

Rezoning Application: RZ-STD 22-1431

Zoning Hearing Master Date: April 17, 2023

BOCC Land Use Meeting Date: June 13, 2023

1.0 APPLICATION SUMMARY

Applicant: A Investments Development Corp.

FLU Category: Residential-1 (RES-1)

Service Area: Rural

Site Acreage: 2.32 MOL

**Community
Plan Area:** Keystone-Odessa

Overlay: None

Request: Rezone from Residential – Single-Family Conventional (RSC-2) to Commercial Neighborhood Restricted (CN-R)



Introduction Summary:

The existing zoning is Residential – Single-Family Conventional (RSC-2) which permits Single-Family Residential (Conventional Only) pursuant to the development standards in the table below. The proposed zoning is Commercial – Neighborhood Restricted (CN-R) which allows Restricted Neighborhood Commercial, Office and Personal Services uses pursuant to the development standards in the table below. The applicant has offered limitations restricting the use of self-serve laundries, blood plasma donation centers, outdoor recreational uses and ambulance services.

	Existing	Proposed
District(s)	RSC-2	CN-R
Typical General Use(s)	Single-Family Residential (Conventional Only)	Restricted Neighborhood Commercial, Office and Personal Services
Acreage	2.32 MOL	2.32 MOL
Density/Intensity	1 du/ga (FLU RES-1)	0.20 F.A.R.
Mathematical Maximum*	2 units	20,211 sf

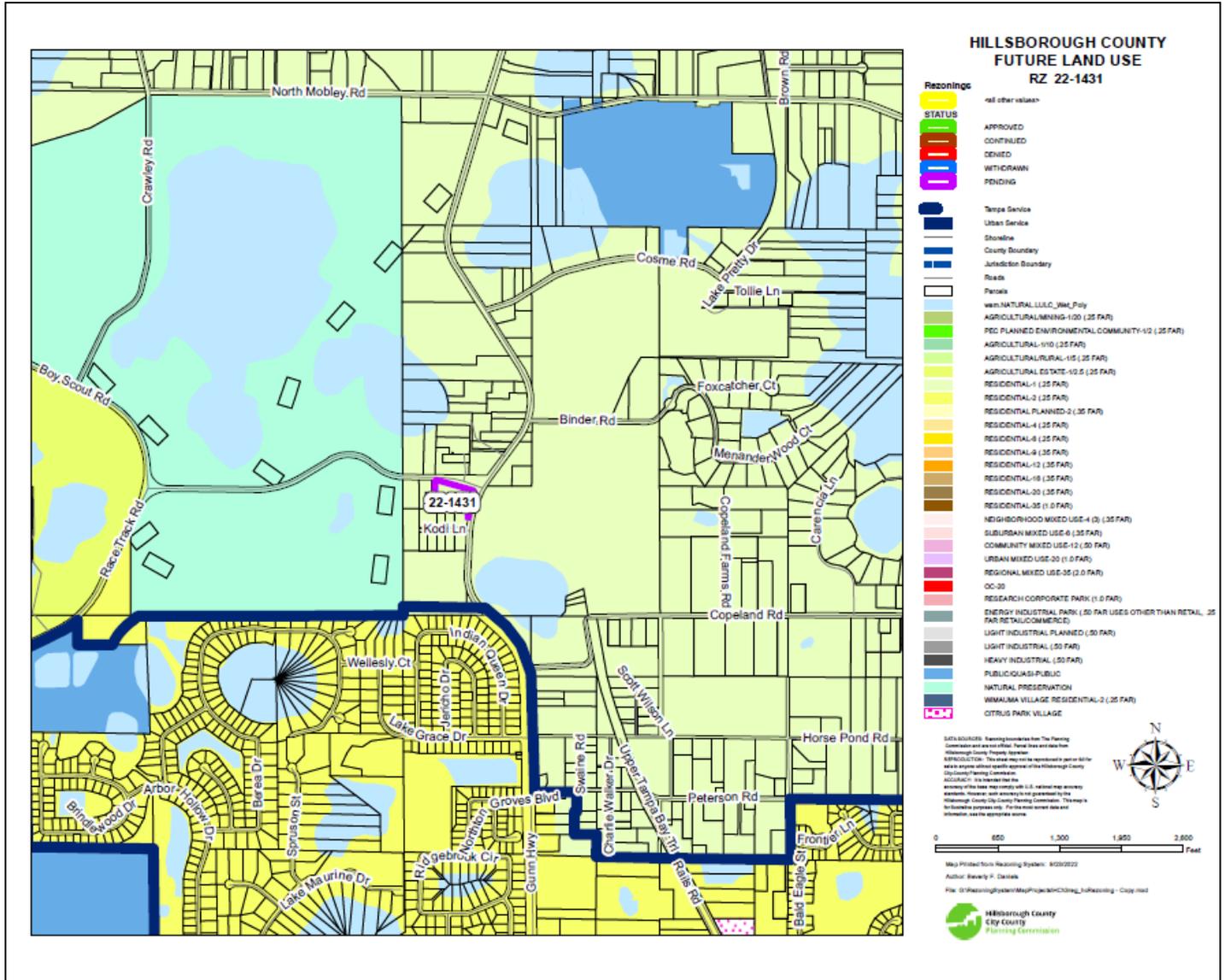
*number represents a pre-development approximation

