates of Occupancy.

~~26.19.~~ Prior to Detailed Site Plan certification, the boundaries of my on-site environmentally sensitive area(s) shall be delineated in the field by County Environmental Protection Commission staff. The developer shall show on the General Development Site Plan the boundaries of all environmentally sensitive area(s) and shall label the area(s) therein "Conservation Area" prior to General Development Site Plan certification. Prior to General Development Site Plan certification, the developer shall submit to the County Environmental Protection Commission of the conservation area boundaries and area(s) therein as shown on the General Development Site Plan. All on-site conservation area(s) shall be preserved unless a mitigation plan is approved by the Environmental Protection Commission and submitted to the Department of Development Coordination.

~~27.20.~~ Access to Lake Cypress by the those persons other than invitees of the owners of the individual lots fronting on the lake, either through an outparcel or other means, shall be prohibited. Access to the lake shall be exclusively for the use of owners of the lots abutting the lake.

~~21.~~ Access to the commercial portion of the project, if developed with commercial uses, shall be limited to one access from the main project entrance, one access from Van Dyke Road and no more than two access from the service road to the Tobacco Road Realignment. A second access from Van Dyke Road may be permitted if approved by the Traffic Engineering Department.

~~22.~~ Access to the commercial portion of the project shall be limited to one access from the main project entrance, one right-in/right-out access from Van Dyke Road and no more than two accesses from the service road to Tobacco Road Realignment. A second access from Van Dyke Road may be permitted if approved by the Traffic Engineering Department.

23. As Van Dyke Road is a substandard arterial roadway, the developer will be required to improve the roadway, between the projects access onto Van Dyke Road and the nearest roadway meeting an applicable standard, to current County standards unless otherwise approved in accordance with Sec. 6.04.02.B. of the Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.

24. As Tobacco Road is a substandard arterial roadway, the developer will be required to improve the roadway, between the projects access(es) onto Tobacco Road and the nearest roadway meeting an applicable standard, to current County standards unless otherwise approved in accordance with Sec. 6.04.02.B. of the Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.

28.25. Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

29.26. No Detailed Site Plan shall be approved for the commercial site until the construction has begun on the Tobacco Road Realignment is opened to public use.

27. If Tobacco Road is not aligned, as shown on the site plan, said commercial area shall be utilized for residential development of a type and lot size as required by conditions 1, 2, and 4 above.

MM 25-0808: The development of a townhome option on the commercially designated portion of the PD shall also be subject to the following conditions and in accordance with general development site plan of MM 25-0808.

28. A townhome project shall be limited to 127 platted single-family townhome units.

29. Townhome development standards are as follows:

Minimum Lot Size: 2,000 SF

Minimum Lot Width: 20 feet

Minimum Front Yard Setback: 20 feet

Minimum Rear Yard Setback: 10 feet

Minimum Front Yard Functioning as a Side Yard Setback: 10 feet

Minimum Front Facing Garage Setback: 20 feet

Maximum Building Height: 35 feet*

Maximum Building Coverage: 85%

Minimum Building Separation: 15 feet

*Additional setbacks for heights in excess of 20 feet are not required.

30. A 20-foot--wide buffer shall be provided where depicted on the site plan along Van Dyke Road. Applicable Scenic Corridor requirements shall apply along Van Dyke Road. A 10-foot--wide buffer shall be provided where depicted on the site plan along Tobacco Road.

31. A maximum of 3 access points are allowed.

32. Vehicular and pedestrian cross-access are not required to adjacent parcels.

33. The streets will be private and may be gated; if gated, the provisions of the County technical standards for gated subdivisions shall be met.

34. Development of a townhome option shall be in accordance with the general development plan dated July 29, 2025.

35. 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.


36. 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.
37. 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.
38. 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.
39. 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.
40. 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).
41. 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.
42. A new interim wastewater treatment plant located within the Wellhead Resource Protection Area Zone 1, shall meet Advanced Wastewater Treatment (AWT) standards and other regulatory requirements for Community Wastewater Treatment Plants.
43. Along the Van Dyke and Tobacco Road frontages, the building envelopes shown on the site plan shall not have any buildings containing more than 6 units.
44. Building facades facing Van Dyke and Tobacco Road shall incorporate window banding and shutter elements.
45. Additional pedestrian and bicycle access may be placed anywhere along the Van Dyke and Tobacco Road frontages, at the developer's option, without the need for further approvals.
46. If the notes and/or graphics 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.
47. 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.

End of additional requirements for MM 25-0808

31. ~~Up to sixty 60 days subsequent to rezoning approval by the Hillsborough County Board of County Commissioners, the developer shall submit to the County Development Services Department of Development Coordination a~~

~~revised General Development site Plan for certification which shall reflect all the conditions outlined above.~~

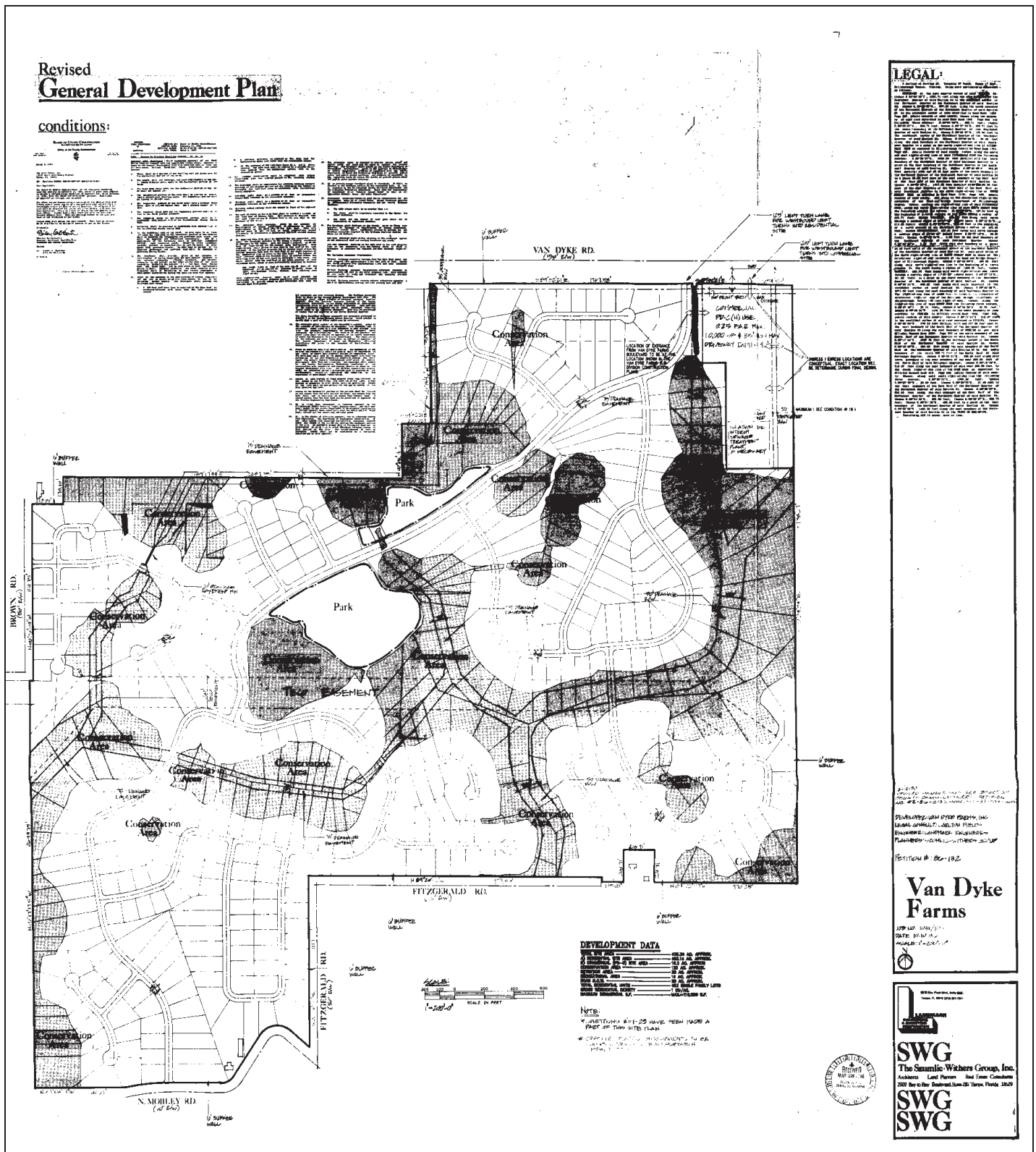
3248. If, in the course of site plan approval, the Hillsborough County Fire Department, the Department of Development Coordination or any other agency with competent jurisdiction expresses concern about the length of the cul-de-sac serving the southeast portion of the site, an emergency access only to Fitzgerald Road may be constructed to allow fire or other emergency vehicles access to that portion of the site. The establishment of such an emergency access shall not be considered as a conceptual modification to this approval.