Development Standards:	Existing	Proposed
District(s)	RSC-2	CN-R
Lot Size / Lot Width	21,780 sf / 100'	7,000 sf / 70'
Setbacks/Buffering and Screening	25' Front 25' Rear 10' Sides	30' Front Buffer Rear Buffer Sides
Height	35'	35'

Planning Commission Recommendation: Inconsistent	Development Services Recommendation: Not Supportable
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2.0 LAND USE MAP SET AND SUMMARY DATA

2.2 Future Land Use Map



<p>Subject Site Future Land Use Category:</p>	<p>Residential-1 (RES-1)</p>
<p>Maximum Density:</p>	<p>1.0 dwelling unit per gross acre / 0.25 F.A.R.</p>
<p>Typical Uses:</p>	<p>Farms, ranches, residential uses, rural scale neighborhood commercial uses, offices, and multi-purpose projects. Commercial, office, and multi-purpose uses shall meet locational criteria for specific land use projects.</p>

2.0 LAND USE MAP SET AND SUMMARY DATA

2.3 Immediate Area Map



Adjacent Zonings and Uses

Location:	Zoning:	Maximum Density Permitted by Zoning District:	Allowable Use:	Existing Use:
North	RSC-2	1 du / gross acre (FLU RES-1)	Single-Family Residential (Conventional Only)	Single-Family Residential
South	RSC-2	1 du / gross acre (FLU RES-1)	Single-Family Residential (Conventional Only)	Single-Family Residential, Vacant
East	ASC-1	1 du / gross acre	Single-Family Residential/Agricultural	Single-Family Residential/Agricultural
West	RSC-2	1 du / gross acre (FLU RES-1)	Single-Family Residential (Conventional Only)	Single-Family Residential

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
Race Track Road	County Collector - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input checked="" type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other
Gunn Hwy	County Arterial - Urban	2 Lanes <input checked="" type="checkbox"/> Substandard Road <input type="checkbox"/> Sufficient ROW Width	<input type="checkbox"/> Corridor Preservation Plan <input type="checkbox"/> Site Access Improvements <input type="checkbox"/> Substandard Road Improvements <input type="checkbox"/> Other

Project Trip Generation Not applicable for this request

	Average Annual Daily Trips	A.M. Peak Hour Trips	P.M. Peak Hour Trips
Existing	19	2	3
Proposed	3,180	272	279
Difference (+/-)	+3,161	+270	+276

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

Connectivity and Cross Access Not applicable for this request

Project Boundary	Primary Access	Additional Connectivity/Access	Cross Access	Finding
North		Choose an item.	Choose an item.	Choose an item.
South		Choose an item.	Choose an item.	Choose an item.
East		Choose an item.	Choose an item.	Choose an item.
West		Choose an item.	Choose an item.	Choose an item.
Notes:				

Design Exception/Administrative Variance Not applicable for this request

Road Name/Nature of Request	Type	Finding
	Choose an item.	Choose an item.
	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 type="checkbox"/> Yes <input checked="" type="checkbox"/> No	No Wetlands Present
Conservation & Environ. Lands Mgmt.	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No	
Check if Applicable: <input 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 type="checkbox"/> Adjacent to ELAPP property <input type="checkbox"/> Other				
Public Facilities:	Comments Received	Objections	Conditions Requested	Additional Information/Comments
Transportation <input type="checkbox"/> Design Exc./Adm. Variance Requested <input type="checkbox"/> Off-site Improvements Provided <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
Service Area/ Water & Wastewater <input type="checkbox"/> Urban <input type="checkbox"/> City of Tampa <input checked="" 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	There is a water main located adjacent to the subject site.
Comprehensive Plan:	Comments Received	Findings	Conditions Requested	Additional Information/Comments
Planning Commission <input checked="" type="checkbox"/> Meets Locational Criteria <input type="checkbox"/> N/A <input type="checkbox"/> Locational Criteria Waiver Requested <input type="checkbox"/> Minimum Density Met <input checked="" type="checkbox"/> N/A	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input checked="" type="checkbox"/> Inconsistent <input type="checkbox"/> Consistent	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	

5.0 IMPLEMENTATION RECOMMENDATIONS

5.1 Compatibility

The approximate 2.32-acre vacant parcel is zoned RSC-2 (Residential – Single-Family Conventional). The subject parcel is located at the southwest corner of Race Track Road and Gunn Highway. The area consists of single-family residential, agricultural, institutional, and commercial. The subject parcel is directly adjacent to single-family residential zoned RSC-2 to the south and west. To the east across Gunn Highway is a Tree Farm with single-family residential zoned ASC-1. To the north across Race Track Road is single-family residential zoned RSC-2. Further west on Race Track Road is a Church zoned CN and single-family residential with a doctor's office zoned OR (Office Residential). The subject property is designated Residential-1 (RES-1) on the Future Land Use map.

Development Services and the Planning Commission have compatibility concerns because the Keystone Odessa Community Plan describes that commercial uses should be agriculturally related if they are outside of the designated rural activity center area. Also, any potential business in the proposed CN-R could impact the surrounding neighborhood with noise pollution and traffic congestion.

In response to these concerns, the applicant has offered the following restriction:

- 1) The applicant seeks to restrict self-serve laundries, blood plasma donation centers, outdoor recreational uses and ambulance services.

The proposed restriction does not address Community Plan compatibility concerns in that commercial uses should be agriculturally related nor does it sufficiently address impacts to the surrounding neighborhood area. The proposed Commercial Neighborhood Restricted zoning does not fit into the rural character of the community.

Based on the above considerations staff finds the requested CN-R zoning district INCOMPATIBLE with the existing zoning and development pattern in the area.

5.2 Recommendation

Based on the above considerations, staff finds the request NOT SUPPORTABLE. As noted, the applicant has offered the following restriction:

- 1) The applicant seeks to restrict self-serve laundries, blood plasma donation centers, outdoor recreational uses and ambulance services.

Zoning Administrator Sign Off:



J. Brian Grady
Fri Apr 7 2023 08:49:17

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.

6.0 FULL TRANSPORTATION REPORT (see following pages)

AGENCY REVIEW COMMENT SHEET

TO: Zoning Technician, Development Services Department
 REVIEWER: Alex Steady, AICP
 PLANNING AREA/SECTOR: Keystone Odessa/Northwest

DATE: 04/06/2023
 AGENCY/DEPT: Transportation
 PETITION NO.: STD 22-1431

- This agency has no comments.
- This agency has no objection.
- This agency objects for the reasons set forth below.

REPORT SUMMARY AND CONCLUSIONS

- The proposed rezoning would result in an increase of trips potentially generated by development of the subject site by 3,161 average daily trips, 270 trips in the a.m. peak hour, and 276 trips in the p.m. peak hour.
- As this is a Euclidean zoning request, access will be reviewed at the time of plat/site/construction plan review for consistency with applicable rules and regulations within the Hillsborough County Land Development Code and Transportation Technical Manual.
- Transportation Review Section staff has no objection to the proposed rezoning.