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	

7.0 ADDITIONAL INFORMATION AND/OR GRAPHICS

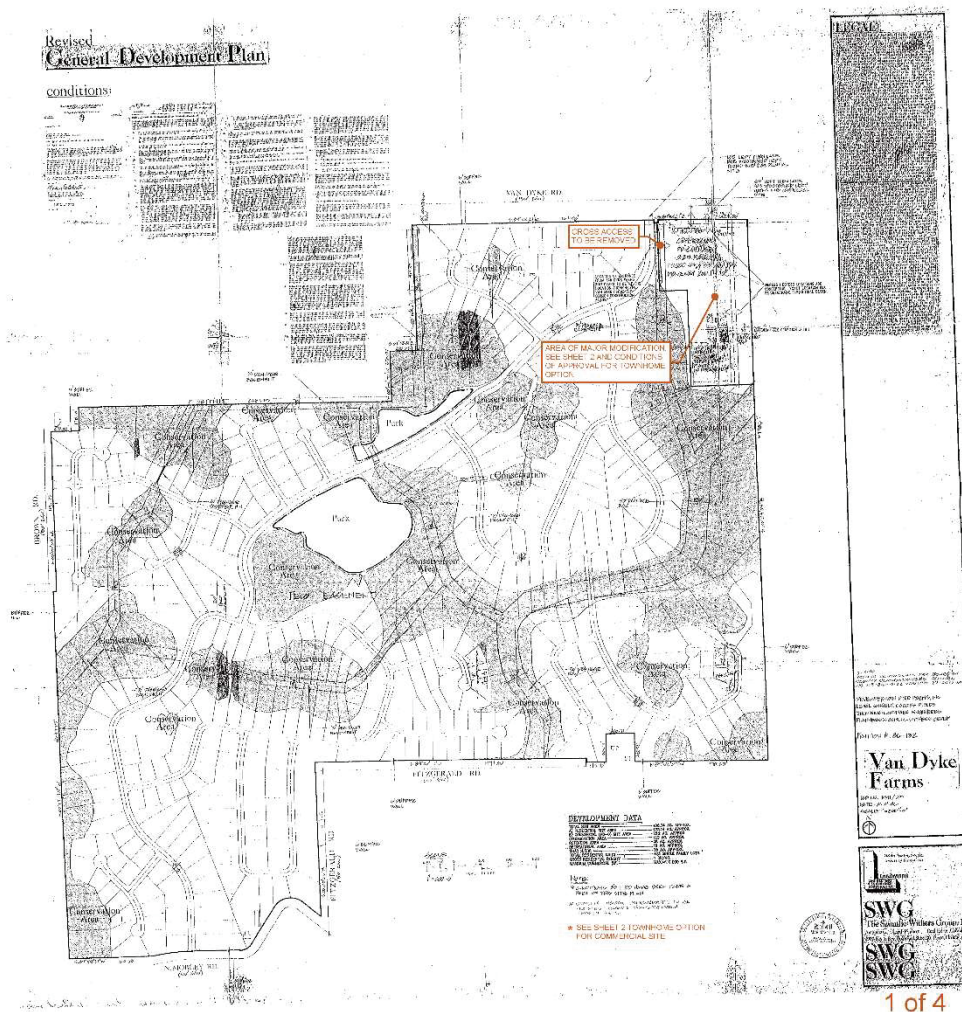
8.0 SITE PLANS (FULL)

8.1 Approved Site Plan (Full)



8.2 Proposed Site Plan (Full)

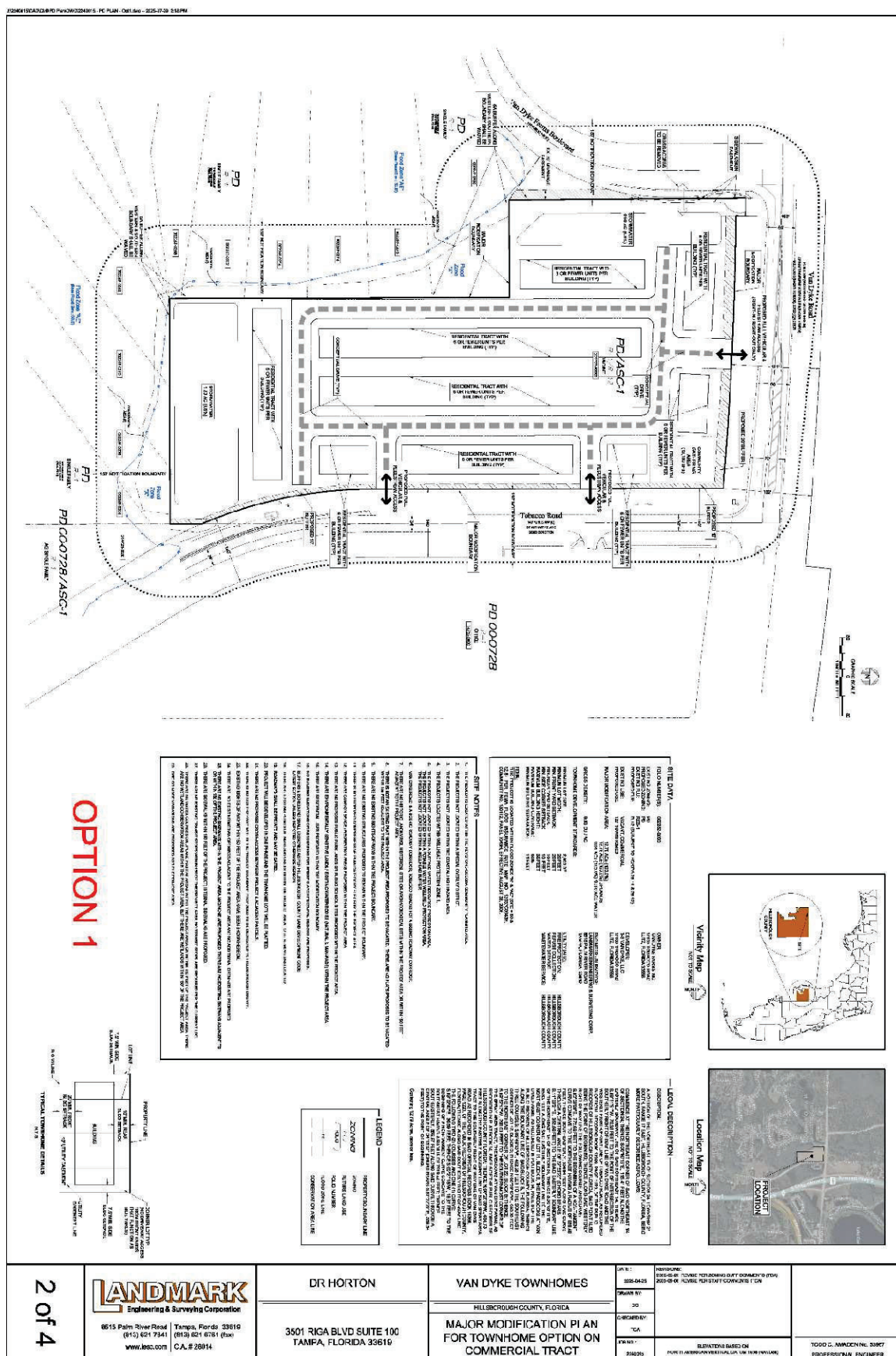
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Development Services