PROJECT SUMMARY AND ANALYSIS

The applicant is requesting to rezone one parcel totaling +/- 2.31 acres from Residential Single Family Conventional – 2 (RSC-2) to Commercial Neighborhood - Restricted (CN-R). The restriction offered by the applicant is to not allow self-serve laundries, blood plasma donation centers, outdoor recreational uses or ambulance services. The site is located on the southeast corner of the intersection of Race Track Road and Gum Highway. The Future Land Use designation of the site is Residential-1 (RES-1).

Trip Generation Analysis

In accordance with the Development Review Procedures Manual (DRPM), no transportation analysis was required to process the proposed rezoning. Staff has prepared a comparison of the trips potentially generated under the existing and proposed zoning designations, utilizing a generalized worst-case scenario. Data presented below is based on the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition.

Approved Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
RSC-2, 2 Single Family Dwelling Units (ITE Code 210)	19	2	3

Proposed Zoning:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
CN-R, 3,000 sf Bank (ITE Code 912)	301	30	63
CN-R, 12,000 sf Pharmacy/Drugstore with Drive - Through Window (ITE Code 881)	542	19	51

CN-R, 5,000 sf Fast Food Restaurant with Drive Through Window (ITE Code 934)	2,337	223	165
Total	3,180	272	279

Trip Generation Difference:

Zoning, Land Use/Size	24 Hour Two-Way Volume	Total Peak Hour Trips	
		AM	PM
Difference	+3,161	+270	+276

TRANSPORTATION INFRASTRUCTURE SERVING THE SITE

The site has a frontage on Race Track Road and Gunn Highway. Race Track Road is a 2-lane, substandard, undivided, Hillsborough County maintained, collector roadway. Race Track Road lies within a range of +/- 65 feet to +/-179 feet of Right of Way in the vicinity of the project. Race Track does not have sidewalks on either side of the roadway within the vicinity of the project. Gunn Highway is a 2-lane, substandard, undivided, Hillsborough County maintained, arterial roadway. Gunn Highway lies within a range of +/- 90 feet to +/-114 feet of Right of Way in the vicinity of the project. Gunn Highway does not have sidewalks on either side of the roadway within the vicinity of the project.

SITE ACCESS

It is anticipated that the site will have access to Race Track Road. As this is a Euclidean zoning request, access will be reviewed at the time of plat/site/construction plan review for consistency with applicable rules and regulations within the Hillsborough County Land Development Code and Transportation Technical Manual.

HILLSBOROUGH COUNTY CORRIDOR PRESERVATION PLAN

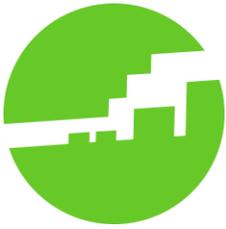
Race Track Road is included as a 2 lane enhanced roadway in the Hillsborough County Corridor Preservation Plan (CPP). Sufficient right of way will be required to be preserved for the planned improvement at the time of plat/site/construction plan review. Gunn Highway is not included in the CPP.

ROADWAY LEVEL OF SERVICE

Level of Service (LOS) information is reported below.

FDOT Generalized Level of Service				
Roadway	From	To	LOS Standard	Peak Hr Directional LOS
RACE TRACK RD	S MOBLEY	GUNN HWY	C	D
GUNN HWY	VAN DYKE RD	S MOBLEY	D	F

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



**Hillsborough County
City-County
Planning Commission**

Unincorporated Hillsborough County Rezoning	
Hearing Date: April 17, 2023	Petition: RZ 22-1431
Report Prepared: April 5, 2023	Folio 2532.0000 <i>West of Gunn Highway and south of Racetrack Road</i>
Summary Data:	
Comprehensive Plan Finding	INCONSISTENT
Adopted Future Land Use	Residential-1 (1 du/ga; 0.25 FAR)
Service Area	Rural
Community Plan	Keystone Odessa
Rezoning Request	Residential Single-Family Conventional-2 (RSC-2) to Commercial Neighborhood (CN) with use restrictions
Parcel Size (Approx.)	2.31 +/- acres
Street Functional Classification	Gunn Highway – County Arterial Racetrack Road– County Collector
Locational Criteria	Meets
Evacuation Area	None



Context

- The subject site is located on the west of Gunn Highway and south of Racetrack Road on approximately 2.31 acres.
- The site is in the Rural Area and within the limits of the Keystone Odessa Community Plan.
- The site has a Future Land Use designation of Residential-1 (RES-1), which allows for consideration of up to 1 dwelling unit per gross acre and a maximum Floor Area Ratio (FAR) of 0.25. Typical uses in the RES-1 include farms, ranches, residential uses, rural scale neighborhood commercial uses, offices, and multi-purpose projects. Commercial, office, and multi-purpose uses are required to meet locational criteria for specific land uses. Agricultural uses may be permitted pursuant to policies in the agricultural objective areas of the Future Land Use Element.
- The subject site is surrounded by RES-1 on all sides. Further west is designated Natural Preservation (N) and further south Residential-2 (RES-2). Surrounding uses include single family residential, vacant residential land, pasture, and a church.
- The subject site is zoned Residential Single-Family Conventional-2 (RSC-2) and classified as vacant residential land. In the general vicinity, the site is surrounded by RSC-2 zoning to the north, west and south. Agricultural, Single-Family Conventional (ASC-1) zoning is located to the east and Agricultural Rural (AR) zoning is located further west. There is one parcel of Commercial Neighborhood (CN) and one parcel of Office Residential (OR) zoning to the west of the subject site.
- The applicant requests to rezone the subject site from Residential Single-Family Conventional-2 (RSC-2) to Commercial Neighborhood (CN) with use restrictions.

Compliance with Comprehensive Plan:

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

FUTURE LAND USE ELEMENT

Rural Area

Objective 4: *The Rural Area will provide areas for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment, with the goal that no more than 20% of all population growth within the County will occur in the Rural Area.*

Policy 4.1: Rural Area Densities *Within rural areas, densities shown on the Future Land Use Map will be no higher than 1 du/5 ga unless located within an area identified with a higher density land use category on the Future Land Use Map as a suburban enclave, planned village, a Planned Development pursuant to the PEC ½ category, or rural community which will carry higher densities.*

Land Use Categories

Objective 8: *The Future Land Use Map will include Land Use Categories which outline the maximum level of intensity or density and range of permitted land uses allowed and planned for an area. A table of the land use categories and description of each category can be found in Appendix A.*

Policy 8.1: *The character of each land use category is defined by building type, residential density, functional use, and the physical composition of the land. The integration of these factors sets the general atmosphere and character of each land use category. Each category has a range of potentially permissible uses which are not exhaustive, but are intended to be illustrative of the character of uses permitted within the land use designation. Not all of those potential uses are routinely acceptable anywhere within that land use category.*

Relationship to Land Development Regulations

Objective 9: *All existing and future land development regulations shall be made consistent with the Comprehensive Plan, and all development approvals shall be consistent with those development regulations as per the timeframe provided for within Chapter 163, Florida Statutes. Whenever feasible and consistent with Comprehensive Plan policies, land development regulations shall be designed to provide flexible, alternative solutions to problems.*

Policy 9.1: *Each land use plan category shall have a set of zoning districts that may be permitted within that land use plan category, and development shall not be approved for zoning that is inconsistent with the plan.*

Policy 9.2: *Developments must meet or exceed the requirements of all land development regulations as established and adopted by Hillsborough County, the state of Florida and the federal government unless such requirements have been previously waived by those governmental bodies.*

Neighborhood/Community Development

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

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

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

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

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

Objective 17: Neighborhood and Community Serving Uses Certain non-residential land uses, including but not limited to residential support uses and public facilities, shall be allowed within residential neighborhoods to directly serve the population. These uses shall be located and designed in a manner to be compatible to the surrounding residential development pattern.

Policy 17.7: New development and redevelopment must mitigate the adverse noise, visual, odor and vibration impacts created by that development upon all adjacent land uses.