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25-0808

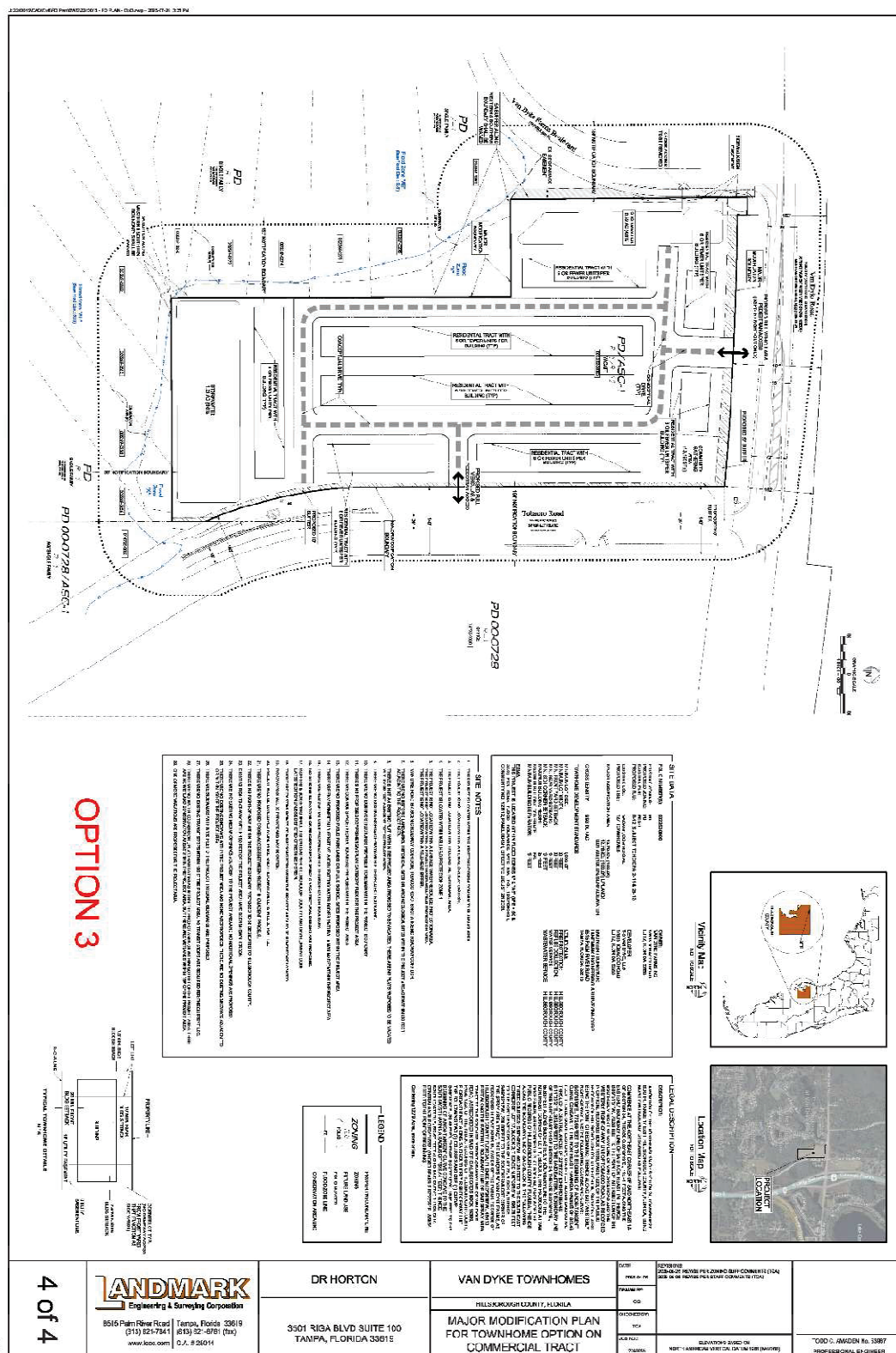
Townhome Development Option 1



Townhome Development Option 2



Townhome Development Option 3



9.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department

DATE: 8/11/2025

REVIEWER: Jessica Kowal, MPA, Principal Planner

AGENCY/DEPT: Transportation

PLANNING AREA: Keystone-Odessa

PETITION NO: PD 25-0808

- ☐ 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

Revised Conditions

11. Prior to the issuance of Final Plat or Certificates of Occupancy ~~Zoning Compliance for any lot or parcel which will have access to one of the following access points~~, the developer shall provide the following ~~turn lanes~~:

- a. ~~A 200 foot left turn lane is required on Van Dyke Road~~ A site access with turn lane warrant analysis for each increment of non-residential development identifying necessary turn lanes or extensions of existing turn lanes at the intersection of Van Dyke Road and Tobacco Road, the site's access on Van Dyke Road, into the east and the access connections on Tobacco Road ~~commercial access.~~
- b. Extend the existing 195 foot eastbound-to-south left turn lane on Van Dyke Road to a minimum of 285 feet at the intersection of Van Dyke Road and Tobacco Road.
- c. A 125 foot left-turn is required on Van Dyke Road for westbound-to-south left turns into residential access (Van Dyke Farms Boulevard).
- d. ~~If the widening of the left turn lanes in a. and b. above overlap, Van Dyke road shall be widened to a uniform three lane section from the residential access, east to the commercial access.~~

~~12. All roadway construction shall be completed with proper transitions from widened section to the existing roadway pavement.~~

[Transportation Review Staff proposes deletion of this condition to conform with current practice. Any new or modified roads will be required to conform with all applicable Land Development Code and Transportation Technical Manual standards.]

~~13. The developer shall be responsible for removing existing pavement markings in the widened section and for restriping the roadway to delineate the left turn lanes in accordance with Hillsborough County standards.~~

[Transportation Review Staff proposes deletion of this condition to conform with current practice. Any new or modified roads will be required to conform with all applicable Land Development Code and Transportation Technical Manual standards.]

- ~~14. Driveway radii shall be a minimum of 40 feet to accommodate single unit vehicles at the commercial accesses.~~

[Transportation Review Staff proposes deletion of this condition to conform with current practice. Any new or modified access driveway will be required to conform with all applicable Land Development Code and Transportation Technical Manual standards.]

- ~~15. Driveway radii shall be a minimum of 25 feet to accommodate passenger vehicles at the residential accesses.~~

[Transportation Review Staff proposes deletion of this condition to conform with current practice. Any new or modified access driveway will be required to conform with all applicable Land Development Code and Transportation Technical Manual standards.]

- ~~16. Driveway radii returns shall not extend in front of the adjacent property.~~

[Transportation Review Staff proposes deletion of this condition to conform with current practice. Any new or modified access driveway will be required to conform with all applicable Land Development Code and Transportation Technical Manual standards.]

17. The east driveway on Van Dyke Road shall be located a minimum of 300 feet west of Tobacco Road. This distance is measured from the west right-of-way on Tobacco Road to the near edge of the pavement of the drive.

18. The developer shall dedicate, prior to the issuance of Final Plat or Certificates of Occupancy ~~Zoning Compliance, an additional 35 feet of right of way on the south side of Van Dyke Road. the right-of-way necessary on Van Dyke Road & Tobacco Road for any turn lanes required by the project's impacts. This will provide part of the 150 feet of total right of way needed ultimately to accommodate a symmetrical 6 lane divided roadway section.~~

[Transportation Review Staff proposes modification of this condition. Van Dyke Road is shown on the Hillsborough County Corridor Preservation Plan as a future 2-lane enhanced roadway, as such, no additional right-of-way preservation is necessary. Right-of-way dedication may be required for turn lanes as noted in the condition.]

- ~~19. At such time as the County has made the final determination that Tobacco Road will be built in an alignment contiguous to the subject property, and as a result, the County has assured the developer that the commercial portion of the project can be built and can receive Certificates of Zoning Compliance, the developer shall dedicate to the County up to 110 feet of right of way along the east boundary of the property from Van Dyke Road to the south as shown on the site plan.~~

[Transportation Review Staff proposes deletion of this condition as it has been satisfied.]