Commercial-Locational Criteria

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

Policy 22.2: The maximum amount of neighborhood-serving commercial uses permitted in an area shall be consistent with the locational criteria outlined in the table and diagram below. The table identifies the intersection nodes that may be considered for non-residential uses. The locational criteria is based on the land use category of the property and the classification of the intersection of roadways as shown on the adopted Highway Cost Affordable Long Range Transportation Plan. The maximums stated in the table/diagram may not always be achieved, subject to FAR limitations and short range roadway improvements as well as other factors such as land use compatibility and environmental features of the site.

In the review of development applications consideration shall also be given to the present and short-range configuration of the roadways involved. The five year transportation Capital Improvement Program, MPO Transportation Improvement Program or Long Range Transportation Needs Plan shall be used as a guide to phase the development to coincide with the ultimate roadway size as shown on the adopted Long Range Transportation Plan.

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

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

Community Design Component (CDC)

4.3 COMMERCIAL CHARACTER

GOAL 9: Evaluate the creation of commercial design standards in a scale and design that complements the character of the community.

Policy 9-1.2: Avoid “strip development” patterns for commercial uses.

5.0 NEIGHBORHOOD LEVEL DESIGN

5.1 COMPATIBILITY

OBJECTIVE 12-1: New developments should recognize the existing community and be designed in a way that is compatible with the established character of the surrounding neighborhood.

Policy 12-1.4: Compatibility may be achieved through the utilization of site design techniques including but not limited to transitions in uses, buffering, setbacks, open space and graduated height restrictions, to affect elements such as height, scale, mass and bulk of structures, pedestrian or vehicular traffic, circulation, access and parking impacts, landscaping, lighting, noise, odor and architecture.

7.0 SITE DESIGN

7.1 DEVELOPMENT PATTERN

GOAL 17: Develop commercial areas in a manner which enhances the County’s character and ambiance.

OBJECTIVE 17-1: Facilitate patterns of site development that appear purposeful and organized.

Policy 17-1.4: Affect the design of new commercial structures to provide an organized and purposeful character for the whole commercial environment.

LIVABLE COMMUNITIES ELEMENT: KEYSTONE ODESSA

Residential

The established rural pattern of residential development will be continued and the intrusion of suburban style residential development will be as defined by the Keystone-Odessa Rural Development Standard adopted in the County’s Land Development Code which provides for:

- maintaining low-density residential development of a minimum of one unit per 5 acres consistent with the comprehensive plan (unless otherwise permitted);
- discouraging plan amendments to densities higher than 1 du/5ga

Commercial

Keystone-Odessa Rural Activity Center

The Keystone-Odessa community desires to have uses that are geared to serving the daily needs of area residents, in a scale and design that complements the character of the community. It is the desire of the community to encourage transfer of development rights for some of the currently approved unbuilt commercial within the community planning area and to direct new commercial to the intersection of Gunn Highway and North Mobley Road with the community plan boundary, and to other eligible receiving areas in Hillsborough County.

The intersection at Gunn Highway and North Mobley Road is recognized as a rural activity center by the community, and designed to serve the majority of the community’s daily shopping needs such as groceries, post office, animal supplies, etc. To ensure that the area is developed in

compliance with the Keystone-Odesa Community Plan this area has been defined as an overlay district within the County's land development code.

Other Commercial

The desired rural commercial character for the Keystone-Odesa community includes uses which:

- are small in scale; (both in square footage for individual structures and in the FAR);*
- are specifically geared to serve the agricultural and equestrian interests in the area;*
- are designed using an architectural style which reflects a rural vernacular with metal or wood shake roofs; and,*
- have exterior walls constructed of natural materials (vs. a "franchise architecture" appearance).*

Staff Analysis of Goals Objectives and Policies:

The subject site is located on the west of Gunn Highway and south of Racetrack Road on approximately 2.31 acres. The site is in the Rural Area and within the limits of the Keystone Odessa Community Plan. The applicant requests to rezone the subject site from Residential Single-Family Conventional-2 (RSC-2) to Commercial Neighborhood (CN) with use restrictions. Surrounding uses include single family residential, vacant residential land, pasture land and a church.