~~20. Since the intent of the County is to construct a limited access road on the right of way along the east boundary of this site, no access shall be allowed to said road from the commercial portion of the site, except to service roads if provided.~~

[Transportation Review Staff proposes deletion of this condition as it has been satisfied.]

28. Access to the commercial portion of the project shall be limited to ~~one access from the main project entrance, one right-in/right-out access from Van Dyke Road and no more than two accesses from the service road to Tobacco Road Realignment. A second access from Van Dyke Road may be permitted if approved by the Traffic Engineering Department.~~

New Conditions

- As Van Dyke Road is a substandard arterial roadway, the developer will be required to improve the roadway, between the projects access onto Van Dyke Road and the nearest roadway meeting an applicable standard, to current County standards unless otherwise approved in accordance with Sec. 6.04.02.B. of the Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.
- As Tobacco Road is a substandard arterial roadway, the developer will be required to improve the roadway, between the projects access(es) onto Tobacco Road and the nearest roadway meeting an applicable standard, to current County standards unless otherwise approved in accordance with Sec. 6.04.02.B. of the Hillsborough County LDC. Design Exceptions (DEs) and Design Deviation Memoranda (DDM) from Transportation Technical Manual (TTM) standards may be considered in accordance with Sec. 1.7 and other applicable sections of the TTM.
- Notwithstanding anything herein or shown on the PD site plan or herein these conditions to the contrary, bicycle and pedestrian access may be permitted anywhere along the PD boundaries.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting a modification to the commercial portion (Folio 2252.0000) of the existing Planned Development (PD) to add a townhome development option for a maximum of 127 units. The subject site is located on the southwest corner of the intersection of Van Dyke Road and Tobacco Road.

The narrative request submitted for this modification noted the intent to submit an Administrative Variance to address substandard roads. At the time of this report was drafted no such request had been received, therefore the review of such request shall be addressed at the time of site/subdivision/construction plan review.

Trip Generation Analysis

As required pursuant to the Development Review Procedures Manual (DRPM), the applicant submitted a trip generation and site access analysis for the proposed townhome option. Trip generation for the existing residential portion of the PD was not provided as it is not a part of this modification. Staff prepared a comparison of the potential trips generated by development Option

1 under the current zoning district and with the proposed use Option 2 based upon the Institute of Transportation Engineer's *Trip Generation Manual, 11th Edition*.

Approved Zoning (Commercial Parcel – Option 1):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 110,000 SF Commercial, Neighborhood:			
65,000 SF Shopping Plaza (LUC 821)	4,388	113	337
20,000 SF Grocery store (LUC 850)	2,208	57	210
10,000 SF Restaurants w. Drive Thru (LUC 934)	4,674	447	331
5,000 SF Bank w/ Drive Thru (LUC 912)	502	50	106
5,000 SF/10 VFP Gas Station/Convenience Store (LUC 945)	2,434	160	184
5,000 SF Coffee/Donut Shop w/ Drive Thru (LUC 937)	2,668	429	194
Total	16,874	1,256	1,362

Proposed Use (Commercial Parcel – Option 2):

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
PD, 127 Single-Family Attached units (ITE LUC 215)	918	60	73

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference (Option 1 – Option 2)	-15,956	-1,196	-1,289

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has frontage on Van Dyke Road, Tobacco Road, and Van Dyke Farms Boulevard.

Van Dyke Road is a 2-lane, divided, arterial rural road characterized by 12-foot-wide lanes in good condition, 4-foot-wide paved shoulders, no bike lanes or sidewalks along the frontage of the proposed project site, and within +/- 165-182 feet of right of way.

Tobacco Road is a 2-lane, undivided, collector rural road characterized by +/- 12-foot-wide lanes in good condition, 4-foot-wide paved shoulders, no bike lanes, limited 5-foot-wide sidewalks on the east side of the roadway within the vicinity of the proposed project, and within +/- 140 feet of right of way.

Van Dyke Farms Boulevard is a 2-lane, divided to undivided, local urban road characterized by +/- 75 to +/- 40 feet of pavement in good condition, no bike lanes, +/- 5-foot sidewalks along both sides of the roadway, and within +/- 110-70 feet of right of way.

SITE ACCESS

The proposed Option 2 is for the area of the PD currently approved for commercial uses. There are no changes proposed for the existing residential development of the PD that takes access from Van Dyke Road via Van Dyke Farms Boulevard.

The project's modification area is proposed to have a right-in/right-out access connection to Van Dyke Road and a maximum of two full access connections on Tobacco Road.

The applicant submitted a transportation/site access analysis which evaluated the impacts the 127-townhome development would have on the abutting roadways. The analysis identified the need to extend the existing 195-foot eastbound left turn lane on Van Dyke Road to 285 feet at the intersection with Tobacco Road to accommodate the townhome project and background traffic.

The existing PD permits up to 110,000 square feet of neighborhood commercial development on this site, which is proposed to remain as Option 1. The applicant did not include Option 1 in their transportation analysis and therefore Transportation Review Staff was unable to assess the impacts of the non-residential development on the adjacent roadway network. Therefore, the Transportation Review Staff is requiring site access analysis to include turn lane warrants for each increment of non-residential development on the subject site.

The existing residential portion of the PD has a density of approximately 1 dwelling unit per acre and the proposed townhome development would yield approximately 10 dwelling units per acre. Cross access pursuant to Sec. 6.04.03.Q would not be required, therefore Transportation Review Staff has agreed to remove the condition requiring cross access from the modification area to Van Dyke Farms Boulevard.

DEFERRED TRANSPORTATION RELATED ADMINISTRATIVE REVIEWS (TRARs) FOR SUBSTANDARD ROAD IMPROVEMENTS

Given that Van Dyke Road and Tobacco Road are substandard roadways, and in accordance with Sec. 6.04.03.L. of the LDC, the developer is required to improve the public roadway network between the project driveway and the nearest roadway meeting an applicable standard. A Sec. 6.04.02.B Administrative Variance and/or Transportation Technical Manual (TTM) Design Exception (DE) or Design Deviation Memoranda (DDM) may be considered for these improvements, as applicable.

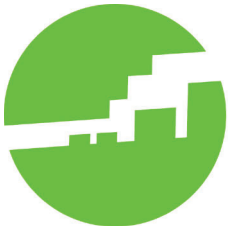
The applicant intended to submit TRARs for the above substandard roadways but subsequently chose to assume the risk of deferring adjudication to the plat/site/construction plan review stage. The applicant will be required to formally obtain the required AVs or DEs before being allowed to move through the site/construction process. Deferrals of such AVs and DEs are consistent with recent policy changes which no longer require most transportation related AVs and DEs to be approved concurrent with PD rezonings. It should be noted that if the applicant is unable to obtain required AVs or DEs, the project would be required to improve Van Dyke Road and Tobacco Road to the applicable County standard or revise their access connections to Van Dyke Road and Tobacco Road.

ROADWAY LEVEL OF SERVICE (LOS) INFORMATION

The roadway level of service provided for Van Dyke Road and Tobacco Road is for information purposes only.

Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr. Directional LOS
Van Dyke Road	Gunn Highway	Suncoast N Ramp	D	F
Tobacco Road	Hutchinson Road	Van Dyke Road	C	B

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



**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: August 18, 2025 Report Prepared: August 7, 2025	Case Number: MM 25-0808 Folio(s): 2252.0000 General Location: South of Van Dyke Road, east of Van Dyke Farms Boulevard and west of Tobacco Road
Comprehensive Plan Finding	CONSISTENT
Adopted Future Land Use	Residential-1 (1 du/ga; 0.25 FAR) *Pending HC/CPA 25-12 to Residential-12 (12du/ga; 0.50 FAR)
Service Area	Urban * Pending HC/CPA 25-11 to expand the Urban Service Area
Community Plan(s)	Keystone-Odessa
Rezoning Request	Major Modification to PD 86-0132 to construct 127 townhomes
Parcel Size	12.79 ± acres
Street Functional Classification	Van Dyke Road – County Arterial Van Dyke Farms Boulevard – Local Tobacco Road – County Collector
Commercial Locational Criteria	N/A

Evacuation Area	None
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Table 1: COMPARISON OF SURROUNDING PROPERTIES			
Vicinity	Future Land Use Designation	Zoning	Existing Land Use
Subject Property	Residential-12	PD	Agriculture
North	Residential-1 + Natural Preservation	PD + AR	Agriculture + Public/Quasi-Public/Institutions
South	Residential-1	PD	Single Family Residential
East	Residential-1 + Public/Quasi-Public + Residential-12	PD + ASC-1 + RMC-6 + CN	Light Commercial + Right of Way + Single Family Residential + HOA Property
West	Residential-1	PD + ASC-1	Single Family Residential + HOA Property + Public/Quasi-Public/Institutions

Staff Analysis of Goals, Objectives and Policies:

The 12.79 ± acre subject site is located south of Van Dyke Road, east of Van Dyke Farms Boulevard and west of Tobacco Road. The subject site is in the Urban Service Area and is within the limits of the Keystone-Odessa Community Plan. The applicant requests a Major Modification to Planned Development (PD 86-0132) to construct 127 townhomes.

The subject site is in the Residential-1 (RES-1) Future Land Use (FLU) Category. There is a pending Comprehensive Plan Map Amendment to expand the Urban Service Area and change the Future Land Use to Residential-12 (RES-12). This request for a Planned Development is considered concurrent and dependent on the approval of HC/CPA 25-11 and HC/CPA 25-12. The Residential-1 (RES-1) Future Land Use category can be considered for a maximum density of 1 dwelling unit per gross acre and a maximum intensity of 0.25 FAR. The analysis provided throughout this staff report is based on the pending RES-12 Future Land Use designation approval.