The subject site is in the Rural Area, which is intended for long term, agricultural uses and large lot, low density rural residential uses which can exist without the threat of urban or suburban encroachment. Furthermore, the site is in the Residential-1 Future Land Use category which is intended for rural residential uses, rural scale neighborhood commercial, office and multipurpose projects when locational criteria is met. The applicant is proposing to restrict self-serve laundries, blood plasma donation centers, outdoor recreational uses, and ambulance services. However, the CN zoning district allows for a range of other commercial uses that are not consistent with the rural character intended for the Rural Area and typical uses found in the RES-1 Future Land Use category. Therefore, the proposal is inconsistent with Objective 8 and Policy 8.1 of the Future Land Use Element (FLUE).

The proposed rezoning does not meet the intent of Objective 16 and associated policies relating to neighborhood protection. The subject site is surrounded by single family residential dwellings and vacant residential land. The applicant is proposing to rezone the property to a Euclidean zoning district, therefore there is no way to ensure the mitigation of adverse impacts to surrounding uses or the gradual transition between two different land uses.

According to FLUE Objective 22 and Policy 22.2, the subject site meets Commercial Locational Criteria (CLC) and would limit commercial development to 20,000 square feet. It is within the required 660 feet from the closest qualifying intersection of Gunn Highway and Racetrack Road. However, although the site meets CLC, per FLUE Policy 22.7, these are not the only criteria to be used in determining the approval of a proposed use. The Keystone Odessa Community Plan has very clear direction as to how properties such as the subject site should maintain its rural character and is intended for large lot residential. Although some uses are proposed to be restricted, there is still a range of other uses that would be considered incompatible with the surrounding area.

Objective 12-1 and Policy 12-1.4 of the Community Design Component (CDC) discuss how new development shall be compatible with the established character of the surrounding area. The development pattern and character near the intersection of Gunn Highway and Racetrack Road mainly contains single family residential dwellings, vacant residential land, pastureland, and a church. Goal 17 of the CDC encourages commercial developments that enhance the County's character. Objective 17-1 and Policy 17.1-4 seek to facilitate patterns of development that are organized and purposeful. Adding a CN use amongst the existing development pattern would not be consistent with this policy direction.

The subject site does not meet the intent of the Keystone Odessa Community Plan. The Plan states the desire for rural commercial uses outside of the Rural Activity Center to be specifically geared towards serving the agricultural and equestrian interests in the area. The subject site is located outside of the Rural Activity Center (the intersection at Gunn Highway and North Mobley Road). The applicant has proposed uses that are inconsistent with the rural commercial character outlined in the Community Plan.

Overall, staff finds that the proposed rezoning to Commercial Neighborhood would allow for commercial development that is inconsistent with the Rural Area and RES-1 category, and inconsistent with the vision of the Keystone Odessa Community Plan. The proposed rezoning would allow for development that is inconsistent with the Goals, Objectives, and Policies of the *Unincorporated Hillsborough County Comprehensive Plan*.

Recommendation

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

HILLSBOROUGH COUNTY FUTURE LAND USE

RZ 22-1431

Rezonings

STATUS

- APPROVED
- CONTINUED
- DENIED
- WITHDRAWN
- PENDING

Tampa Service

Urban Service

Shoreline

County Boundary

Jurisdiction Boundary

Reads

Parcels

WATER 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)

OC-20

RESEARCH CORPORATE PARK (1.0 FAR)

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

LIGHT INDUSTRIAL PLANNED (.50 FAR)

LIGHT INDUSTRIAL (.50 FAR)

HEAVY INDUSTRIAL (.50 FAR)

PUBLIC/QUASIPUBLIC

NATURAL PRESERVATION

WIMAUVA VILLAGE RESIDENTIAL-2 (.25 FAR)

CITRUS PARK VILLAGE



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

Map Printed from Rezoning System: 9/23/2022
 Author: Beverly F. Daniels
 File: G:\Rezoning\System\MapProjects\HCR\Rea_HRRezoning_Copy.mxd