The subject 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 subject site consists of agriculture uses Agriculture uses are also to the north across Van Dyke Road and further south along Tobacco Road. There are single family uses to the south, west and east across the Suncoast Parkway. To the north is public/quasi-public/institution uses. There is a light commercial use to the east across Tobacco Road. The proposal for a residential development 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 subject site is in the Residential-12 (RES-12) Future Land Use category. The RES-12 Future Land Use category can be considered for a maximum density of 12 dwelling units per gross acre and a maximum intensity of 0.50 FAR. RES-12 allows for the consideration of agricultural, residential, neighborhood commercial, office uses, multi-purpose projects and mixed-use development.

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, Transportation comments were not yet available in Optix and thus were not taken into consideration for analysis of this request.

The proposal meets the intent of FLUS Objective 4.4 and FLUS Policy 4.4.1 that require new development to be compatible to the surrounding neighborhood through the site plan design and the proposed Conditions of Approval (COA). In this case, the surrounding land use pattern is comprised mostly of agriculture, public/quasi-public/institution and single-family uses. FLUS Policy 4.4.1 states that 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 the creation of like uses, the creation of complementary uses, mitigation of adverse impacts, transportation/pedestrian connections and gradual transition of intensity. The applicant has proposed three conditions of approval to ensure the development will meet this policy direction:

1. Along the Van Dyke and Tobacco Road frontages, the building envelopes shown on the site plan shall not have any buildings containing more than 6 units.
2. Building facades facing Van Dyke and Tobacco Road shall incorporate window banding and shutter elements.
3. Additional pedestrian and bicycle access may be placed anywhere along the Van Dyke and Tobacco Road frontages, at the developer's option, without the need for further approvals.

With the applicant's proposed Conditions of Approval, revision to site design and additional transportation/pedestrian connections, the proposed use is consistent with policy direction in the Future Land Use Section relating to neighborhood protection and compatibility. It should be noted that the aforementioned added conditions and mitigation measures are integral to Planning Commission staff's finding of consistent.

The subject site is within the limits of the Keystone-Odessa Community Plan. The vision of the plan states that 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. The Community Plan also states that the community desires to protect the area from suburban and urban sprawl and recognize that pre-existing urban scale subdivisions and commercial developments do not set a precedent for additional development of this density and design. Procedurally, concurrent rezonings are reviewed as if the concurrent plan amendments are approved. Should HC/CPAs 25-11 and 25-12 be approved, the proposed modifications would meet the vision of the Keystone Odessa Community Plan by providing a housing type and design that fits within the overall area of the subject property.

Overall, staff finds that the proposed Major Modification is compatible with the existing development pattern found within the surrounding area. The proposed Major Modification 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 Major Modification **CONSISTENT** with the *Unincorporated Hillsborough County Comprehensive Plan*, subject to the proposed conditions by the Development Services Department.

FUTURE LAND USE SECTION

Urban Service Area

Objective 1.1: Hillsborough County shall pro-actively direct new growth into the urban service area with the goal that at least 80% of all population growth will occur within the USA during the planning horizon of this Plan. Within the Urban Service Area, Hillsborough County will not impede agriculture. Building permit activity and other similar measures will be used to evaluate this objective.

Land Use Categories

Objective 2.2: The Future Land Use Map (FLUM) shall identify Land Use Categories summarized in the table below, that establish permitted land uses and maximum densities and intensities.

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

Policy 3.1.3: Compatibility is defined as the characteristics of different uses or activities or design which allow them to be located near or adjacent to each other in harmony. Some elements affecting compatibility include the following: height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture. Compatibility does not

mean “the same as.” Rather, it refers to the sensitivity of development proposals in maintaining the character of existing development.

Relationship to Land Development Regulations

Objective 4.1: All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.

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

Policy 4.4.1: Development and redevelopment shall be integrated with the adjacent land uses through:

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

LIVABLE COMMUNITIES ELEMENT: KEYSTONE-ODESSA

Rural Residential Community Character:

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 is based on the County’s Future Land Use Element, Urban Service Area boundary objectives and policies.

Development Standards in the County’s Land Development Codes which include standards that:

- achieve "compatibility" between new and existing uses;
- protect the area from suburban and urban sprawl;
- protect natural resources through clustering development, when appropriate;
- preserve natural areas in residential lot development;

- *recognize that pre-existing urban scale subdivisions and commercial developments do not set a precedent for additional development of this density and design.*

HILLSBOROUGH COUNTY
FUTURE LAND USE

RZ MM 25-0808

<all other values>

Rezoning

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service Area

Urban Service Area

Shoreline

County Boundary

Jurisdiction Boundary

Major Roads

Parcels

wam NATURAL LULC_Wet_Poly

AGRICULTURAL/MINING-1/20 (.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/QUASI-PUBLIC

NATURAL PRESERVATION

WIMAUMA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



Map Printed from Rezoning System: 5/19/2025

Author: Beverly F. Daniels

File: G:\Rezoning\System\MapProjects\Hillsborough\hillsborough - Copy.mxd

